

**TRANSPORT CANADA**  
**MASTER MINIMUM EQUIPMENT LIST**

**REVISION 4**

**DHC-6 SERIES 400**

Approved:  \_\_\_\_\_

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Chief, Flight Test  
National Aircraft Certification  
for Minister of Transport

Date: 27 October 2017

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**Log of Revisions**

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<b>Revision No.</b>	<b>Date</b>	<b>Page Number</b>	<b>Initials</b>
Original Issue	June 30, 2010	All	MM
Revision 1	August 1, 2010	All	MM
Revision 2	December 9, 2010	All	MM
Revision 3	February 27, 2014	2, 3, 4, 5, 21-1, 23-1, 23-2, 23-3 28-2, 29-1, 30-1, 30-3, 31-1 & 32-1	HD
Revision 4	October 27, 2017	All	SA

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**Reasons for Changes**

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- Revision 1    Formatting and Editorial prior to initial release of document to public.
- Revision 2    Formatting and Editorial subsequent to first TCCA approval, all page dates set to Dec 9 2010, all page revision status set to Revision 2, CDL removed.
- Revision 3    Edits made to Remarks or Exception columns. CAS Message Lookup Table removed.
- Revision 4    Formatting and Editorial edits were done to accommodate current formatting requirements and to reflect where data is to be found in the ICA documents. Updated "System Definitions" to reflect number of columns present in MMEL.

Refer to Table 1 for cross correlation.

Edited: the following Items:

Number. installed from "\*\*\*\*" to "1" and added (If Installed) for the following: 21-21-1B,21-60-1A, 23-11-1A,23-15-1A, 23-15-1B, 23-15-1C, 28-00-1A, 30-10-1A, 30-10-1C, 30-10-1G, 30-10-1I, 34-41-2A

Number. installed from "\*\*\*\*" to "3" for the following: 30-10-1B

Number. installed from "\*\*\*\*" to "-" for the following: 23-53-2C,25-10-1E, 25-20-1B, 25-60-1A, 31-33-1A, 34-10-1D

Number installed from "\*\*\*\*" to "2" and added (If Installed) for the following: 28-42-1B, 30-10-1D, 30-40-1A, 30-60-1A, 31-13-1D, 30-40-1A

Number. installed from "1" to "0" for the following: 23-52-1A

Number. installed from "1" to "2" for the following: 26-10-1B, 30-10-1E, 30-10-1F

Number required from "0" to "1" for the following: 26-10-1B, 31-13-1D

Changed "VFR" to VMC" through document.

21-60-2B title changed from Channel.

23-52-1A was C/1/1

23-53-2A Pilot Position was: "May be inoperative provided right pilot seat is unoccupied."

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- 23-53-2D Revised title to include “Right-side” was : “Right side may be inoperative for single pilot operations.”
- 25-60-1C First Aid Kit was: "A/1/0 If required by operating regulations, maybe incomplete as a result of unanticipated usage, for a flight or series of flights to return to a maintenance base. Aircraft may not depart a maintenance base with an incomplete or unserviceable First Aid Kit"
- 25-60-1D ELT was: "D/1/0 May be inoperative if not required by operating regulations."
- 27-20-1B was “Right side may be inoperative for single pilot operation, provided right pilot seat is unoccupied.”
- 28-20-1A Fuel Boost Pumps was:” Proviso c) was: departure airport elevation is less than 8,000 feet pressure altitude Note was changed from: Four functional pumps are required when operating with 100 percent aviation gasoline"
- 30-10-2A was:” c) OAT is below ISA +22deg C during takeoff and cruise flight.”, statement was removed
- 30-10-2B was:” c) aircraft is not operated in visible moisture at an indicated OAT of less than +5deg C", statement was removed.
- 31-13-1 was “Flight Controller Panel” to “Multifunction Display (MFD) Controller”
- 31-13-1C , 31-13-1E, 31-13-1F replaced “pilotage” to “visual flight”
- 31-13-2B was “ b) 31-13-2C Flight Controller (channel) from “May be inoperative for day VFR flight outside of polar regions, provided operating regulations permit Altitude Select to be inoperative” to “May be inoperative providing flight is day VFR only and, operating regulations permit altitude alerter and flight director / autopilot to be inoperative”.
- 31-31-1A was” If required by operating regulations, may be inoperative for a flight or series of flights to return to a maintenance base if the CVR operates normally. Aircraft may not depart a maintenance base with an unserviceable FDR.”
- 31-31-1B renumbere to 31-13-1D A/1/0 removed: If not required by operating regulations, may be inoperative for 48 hours, provided the CVR operates normally.
- 31-32-1A was” If required by operating regulations, may be inoperative for a flight or series of flights to return to a maintenance base if the FDR operates normally.”
- 31-32-1B was D/1/0 - “May be inoperative provided that the Flight Data Recorder is operating normally.”
- 32-40-1C Corrected C/1/0
- 32-40-1D Corrected C/1/0
- 33-10-1A number required for dispatch “<6” to “4”,
- 33-10-1E Avionics Circuit breaker panel and foot well lighting “<4” to 2,
- 33-40-1A was “” changed to “C / 2 / 0 - May be inoperative provided:
- a) Aircraft is not operate in known or forecast icing conditions at night, and,b) Ground deicing procedures do not require their use.
- 33-40-1B Was “For single pilot operation, the left light is required for night flight in known or forecast icing conditions.”

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- 33-50-1C Was "Individual lamp assemblies may be inoperative for night operations provided compliance is shown with minimum acceptable lighting levels specified in certification documents."
- 33-50-1D was "Not required for night all cargo operations provided the flight deck crew are the only occupants of the aircraft."
- 34-25-1A was D/1/0
- 34-44-1A Title change to EGPWS/TAWS. was B/1/0 (M) If TAWS functionality is required by operating regulations, may be inoperative provided system is deactivated and secured "B/1/0 (M) If TAWS functionality is required by operating regulations, may be inoperative provided system is deactivated and secured."
- 34-44-1B added EGPWA/TAWS for clarification
- 34-44-1-1A added GPWS/TAWs for consistency was B/1/0
- 34-44-1-2A added clarification and consistency with 34-44-1-1A this was for Modes 1 to 6.
- 34-51-2A For clarification 34-51-1 was Multi Mode Digital Radio (MMDR) changed title : Navigation Systems (MMDR)  
Removed "or ATC authorities having jurisdiction over the route of flight. "
- 34-51-2 was : Navigation systems (based on VOR, DME, ADF, GNSS, INS) CHANGED TO Marker Beacon (LH Audio Panel)
- 34-51-2A was Multi Mode Digital Radio ( MMDR) CHANGED TO :  
Navigation Systems (MMDR) Removed "or ATC authorities having jurisdiction over the route of flight.
- 34-53-1A Transponders system to include Mode S function,
- 34-53-1B added b) TCAS functionality is not required by operating regulations."
- 34-53-1C ADS-B Out added and edited from "May be inoperative provided: ELS or EHS capability is not required by operating regulations or ATC authorities having jurisdiction over the route of flight, and repairs are made prior to completion of next EMMA check (or within 125 hours, whichever comes first)" to "One maybe inoperative provided the other transponder's ADS-B Out functionality operates normally and that transponder is selected for use.",
- 34-53-1D was C/2/0 changed to D/2/0 Removed "or ATC authorities having jurisdiction over the route of flight."
- 34-54-1A was " May be inoperative provided DME reception is not needed for navigation."
- 34-56-1A was "b) procedures are established to ensure that the crew do not refer to INAV map for position determination." To "b) Dispatch condition and time limits for TAWS 34-44-1 are met."
- 34-56-1B Proviso (d) was " ADS-B Out capability is not required by operating regulations or ATC authorities having jurisdiction over the route of flight "61-20-1B Changed repair interval from "C" to "A"
- 61-20-1D Added to proviso ...."and normal propeller beta functionality is confirmed." Beta annunciation is a system with Apex annunciation and nothing here says 'light only' anyways. The system is checked per AFM system functional check 4.8.2 as part of pre-flight.

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Removed the following Items

- 30.2a) “c) OAT is below ISA +22<sup>o</sup>C during takeoff and cruise flight.”
- 33.9 Cabin Lights C/1/0 If required by operating regulations, may be inoperative for day operations.
- 33.13 C/2/0 For two pilot operations, both lights may be inoperative provided a portable lamp/light of adequate capacity for wing inspection is available for night operations in known or forecast icing conditions.
- 33-40-1C
- 34-20-1A, 34-20-1B Altitude Alerter
- 34.16 “b) both GPS receivers and the FMS are operating normally”
- 46.10 Flight Control Panel Minima Knob, Heading and/or Tracking Bug Setting knob and the Altitude Select knob.

Added the following Items:

- 21-21-1C MAU Cooling fans,
- 21-50-1C Flight Compartment Fans,
- 22-10-1 - Autopilot,
- 22-10-2 AP DISC,
- 22-10-3 AP Disconnect Warning System,
- 22-10-4 Electric Pitch Trim Including Pitch Trim Servo and Pitch Trim Servo Check,
- 22-10-5 – Electric Pitch Trim Control Wheel Switch,
- 22-10-6 – G/A Switch,
- 22-10-7 – Touch Switch Control Steering,
- 22-10-8 – Trim Normal/Disable Switch,
- 22-10-9 – Autopilot Primary Control Servo,
- 24-30-1E Avionics Start Battery,
- 25-10-1E b),
- 31-31-1C Digital FDR Recording Parameters not required by regulation
- 31-34-1 QAR,
- 34-60-1B Dual Flight Management System,
- 34-42-1A d) TCAS I,
- 34-42-1B No 2 Rad Alt,
- 34-43-1B TCAS I,
- 34-43-2 TCAS II System,
- 34-44-1-1 Modes 1-6,
- 34-53 1D ADS-B Out,
- 34-56-1B c) and d), 61-20-1A reference to AFM Supplement 44,

Incorporated Global Change 9 to Item 44-00-1A



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Table 1 Correlation Table for Revision 4 (Please note formatting errors from rev 3 are included, description of item given to clarify):

<u>Item was:</u>		<u>Item is:</u>
21.1	AIR CONDITIONING SYS	21-60-1A
21.2	VENT FAN	21-40-1B
21.3	INDIVIDUAL PUNKAH LOUVERS INST PANEL	21-40-1C
21.4	INDIVIDUAL PUNKAH LOUVERS, CABIN	21-40-1D
21.5	MANUAL HEATING CONTL SYS	21.40-1A
21.6	AVIONIS COOLING FAN	21-21-1A
21.7	DAU COOLING FAN	21-21-1B
21.8	FLT COMP. TEMP INDICATION	21-50-1A
21.9	CABIN TEMP INDICATION	21-50-1B
23.1	VHF COMM RADIOS	23-12-1A
23.2	PASSENGER ADDRESS SYSTEM	44-00-1A, REF 23-00-1A 44-00-1B
23.3	STATIC DISCHARGE WICKS	23-60-1A &1B
23.4	RIGHT SEAT PILOT HEADSET	23-52-1A
23.5	RIGHT /LEFT HEADSET	23-52-1B
23.6	AUDIO PANELS	23-53-1A
23.7	AUDIO AMPLIFIERS	REMOVED
23.8	VOICE ACTIVATED INTERCOM	23-53-2A – 2C
23.9	CONTROL YOKE "PRES TO TRANSMIT" SWITCH	23-53-2D&2E
23.10	HF RADIO	23-11-1A
23.11	CVR	31-32-1A,1B
23.12	CVR MICROPHONE	REMOVED
23.13	SATELLITE TELEPHONE SYS	23-15-1A
23.14	SATELITE TRACKING SYS	23-15-1B
23.15	MULTIFUNCTION CONTROLLER	REMOVED
23.16	CONCENTRIC FREQUENCY SELECT KNOB	REMOVED
23.17	AIRCRAFT MESSAGING SYS	23-15-1C
24.1	GENERATORS	24-30-1A
24.2	MAIN BATTERY	REMOVED
24.3	ESIS BATTERY	24-30-1B
24.4	BATTERY VOLTAGE IND	24-30-1C
24.5	GENERATOR VOLTAGE IND	24-30-1D
24.6	EXTERNAL POWER RELAY	24-40-1A
24.7	EXTERNAL POWER	24-40-1B
25.1	RIGHT PILOT SEAT	25-10-1A

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<u>Item was:</u>		<u>Item is:</u>
25.2	RIGHT PILOT SHOULDER HARNESS	25-10-1B
25.3	LEFT PILOT SHOULDER HARNESS	25-10-1C
25.4	PASSENGER SEATS	25-20-1A
25.5	LIFE VESTS	25-60-1A
25.6	PILOT SEAT VERTICAL ADJ	25-10-1D
25.7	PILOT SEAT FORE/AFT ADJ	25-10-1E
25.8	FIRST AID KIT	25-60-1B&1C
25.9	KEY LOCKS DOORS	52-10-1C
25.10	NON-ESSENTIALS	25-20-1B
25.11	FLT COMP SUN VISOR	25-10-1E
25.12	ELT	25-60-1D
25.13	EYE HEIGHT REF	25-10-1F
26.1	PORTABLE FIRE EXTINGUISHERS	26-25-1A
26.2	ENGINE FIRE EXTINGUISHER PRESSURE/THERMAL INDICATORS	26-20-1A
26.3	FIRE PUSHBUTTON VISUAL ANNUNCIATION	26-10-1B
26.4	ENGINE FIRE DETECTION	26-10-1A
27.1	AILERON TRIM TAB IND	27-13-1A
27.2	AILERON TRIM CONTL	27-13-1B
27.3	RUDDER TRIM TAB IND	27-23-1A
27.4	RUDDER TRIM TAB IND	27-23-1B
27.5	ELEVATOR TRIM TAB IND	27-33-1A
27.6	ELEVATOR TRIM TAB IND	27-33-1B
27.7	STALL WARNING LIGHT	27-38-1A
27.8	FLAP POSITION SENSOR	27-50-1A
27.9	AILERON POSITION SENSOR	27-10-1A
27.10	RUDDER POSITION SENSOR	27-20-1C
27.11	ELEVATOR POSITION SENSOR	27.30-1A
27.12	RUDDER PEDAL ASSY	27-20-1A&1B
28.1	FUEL BOOST PUMPS	28-20-1A
28.2	FUEL BOOST PUMP LOW PRESS	28-46-1A
28.3	FUEL QUANTITY GAUGING SYS	28-42-1A&1B
28.4	FUEL LOW LEVEL FLOAT SENSOR	28-44-1A
28.5	FUEL CNTRL SENSOR TUBE	28-44-1B
28.6	FUEL FLOW INDICATION	28-42-1C
28.7	FMS FUEL QUANTITY	28-42-1D
28.8	AUX FUEL (WING TANKS) SYS	28-00-1A

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<u>Item was:</u>		<u>Item is:</u>
29.1	SYS HYDRAULIC PRESS	29-30-1A
29.2	BRAKE HYDRAULIC PRESS	29-30-1B
29.3	HYDRAULIC ACCUMULATOR	29-30-1C
30.1	SURFACE DEICE SYS	30-10-1A
30.2	INTAKE DEFLECTORS	30-10-2A&2B
30.3	INTAKE DEFLECTORS IND	30-10-2C
30.4	PROP DEICE SYS	30-60-1A
30.5	WINDSHIELD HEAT	30-40-1A
30.6	WINDSHIELD WIPERS	30-45-1A&1B
30.7	WINDSHIELD DEFROST AIR	30-40-1B
30.8	PITOT TUBE HEATERS	30-30-1A
30.8	MANUAL MODE CNTRL	30-10-1B
30.9	AUTO MODE CNTRL	30-10-1C
30.10	STABILIZER BOOT DEICE PRESS ANNUCIATION	30-10-1D
30.11	STALL WARNING VANE HEATER	30-10-1E&1F
30.12	VALVE HEATERS	30.10-1G&1H
30.13	PNEUMATIC LOW PRESSURE	30-10-1J
31.1	ANALOGUE CLOCK	31-20-1A
31.2	FDR	31-31-1A TO 1D
31.3	CVR	31-32-1A,1B,&1C
31.5	AURAL WARNING CHANNELS	31-50-1A
31.6	ELECT CHECKLIST SYS	46-20-1A
31.7	OAT SENSOR	21-60-2A&2B
31.8	DAU	31-44-1A-1E
31.9	MASTER WARNING/CAUTIONS	31-50-1B&1C
31.10	AIRCRAFT TRACKING SYS	23-15-1B
32.1	PARKING BRAKE PRESS	32-40-1A
32.2	PARKING BRAKE	REMOVED
32.3	AMPHIB WHEEL GEAR	32-40-1B&1C
33.1	FLOOD LIGHTING	33-10-1A
33.2	INSTRUMENT LIGHTING	33-10-1B&1C
33.4	AVIONICS C/B PANEL LIGHT	33-10-1D&1E
33.5	AISLE LIGHT	33-10-1F&1G
33.6	FLT COMPDOME LIGHT	33-10-1H&1I
33.7	FLT COMP MAP LIGHT	33-10-1J&1K
33.8	CABIN GENERAL LIGHT	33-20-1A

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<u>Item was:</u>		<u>Item is:</u>
33.9	CABIN EMERGENCY LIGHT	33-50-1A,TO 1C
33.10	PASSENGER READING LIGHTS	33-20-1B
33-11	BOARDING LIGHT	33-20-1C
33.12	BAGGAGE COMP LIGHTS	33-30-1A
33.13	WING INSP LIGHTS	33-40-1A-1B
33.14	LANDING LIGHTS	33-40-1C&1D
33.15	PULSE FUNCTION LANDING LIGHTS	33-40-1E
33.16	TAXI LIGHT	33-40-1F
33.17	POSITION LIGHTS	33-40-1G
33.18	BEACON LIGHT	33-40-1H&1I
33.19	STROBE LIGHTS	33-40-1J&1K
33.20	EYE REF LIGHT	33-10-1L
33.21	FASTEN SEAT BELT LIGHT	33-20-1D
33.22	NO SMOKING CABIN LIGHT	33-20-1E
34.1	STANDBY COMPASS	34-25-1A
34.2	ESIS COMPASS	31-20-2A REF 34-25-1A
34.3	ESIS INSTRUMENT	31-20-2B
34.4	ESIS BATTERY	31-20-1C REF 24-30-1B
34.5	ADAHRS COMPASS & HEADING REF SYS	34-23-1A
34.6	ADAHRS ATTITUDE REF SYS	34-23-1B
34.7	ADAHRS SYS	34-23-1C
34.9	ADVANCE GRAPHIC MODULE	34-43-1B
34.10	ELECTRONIC DISPLAY JEPPESEN CHARTS	34-10-1A
34.11	FMS NAV DATABASE	34-60-1C
34.12	PFD CONTROLLER	31-11-1A
34.13	MULTIFUNCTION CONTROLLER	REMOVED
34.14	MMDR – VOR/ILS FUNC	34-51-1A&1B
34.15	MMDR –ADF FUNC	34-51-1C
34.16	MMDR – MARKER BEACON FUNC	34-51-1D
34.16	DME	34-54-1A
34.15	GPS RECEIVERS	34-56-1B
34.16	FLT MANAGEMENT SYS	34-60-1A
34.17	TRANSPONDERS	34-53-1A, 1B ,1C&1D
34-18	RADAR ALT	34-42-1A&1B
34-19	ALTITUDE ALERTER	REMOVED
34.20	INAV TOPOGRAPHIC	REMOVED

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<u>Item was:</u>		<u>Item is:</u>
34.21	TERRAIN DATABASE	REMOVED
34.22	WEATHER RADAR	34-41-1A
34.23	STORMSCOPE	34-41-2A
34.24	FLIGHT CONTROLLER	31-13-1c
34.25	TCAS i	34-43-1A&1B
34.26	TAWS	34-44-1A&1B
36.1	BLEED AIR VALVES	36-10-1A&1B
36.2	LOW PRESSURE MONITORING SYS	36-20-1A
45.1	CMC FUNCTION	45-00-1A
45.2	ECTM READER	31-33-1A
45.3	SD CARD READER	45-00-1B REF 31-13-1d
46.1	MAU	31-43-1A
46.2	AGM CHANNELS	31-43-1B
46.3	PFD (LEFT)	31-11-1B
46.4	UPPER MFD	31-11-1C
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79.1	ENGINE OIL TEMP	79-30-1A
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**Preamble**

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All equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, CAR 605.07 permits the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide the required level of safety.

A Master Minimum Equipment List (MMEL) is developed by Transport Canada, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public.

The approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment Transport Canada finds may be inoperative and yet maintain the required level of safety by applying appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.

The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of the requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew-operating procedures and other restrictions as necessary are specified in the MEL to ensure that the required level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity.

In order to maintain the required level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

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When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Journey Logbook. The item is then either repaired or deferred as per the MEL. Alternatively, the aircraft must be in compliance with CAR sections 605.08 (2) or 605.09 (2) which specify the requirements for operating an aircraft subject to the conditions of a flight permit and the subordinate position of a MEL with regard to an Airworthiness Directive (AD) for the same item. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a safe condition for operation with items of equipment inoperative [see CAR 605.08 (1)].

Operators are responsible for exercising the necessary operational control to ensure that the required level of safety is maintained. When operating with multiple inoperative items the interrelationships between those items and the effect on aircraft operation and crew workload must be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

**WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.**



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**Notes and Definitions**

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1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Rectification Interval" (Column 2) means Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the letter designators listed in Note 20
- c. "Number Installed" (Column 3) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control must be approved.

- d. "Number Required for Dispatch" (Column 4) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 5 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate approved means of configuration control.

- e. "Remarks or Exceptions" (Column 5) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- f. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane Flight Manual" (AFM) is the document required for type approval and the approved AFM for the specific aircraft is listed on the applicable Type Approval Data Sheet.

3. "As required by regulations", means that the listed item is subject to certain provisions (restrictive or permissive) as expressed in the appropriate Regulations. The items specified by these requirements must be operative. When the listed item is not required by the regulations, it may be inoperative for the time specified by the repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 3 and/or Column 4 indicates a variable number (quantity) of the item installed.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an approved alternate means of configuration control.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
7. "Flight Day" means a 24-hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
8. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
9. Alphabetical symbol in Column 5 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
10. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
11. "Notes:" in Column 5 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance but does not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
12. Inoperative components of an inoperative system: Inoperative items, which are components of a system, which is inoperative, are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
13. "(M)" symbol indicates a requirement for a specific maintenance procedure, which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

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14. "(O)" symbol indicates a requirement for a specific operations procedure, which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by Transport Canada.

15. "Deactivated" and "Secured," means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
16. "Visual Flight Rules" (VFR) is as defined in the appropriate CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
17. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
18. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
19. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, stereo equipment, overhead reading lamps, etc.

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20. Rectification Intervals: All users of an MEL must effect repairs or inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

"Category A" Items in this category shall be repaired within the time interval specified in the "Remarks or Exceptions" column of the operator's approved MEL. Whenever the proviso in the "Remarks or Exceptions" column of the MMEL states cycles or flight time, the time interval begins with the next flight. Whenever the time interval is listed as flight days, the time interval begins on the flight day following the day of discovery.

"Category B" Items in this category shall be repaired within three (3) consecutive calendar days, excluding the day of discovery. For example, if it were discovered at 10 a.m. on January 26th, the three-day interval would begin at midnight the 26th and end at midnight the 29th.

"Category C". Items in this category shall be repaired within ten (10) consecutive calendar days excluding the day of discovery. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.

"Category D". Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days excluding the day of discovery.

The letter designators are inserted adjacent to Column 2.

21. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatch will normally be at status message level (e.g., Advisory Status) or higher.
22. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to Transport Canada. If the request results in review and approval, the item becomes an MMEL item rather than an administrative control item.

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23. "\*\*\*" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft. The "\*\*\*" symbol may be considered equivalent to the term "if installed".
24. "Excess Items" means those items that have been installed that are in excess of that required by regulations

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(1) System & Sequence Numbers	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
Item				
<b>21-21-1 Avionics/Equipment Cooling Fan</b>				
21-21-1A Avionics Cooling Fan	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) OAT is less than +35° C at all times, and;</li> <li>b) the circuit breaker (E7) is secured in the open (OFF) position and;</li> <li>c) both MAU fans operate normally.</li> </ul>
21-21-1B DAU Cooling Fan	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) OAT is less than +35° C at all times, and;</li> <li>b) the circuit breaker (U2) is secured in the open (OFF) position and;</li> <li>c) vent fan operates normally</li> </ul>
21-21-1C MAU Cooling Fans	-	-	-	<i>Refer to Item 31-43-1C</i>
<b>21-40-1 Heating</b>				
21-40-1A Manual Heating Control System (implies cabin heat)	C	1	0	(O) May be inoperative provided OAT is greater than +15° C at all times and fresh air flow through all parts of the heating and defrost system is not affected.
21-40-1B Vent Fan	C	1	0	(O) May be inoperative provided cabin heating is not used while on ground.
21-40-1C Individual Pukah Louvers, Instrument Panel	C	2	0	

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Item		(3) Number Installed		(5) Remarks or Exceptions
		(4) Number Required for Dispatch		
21-40-1D Individual Pankah Louvers, Cabin	D	20	0	
<b>21-50-1 Cooling</b>				
21-50-1A Flight Compartment Temperature Indication	D	1	0	
21-50-1B Cabin Temperature Indication	D	1	0	
21-50-1C Flight Compartment Fans (If installed)	C	2	0	
<b>21-60-1 Temperature Control</b>				
21-60-1A Air Conditioning System (RWM Vapor Cycle – Option) (If installed)	D	1	0	(M) May be inoperative provided GASPER AIR SOURCE handle must be secured in the fully inward (gasper air supply comes from ram air scoop) position.
<b>21-60-2 OAT Sensor</b>				
21-60-2A Single Channel Inoperative	B	2	1	One channel may be inoperative provided there are no other deferred defects related to the MAU or the ADAHRS.
21-60-2B Both Channels Inoperative	A	2	0	(O) Both channels may be inoperative for a flight or series of flights in order to return to a maintenance base in day VMC provided:  a) OAT is forecast to be above +5°C at all times, and;  b) there are no other deferred defects related to the MAU, ADAHRS, or displays.
<b>END SECTION 21</b>				

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(1) System & Sequence Numbers	(2)	Rectification Interval			
Item		(3)	(4)		
		Number Installed	Number Required for Dispatch		
			(5)	Remarks or Exceptions	
<b>22-10-1</b>	<b>Autopilot (Including Yaw Damper) (If installed)</b>				
22-10-1A	Autopilot	C	1	0	(O)(M) May be inoperative provided: a) the controls are confirmed free and correct, and;  b) the system is deactivated and secured in accordance with PSM 1-64-2 AMM Section 22-10-00 procedure, and;  c) it is not required under the operating rules applicable to the type of operation being conducted.
22-10-1B		D	1	0	(O)(M) May be inoperative provided: a) the requirements of 22-10-1A are met, and;  b) routine procedures do not require the use of autopilot.
<b>22-10-2</b>	<b>Autopilot Disconnect Switch (Quick Release Controls)</b>				
22-10-2A	AP Disconnect Switch (AP DISC) (One per Control Wheel)	C	2	1	(O) One may be inoperative provided a) the autopilot is not used below 1,500 ft. AGL, and;  b) approaches and approach minimums do not require the use of autopilot, and;  c) the pilot flying has an operative AP disconnect switch.



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Item		(3) Number Installed		(5) Remarks or Exceptions
		(4) Number Required for Dispatch		
22-10-2B	D	2	0	(O)(M) May be inoperative provided: a) the requirements of 22-10-1A are met, and;  b) routine procedures do not require the use of autopilot.
<b>22-10-3 Autopilot Disconnected Aural Warning System</b>				
22-10-3A	-	-	-	<i>Refer to Section 31-50-1A</i>
<b>22-10-4 Electric Pitch Trim Including Pitch Trim Servo and Pitch Trim Servo Clutch</b>				
22-10-4A	D	1	0	(O)(M) May be inoperative provided: a) the requirements of 22-10-1A are met, and  b) routine procedures do not require the use of autopilot or electric pitch trim.
<b>22-10-5 Electric Pitch Trim Control Wheel Switch</b>				
22-10-5A Electric Pitch Trim Control Wheel Switch (One per Control Wheel)	D	2	0	(O) One or both may be inoperative provided routine procedures do not require the use of electric pitch trim.

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Item		(3) Number Installed			
		(4) Number Required for Dispatch			
		(5) Remarks or Exceptions			
<b>22-10-6</b>	<b>G/A Switch</b>				
22-10-6A	G/A Switch (One per Control Wheel)	C	2	1	One may be inoperative provided the pilot flying has an operative G/A switch.
22-10-6B		C	2	0	(O) Both may be inoperative provided Flight Crew operating procedures exist for initiating and flying the go-around without TOGA command bars and go-around waypoint sequencing.
<b>22-10-7</b>	<b>Touch Control Steering Switch</b>				
22-10-7A	Touch Control Steering Switch (TCS) (One per Control Wheel)	C	2	0	(O) One or both may be inoperative provided the Flight Crew is aware of the loss of TCS functionality.
<b>22-10-8</b>	<b>Trim Normal / Disable Switch</b>				
22-10-8A	Trim Normal / Disable Switch (Left Lower Instrument Panel)	D	1	0	(O)(M) May be inoperative provided: a) the requirements of 22-10-1A are met, and;  b) routine procedures do not require the use of autopilot.
<b>22-10-9</b>	<b>Autopilot Primary Control Servos</b>				
22-10-9A	Autopilot Primary Control Servos (Pitch, Roll and Yaw)	D	3	0	(O)(M) One or more servos may be inoperative provided: a) the requirements of 22-10-1A are met, and;  b) routine procedures do not require the use of autopilot.
<b>END SECTION 22</b>					

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Item	(3) Number Installed			(5) Remarks or Exceptions
	(4) Number Required for Dispatch			
<b>23-00-1      Communications</b> 23-00-1A    Passenger Address System	-	-	-	<i>Refer to Item 44-00-1A and 1B</i>
<b>23-11-1      HF Radio</b> <b>(If installed)</b> 23-11-1A	D	1	0	(M) May be inoperative if not required for long-range communication. Must be secured and deactivated.
<b>23-12-1      VHF Communication Radios (MMDR)</b> 23-12-1A	C	2	0	Any in excess of those required by regulation may be inoperative.  <i>NOTE: See Section 34 for navigation functionality of MMDR.</i>
<b>23-15-1      Satellite Communication</b> 23-15-1A    Satellite Telephone System (If installed)	D	1	0	May be inoperative if not required for long-range communication.
23-15-1B    Satellite Tracking System (If installed)	D	1	0	May be inoperative provided it is not required by operating regulations.
23-15-1C    Aircraft Messaging System (e.g. satellite messaging) (If installed)	D	1	0	May be inoperative provided it is not required by operating regulations.

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Item		(3)	(4) Number Installed	
			(4) Number Required for Dispatch	(5) Remarks or Exceptions
<b>23-52-1</b> <b>Headsets</b>				
23-52-1A      Right Seat Pilot Headset	C	1	0	May be inoperative or missing provided right pilot seat is not occupied by a crewmember.
23-52-1B      Right and/or Left Headset Noise Cancelling Function	D	2	0	May be inoperative provided headset is otherwise operating normally. Non-noise cancelling headsets may be used.
<b>23-53-1</b> <b>Audio Panels</b>				
23-53-1A      Audio Panels (KMA 29)	D	2	1	(O) Right side may be inoperative provided:  a) the pilot's use of all avionics equipment is not affected, and:  b) right seat intercom operates normally if right seat will be occupied.
<b>23-53-2</b> <b>Voice Activated Intercom</b>				
23-53-2A      Pilot Positions	C	2	0	May be inoperative provided right pilot seat is not occupied by a crewmember.
23-53-2B      Observer Position	D	1	0	
23-53-2C      Passenger Positions (If installed)	D	-	0	
23-53-2D      Right Side Control Yoke 'Press to Transmit' Switch	C	1	0	Right side may be inoperative for single pilot (left seat required) operations.

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Item			(4)	(5) Remarks or Exceptions
			(3)	
			(4)	
<b>23-60-1      Static Discharge Wicks</b>	C	-	-	One may be missing from the rudder, and one from the right elevator.
23-60-1A      Rudder	C	3	2	
23-60-1B      RH Elevator	C	2	1	
<b>END SECTION 23</b>				

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Item		(3) Number Installed			
		(4) Number Required for Dispatch			
		(5) Remarks or Exceptions			
<b>24-30-1</b>	<b>DC Generation</b>				
24-30-1A	Generators	B	2	1	One may be inoperative for a day VMC flight or series of flights to return to a maintenance base provided that a suitable aerodrome is always available enroute within 30-minute flight time. Aircraft may not depart a maintenance base with an inoperative generator.
24-30-1B	ESIS Battery	B	1	0	May be unserviceable for day VMC provided no other defects related to the Apex presentation of PFD data are present and the magnetic compass at the top of the windshield center post operates normally.
24-30-1C	Battery Voltage Indication	C	1	0	May be inoperative provided that battery voltage can be observed using right or left bus indications.
24-30-1D	Generator Voltage Indication	C	2	1	One may be inoperative provided that affected generator voltage can be observed using opposite bus or battery voltage indications, and provided the bus tie remains in the NORMAL (closed) position.
24-30-1E	Avionics Start Battery	C	1	0	(M)(O) May be inoperative or missing provided:  a) circuit breakers M7 and N7 are secured in the open (OFF) position, and;  b) AVIONIC START BATTERY switch is placarded and remains in the OFF position.
<b>24-40-1</b>	<b>External Power</b>				
24-40-1A	External Power Relay	C	1	0	(M) May be inoperative provided that the relay is confirmed to be in the open position.

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(1) System & Sequence Numbers	(2)	(3) Rectification Interval		
Item		(3)	(4) Number Installed	
		(4)	(5) Number Required for Dispatch	
			(5) Remarks or Exceptions	
24-40-1B    External Power Voltage Indication and/or annunciation  <b>END SECTION 24</b>	C	1	0	May be inoperative provided that external power source voltage can be determined by other means.

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Item			(3) Number Installed		
			(4) Number Required for Dispatch	(5) Remarks or Exceptions	
<b>25-10-1</b>	<b>Flight Compartment</b>				
25-10-1A	Right Pilot Seat Belt	D	1	0	May be inoperative or missing provided that right pilot seat is unoccupied.
25-10-1B	Right Pilot Shoulder Harness	D	1	0	May be inoperative or missing provided that right pilot seat is unoccupied.
25-10-1C	Left Pilot Shoulder Harness	A	1	0	May be inoperative for a flight or series of flights to return to a maintenance base. Aircraft may not depart a maintenance base with an unserviceable left pilot shoulder harness.
25-10-1D	Pilot Seat (left or right) Vertical Adjustment	B	2	2 (M)	May be inoperative provided that the seat is secured in a position that permits the pilot to correctly align with the Eye Height Reference Device (no additional cushions are acceptable).
25-10-1E	Pilot Seat (left or right) Fore and Aft Adjustment	B	2	2 (M)	May be inoperative provided that <ul style="list-style-type: none"> <li>a) the seat is secured in a position that permits the pilot to correctly align with the Eye Height Reference Device (no additional cushions are acceptable).</li> <li>b) the seat position when the seat is used allows a full travel of the flight controls.</li> </ul>
25-10-1F	Flight Compartment Sun Visor (If installed)	D	-	0	Sun visor(s) may be missing. Broken or chipped visors must be removed from aircraft.



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Item		(3)	Number Installed	(4) Number Required for Dispatch
				(5) Remarks or Exceptions
25-10-1G     Eye Height Reference	C	1	0	(O) May be missing or damaged provided crew seats are adjusted to ensure that: <ul style="list-style-type: none"> <li>a) top exterior surface of nose baggage compartment can be seen by each pilot without stretching, and;</li> <li>b) on-side PFD and both MFD displays are not obscured by control column when control column is in elevator neutral position, and;</li> <li>c) each pilot can operate the lowest off-side bezel button of the lower MFD with seat belt and shoulder harness fastened.</li> </ul>
<b>25-20-1     Passenger Compartment</b> 25-20-1A   Passenger Seats, Seat Backs, and Seat Belts	D	≤19	0	(M) Any number of individual seats and/or seat belts may be inoperative, provided that: <ul style="list-style-type: none"> <li>a) the seat back is secured in the upright position, and;</li> <li>b) the seat is placarded "DO NOT OCCUPY", and;</li> <li>c) the seat does not block or restrict access to any exit.</li> </ul> The seat back may be inoperative in the other than upright position provided: <ul style="list-style-type: none"> <li>a) it does not block or restrict access to an emergency exit, and;</li> </ul>

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		(4) Number Required for Dispatch	(5) Remarks or Exceptions	
25-20-1B    Non-essential furnishings (NEF) in passenger cabin (e.g. seat back pockets, entertainment systems, and similar)	D	-	0	<p>b)     <i>the seat is not used, and is blocked and placarded "DO NOT OCCUPY".</i></p> <p><i>NOTE: A seat with an inoperative seat belt is considered inoperative.</i></p> <p>May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program and inoperative or damaged furnishings do not present a hazard to occupants. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.</p>
<b>25-60-1</b> 25-60-1A    Life Vests (flotation devices) (If installed.)	D	-	0	<p>May be missing if not required by operating regulations. Unserviceable life jackets must be removed from the flight compartment and/or passenger cabin.</p>
25-60-1B    First Aid Kit	D	1	0	<p>May be missing or incomplete if not required by operating regulations.</p>
25-60-1C	D	1	0	<p>Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided:</p> <p>(O)    a)     Required distribution is maintained, and</p> <p>        b)     procedures are established and used to alert crewmembers of missing or incomplete kits.</p>

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Item		(3) Number Installed			
		(4) Number Required for Dispatch			
		(5) Remarks or Exceptions			
25-60-1D    Emergency Locator Transmitter (ELT)		A	1	0	(M)    May be inoperative provided: <ul style="list-style-type: none"> <li>a)    Placard is displayed in the flight deck indicating the ELT has been removed, and</li> <li>b)    Repair or replacement is made within interval prescribed by regulations.</li> </ul>
<b>END SECTION 25</b>					

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(1) System & Sequence Numbers		(2) Rectification Interval			
Item		(3) Number Installed			
		(4) Number Required for Dispatch			
		(5) Remarks or Exceptions			
<b>26-10-1</b> 26-10-1A	<b>Fire Detecting System</b> Engine Fire Detection – Primary Circuit	B	2	0	(O) One or both may be inoperative provided that the fire detection system tests satisfactorily when the 'Fire Detection Fault Indication' circuit breaker for the affected side(s) is out.
26-10-1B	Fire Pushbutton Visual Annunciation	C	2	1	(O) Illumination (visual annunciation) within one pushbutton may be inoperative provided that:  a) the audible fire warning is operating normally, the visual fire warnings within the T <sub>5</sub> gauge in the engine window of the PFD are operating normally, and;  b) there are no deferred defects associated with the Master Warning annunciators, and;  c) the 'push to discharge' function of the pushbutton is operating normally.
<b>26-20-1</b> 26-20-1A	<b>Fire Extinguishing System</b> Engine Fire Extinguisher Pressure/ Thermal Indicators	C	4	0	(M) One or more may be unserviceable provided fire bottles are checked for proper charge once each flight day.

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Item		(3)	(4) Number Installed	
		(4)	(5) Number Required for Dispatch	
			(5) Remarks or Exceptions	
<b>26-25-1      Hand-operated Fire Extinguisher</b> 26-25-1A    Portable Fire Extinguishers	D	-	-	Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) the inoperative fire extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and;</li> <li>b) required distribution is maintained.</li> </ul>
<b>END SECTION 26</b>				

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Item		(3) Number Installed			
		(4) Number Required for Dispatch			
		(5) Remarks or Exceptions			
<b>27-10-1</b>	<b>Aileron Control System</b>				
27-10-1A	Aileron Position Sensor (FDR sending unit)	C	1	0	May be inoperative provided elevator trim tab, rudder trim tab, aileron trim tab and flap position sensors operate normally and CVR operates normally.
<b>27-13-1</b>	<b>Aileron Trim Tab</b>				
27-13-1A	Aileron Trim Tab Indicator (MFD)	C	1	0	(O) May be inoperative provided the aileron trim tab is visually checked for full and free movement, and is confirmed neutral prior to each flight.
27-13-1B	Aileron Trim Control	C	1	0	(O)(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) the aileron trim tab is confirmed neutral prior to each flight, and;</li> <li>b) the aileron trim circuit breaker is pulled.</li> </ul>
<b>27-20-1</b>	<b>Rudder</b>				
27-20-1A	Rudder Pedal assembly fore/aft adjustment	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) rudder pedal position is acceptable to pilot(s), and;</li> <li>b) pilot can achieve satisfactory eye position with reference to eye height reference device, and;</li> <li>c) rudder pedal assembly is secured in position.</li> </ul>
27-20-1B		D	2	1	Right side may be inoperative for single pilot (left seat required) operation.

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Item				
27-20-1C Rudder Position Sensor (FDR sending unit)	C	1	0	May be inoperative provided elevator trim tab, rudder trim tab, aileron trim tab and flap position sensors operate normally and CVR operates normally.
<b>27-23-1 Rudder Trim Tab</b> 27-23-1A Rudder Trim Tab Indicator (MFD)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) rudder trim tab is visually checked for full and free movement once per flying day, and is confirmed to be in the take-off position prior to each flight, and;</li> <li>b) mechanical rudder trim tab position indicator pointer on flight compartment trim panel operates normally, and;</li> <li>c) Takeoff Configuration Warning System annunciations are not generated when tab is properly positioned for takeoff.</li> </ul>
27-23-1B Rudder Trim Tab Indicator (Mechanical Pointer)	D	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) the electronic display of rudder trim tab position on the MFD operates normally, and;</li> <li>b) The Takeoff Configuration Warning System operates normally.</li> </ul>

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Item		(3) Number Installed			
		(4) Number Required for Dispatch		(5) Remarks or Exceptions	
<b>27-30-1</b>	<b>Elevator Control System</b>				
27-30-1A	Elevator Position Sensor (FDR sending unit)	C	1	0	May be inoperative provided elevator trim tab, rudder trim tab, aileron trim tab and flap position sensors operate normally and CVR operates normally.
<b>27-33-1</b>	<b>Elevator Trim Tab</b>				
27-33-1A	Elevator Trim Tab Indicator (MFD)	C	1	0	(O) May be inoperative provided <ul style="list-style-type: none"> <li>a) elevator trim tab is visually checked for full and free movement once per flying day, and is confirmed to be in the take-off position prior to each flight, and;</li> <li>b) mechanical elevator trim tab position indicator pointer on flight compartment trim panel operates normally, and;</li> <li>c) Takeoff Configuration Warning System annunciations are not generated when the tab is properly positioned for takeoff.</li> </ul>
27-33-1B	Elevator Trim Tab Indicator (Mechanical Pointer)	D	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) the electronic display of elevator trim tab position on the MFD operates normally, and;</li> <li>b) the Takeoff Configuration Warning System operates normally.</li> </ul>



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Item		(3)	(4)	
		Number Installed	Number Required for Dispatch	
<b>27-38-1      Stall Warnings</b> 27-38-1A    Stall Warning Light (below ESIS)	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) all PFD and MFD display panels operate normally, and;</li> <li>b) both channels of the aural warning system operate normally, and;</li> <li>c) stall warning indications within both PFDs operate normally, and;</li> <li>(M) d) light is covered up and placarded inoperative.</li> </ul>
<b>27-50-1      Flaps</b> 27-50-1A    Flap Position Sensor or Indicator	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) flap system is visually checked for full and free movement once per flying day, and flaps are visually confirmed to be in the take-off position prior to each flight, and;</li> <li>b) Takeoff Configuration Warning System annunciations are not generated when flaps are properly positioned for takeoff.</li> </ul>
<b>END SECTION 27</b>				

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Item		(3)	Number Installed	(4) Number Required for Dispatch
				(5) Remarks or Exceptions
<b>28-00-1 Fuel</b> 28-00-1A Auxiliary Fuel (Wing Tanks) System (If installed)	D	1	0	(M) May be inoperative provided the auxiliary wing tank fuel system is deactivated.
<b>28-20-1 Fuel Distribution</b> 28-20-1A Fuel Boost Pumps	C	4	2	(M) One pump in each tank may be inoperative provided: <ul style="list-style-type: none"> <li>a) the associated circuit breaker is pulled, and;</li> <li>b) flight is restricted to 10,000 feet pressure altitude or below, and;</li> <li>c) departure airport elevation is less than 7,000 feet pressure altitude.</li> </ul> <p><i>NOTE: Four functional pumps are required when AVGAS is being used.</i></p>
<b>28-42-1 Fuel Quantity Indication</b> 28-42-1A Fuel Quantity Gauging System (FQGS) (FWD and AFT)	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) the fuel quantity on board is determined by other approved means prior to each flight, and;</li> <li>b) both fuel flow indicators operate normally, and;</li> <li>c) the AFT FUEL LOW LEVEL and FWD FUEL LOW LEVEL caution CAS system operates normally.</li> </ul>

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Item			(3) Number Installed		(4) Number Required for Dispatch
					(5) Remarks or Exceptions
28-42-1B	Auxiliary Wing Tank Fuel Gauges (If installed)	C	2	0	(O) One or both may be inoperative provided the tanks are verified empty.
28-42-1C	Fuel Flow Indication	B	2	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) all other engine indicators operate normally, and;</li> <li>b) the fuel quantity indicators operate normally and no deferred defects related to FQGS are present, and;</li> <li>c) FMS is not used for fuel quantity monitoring.</li> </ul> <p><i>NOTE: Expect that the 'CHECK FUEL QUANTITY' message will be displayed within the FMS map window.</i></p>
28-42-1D	FMS Fuel Quantity Monitoring	C	1	0	May be inoperative provided there are no other deferred defects related to fuel quantity measurement.
<b>28-44-1</b>	<b>Fuel Low Level Indicating</b>				
28-44-1A	FUEL LOW LEVEL Float Sensors	C	2	0	(O) One or both may be inoperative, provided: <ul style="list-style-type: none"> <li>a) there are no other deferred defects of any kind relating to the fuel system, and, if a "FUEL QTY LOW " CAS message is not present;</li> <li>b) the fuel quantity on board is confirmed by other approved means prior to each flight</li> </ul>

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Item		(3)	Number Installed	(4) Number Required for Dispatch
				(5) Remarks or Exceptions
28-44-1B      Fuel Control Sensor Tube Heaters	C	2	0	(O) One or both may be inoperative provided: a) the aircraft is not operated at an OAT below 5° C, and;  b) the corresponding circuit breaker is pulled.
<b>28-46-1      Fuel Low Pressure                  Indicating</b>				
28-46-1A      Fuel Boost Pump Low Pressure Detection Switches	C	4	3	(O) One may be inoperative provided: a) corresponding fuel boost pump is operating normally, and;  b) the corresponding PUMP 2 switch is moved to the ON position whenever pump 1 in the affected tank is in use.
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Item	(3) Number Installed			
	(4) Number Required for Dispatch			
	(5) Remarks or Exceptions			
<b>29-30-1      Hydraulic Power Indications</b>				
29-30-1A      `System` Hydraulic system pressure indicator	C	1	0	(M)      May be inoperative provided the Brake System Pressure Indicator operates normally.
29-30-1B      `Brake` Hydraulic system pressure indicator	C	1	0	(M)      May be inoperative provided the System Pressure Indicator operates normally.
29-30-1C      Hydraulic accumulator gauges	C	2	0	(M)      May be inoperative provided the accumulator pressure is confirmed to be satisfactory by use of an externally applied pressure gauge when necessary.
<b>END SECTION 29</b>				

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Item	(3) Number Installed			(4) Number Required for Dispatch	
		(5) Remarks or Exceptions			
<b>30-10-1</b>	<b>Wing and Tail De-icing System</b>				
30-10-1A	Surface Deicing Systems (Wing and Horizontal Stabilizer) (If installed)	C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.
30-10-1B	Manual Mode Control of Surface De-ice System (If installed)	C	3	0	Manual inflation control of one or more boots may be inoperative provided that the system operates normally in both the auto-fast and auto-slow timer modes.
30-10-1C	Automatic Mode Control of Surface De-ice System (If installed)	C	1	0	The auto-slow mode may be inoperative.
30-10-1D	Stabilizer Boot Deicing Pressure Annunciation (If installed)	B	2	0	One or both may be inoperative provided flight is not conducted in known or forecast icing conditions.
30-10-1E	Stall Warning Vane Heater	C	2	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.
30-10-1F		D	2	0	May be inoperative for day VMC operations provided flight is not conducted in known or forecast icing conditions.
30-10-1G	Valve Heaters (If installed)	C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.
30-10-1H		D	1	0	May be inoperative for extensive periods of day VMC operations provided flight is not conducted in known or forecast icing conditions.

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Item (If installed)		(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
30-10-1I 'PNEUMATIC LOW PRESS' Annunciation (If installed)	C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.
30-10-1J	D	1	0	May be inoperative for extensive periods of day VMC operations provided flight is not conducted in known or forecast icing conditions.
<i>NOTE: Pneumatic Low Pressure annunciation is not provided on aircraft that are not fitted with surface de-ice boots.</i>				
<b>30-10-2 Intake Deflectors</b> 30-10-2A Intake deflectors if extended.	C	2	0	(O) One or both may be inoperative provided:  a) the inoperative deflector(s) is visually confirmed to be in the extended position, and;  b) operations are conducted in accordance with the AFM.
30-10-2B Intake deflectors-if retracted	C	2	0	(O) One or both may be inoperative provided:  a) the inoperative deflector(s) is visually confirmed to be in the retracted position, and;  b) flight is not conducted in known or forecast icing conditions or an environment of sand or dust, and;  c) operations are conducted in accordance with the AFM.

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				(5) Remarks or Exceptions
30-10-2C     Intake Deflector Indication	C	2	0	(O) One or both may be inoperative provided:  a) the associated deflector operates normally, and;  b) desired deflector position is visually confirmed prior to each flight, and;  c) deflector actuation can be confirmed by observation of the torque indicator.
<b>30-30-1 Pitot Heating</b> 30-30-1A Pitot Tube Heaters	B	2	1	One may be inoperative for day VMC flight provided:  a) flight is not conducted in known or forecast icing conditions, and;  b1) there is no visible moisture, or;  b2) OAT is above +5° C at all times.



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		(5) Remarks or Exceptions		
<b>30-40-1      Windshield Heating System</b> 30-40-1A    Windshield Heat (If installed)	C	2	0	One or both windshield panels may be inoperative provided flight is not conducted in known or forecast icing conditions.
30-40-1B    Windshield Defrost Air Supply	C	2	0	Supply of warm air from the aircraft heating system to the left and right windshield defrost outlets may be inoperative provided that the optional electrically heated windshield is fitted and the electric windshield heat (both sides) and the windshield wipers (both sides) are operating normally.
<b>30-45-1      Windshield Wiper System</b> 30-45-1A    Windshield Wipers	C	2	0	One or both may be inoperative provided flight is not conducted in precipitation within five nautical miles of the airport of take-off or intended landing.
30-45-1B    Windshield Wiper Modes	C	2	1	Either the fast or the slow mode may be inoperative.
<b>30-60-1      Propeller De-icing System</b> 30-60-1A    Propeller Deicing Systems (If installed)	C	2	0	One or both may be inoperative provided flight is not conducted in known or forecast icing conditions.
<b>END SECTION 30</b>				

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		(4) Number Required for Dispatch		(5) Remarks or Exceptions	
<b>31-11-1</b>	<b>Display Units</b>				
31-11-1A	Primary Flight Display (PFD) Controller	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects related to PFD or MFD systems are present. For single pilot operations, the left controller must be operating normally.
31-11-1B	Display Unit 1 (Left PFD)	A	1	0	(O) May be inoperative for a flight or series of flights to return to a maintenance base provided: <ul style="list-style-type: none"> <li>a) both MFDs operate normally, and;</li> <li>b) flight is two-crew operation with right seat pilot performing the 'flying pilot' (handling pilot) functions, and;</li> <li>c) ESIS operates normally, and;</li> <li>d) no other deferred defects related to PFD or MFD systems are present.</li> </ul>
31-11-1C	Display Unit 2 (Upper MFD)	A	1	0	May be inoperative for a flight or series of flights to return to a maintenance base provided: <ul style="list-style-type: none"> <li>a) lower MFD operates normally, and;</li> <li>b) both PFDs operate normally, and;</li> <li>c) ESIS operates normally, and;</li> <li>d) no other deferred defects related to PFD or MFD systems are present, and;</li> </ul>

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31-11-1D     Display Unit 3 (Lower MFD)	A	1	0	<p>e)    IFR or IMC flight must be two-crew operation.</p> <p><i>NOTE: Jeppesen charts will be unavailable</i></p> <p>May be inoperative for a flight or series of flights (if single pilot, VMC only) to return to a maintenance base provided:</p> <p>a)    upper MFD operates normally, and;</p> <p>b)    both PFDs operate normally, and;</p> <p>c)    ESIS operates normally, and;</p> <p>d)    no other deferred defects related to PFD or MFD systems are present.</p>
31-11-1E     Display Unit 4 (Right PFD)	A	1	0	<p>For two crew operations, may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects related to PFD or MFD systems are present.</p>
31-11-1F	C	1	0	<p>For single pilot operations, may be inoperative provided no other deferred defects related to PFD or MFD systems are present.</p>
<b>31-13-1     Multifunction Display (MFD) Controller</b>				
31-13-1A     Shortcut Keys (two top rows of pushbuttons)	C	12	0	<p>Any or all may be inoperative provided crew are familiar with alternate means of accomplishing tasks.</p>

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31-13-1B     SD Card Reader	D	1	0	
31-13-1C     Joystick	A	1	0	(O)    May be inoperative for a flight or series of flights to return to a maintenance base provided:  a)    operations do not require RNAV capability, and;  b)    the flight(s) can be carried out by reference to short-range navigation (SRN) and/or visual flight.  <i>NOTE: The FMS will not be usable.</i>
31-13-1D     ENT keys	C	2	1	One of the two ENT keys may be inoperative.
31-13-1E     Alphanumeric keys	C	38	-	(O)    One or more be inoperative provided:  a)    operations do not require RNAV capability, and;  b)    flights can be carried out without use of the FMS, by reference to short range navigation (SRN) and/or visual flight, and;  c)    joystick and data set knob surrounding joystick operate normally
31-13-1F     Multifunction Controller (entire controller, or, any functions not specifically listed in item 31-13-1E)	A	1	0	May be inoperative for a flight or series of flights to return to a maintenance base provided:  a)    the flight(s) can be carried out by reference to short range navigation (SRN) and/or visual flight, and

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<b>31-13-2      Flight Controller</b> 31-13-2A    Heading/Track Collar	C	1	0	b)      no defects related to fuel quantity measurement are present.  <i>NOTE: The UNABLE FMS-GPS MON amber CAS message will be present until after takeoff if FMS position cannot be initialized.</i>  May be inoperative provided:  a)      operations are not conducted in polar areas, and;  b)      either the heading or the track bug functions normally.
31-13-2B    Flight Controller (individual knobs/buttons or entire controller)	B	1	0	May be inoperative providing:  a)      flight is day VMC only, and;  b)      operating regulations permit altitude alerter and flight director / autopilot to be inoperative.
31-13-2C    Flight Controller (channel)	C	2	1	One channel may be inoperative. No functionality is lost.

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<b>31-20-1 Clock</b> 31-20-1A Analogue clock with sweep second hand	C	1	- (O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) that a wristwatch with similar functionality (analogue hour and minute indications and sweep second hand) is available to the pilot(s), and;</li> <li>b) clock is covered up to prevent inadvertent reference to an inaccurate indication, or, clock is removed, and;</li> <li>c) it is not necessary to pull the circuit breaker that supplies power to the clock and the flight compartment dome light, and;</li> <li>d) the inoperative clock is physically disconnected from the aircraft electrical system prior to next departure from a maintenance base.</li> </ul>
<b>31-20-2 Electronic Standby Instrument System (ESIS)</b> 31-20-2A ESIS Compass (heading functionality only)	D	1	0 May be inoperative provided that the Magnetic (Standby) Compass and both ADAHRS compass systems operate normally.

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31-20-2B	ESIS Instrument (all functionality)	B	1	0	May be inoperative for day VMC provided no other defects related to the Apex presentation of PFD data are present and the magnetic compass at the top of the windshield center post operates normally.
31-20-2C	ESIS Battery (ESIS independent power supply)	-	-	-	<i>See Item 24-30-1B</i>
<b>31-31-1</b>	<b>Flight Data Recorder (FDR)</b>				
31-31-1A	If FDR is required by regulations	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) the aircraft does not exceed eight further flights with the FDR inoperative, and;</li> <li>b) any CVR required to be carried is operative, and;</li> <li>c) repairs are made within three flight days.</li> </ul>
31-31-1B	Digital FDR Recording Parameters required by regulations	A	-	-	Up to 3 digital recording parameters may be inoperative provided: <ul style="list-style-type: none"> <li>a) any CVR required to be carried is operative, and;</li> <li>b) repairs are made within twenty calendar days.</li> </ul>
31-31-1C	Digital FDR Recording Parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next scheduled FDR correlation check for the aircraft.
31-31-1D	If FDR not required by regulations	D	1	0	

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		(5) Remarks or Exceptions			
<b>31-32-1</b>	<b>Cockpit Voice Recorder (CVR)</b>				
31-32-1A	If CVR is required by regulations.	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) the aircraft does not exceed eight further flights with the CVR inoperative, and;</li> <li>b) any FDR required to be carried is operative, and;</li> <li>c) repairs are made within three flight days.</li> </ul>
31-32-1B	If CVR not required by regulations	D	1	0	
<b>31-33-1</b>	<b>ECTM/FDQA Data Capture (If Installed)</b>				
31-33-1A	Engine condition trend monitoring system (ECTM)	D	-	0	
<b>31-34-1</b>	<b>Quick Access Recorder(QAR) (If installed)</b>				
31-34-1A		D	1	0	May be inoperative provided procedures do not require its use.
<b>31-43-1</b>	<b>Modular Avionics Unit (MAU)</b>				
31-43-1A	MAU Actuator Input/Output Processor (AIOP) channels	A	2	1	(O)(M) One channel may be inoperative for a flight or series of flights to return to a maintenance base provided that consequences of inoperative channel are evaluated individually in accordance with each section of this MEL.



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31-43-1B	Advanced Graphic Module (AGM)	A	2	1	<p>One AGM may be inoperative for a flight or series of flights in day VMC in order to return to a maintenance base provided:</p> <ul style="list-style-type: none"> <li>a) left PFD operates satisfactorily for single pilot operations (AGM reversion may be used), or;</li> <li>b) both PFDs operate satisfactory for two pilot operations (AGM reversion may be used), and;</li> <li>c) no other deferred defects affecting PFDs, MFDs, or ESIS are present.</li> </ul>
31-43-1C	MAU Cooling Fans	C	2	1	<p>One may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) there are no other defects that affect the supply of air circulation to the nose avionics compartment or the flight compartment, and;</li> <li>b) the avionics compartment fan(s) operate normally, and;</li> <li>c) the Vent Fan operates normally</li> </ul>
<b>31-44-1</b>	<b>Data Acquisition Unit (DAU)</b>				
31-44-1A		-	-	-	<p>Dispatch may only be possible in the event of a single channel failure of only one DAU. If both channels of a DAU are failed, the aircraft may not be dispatched. If one channel has failed on each DAU, the aircraft may not be dispatched.</p>

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31-44-1B    DAU 1A	A	1	0	<p>Dispatch is only permitted if the Takeoff Configuration Warning System does not generate an inappropriate annunciation when power levers are advanced.</p> <p>The aircraft may not depart a maintenance base with DAU failures of any kind present, other than a cyan DAU Maintenance advisory message.</p> <p>(O) Refer to the AFM for details of what services are lost when a DAU channel fails. The consequences are unique to each of the 4 channels (2 left, 2 right).</p> <p>Day or Night VMC or IFR flight is permitted, for a flight or series of flights to return to a maintenance base, provided there are no other deferred defects related to any system window indications.</p>
31-44-1C    DAU 1B	A	1	0	<p>Day or Night VMC or IFR flight is permitted, for a flight or series of flights to return to a maintenance base, provided there are no other deferred defects related to any system window indications.</p>
31-44-1D    DAU 2A	A	1	0	<p>Day VMC flight is permitted, for a flight or series of flights to return to a maintenance base, provided there are no other deferred defects related to any system window indications.</p>

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31-44-1E	DAU 2B	-	1	1	Dispatch is forbidden if DAU 2B is inoperative.
<b>31-50-1</b>	<b>Central Warning System</b>				
31-50-1A	Aural Warning Channels	B	2	1	(O) One channel may be inoperative, provided: <ul style="list-style-type: none"> <li>a) affected channel is muted using the appropriate configuration switch, and;</li> <li>b) all four Master Caution and Master Warning visual annunciators are operating normally, and;</li> <li>c) no other defects related to visual or aural annunciation or indications exist, and;</li> <li>d) the left PFD and both MFDs are operating normally (no defects related to displays, except failure of the right PFD panel during single pilot operations only, are permitted).</li> </ul>
31-50-1B	Master Warning and/or Master Caution Annunciators	C	4	3	For 2 crew operations, any one annunciator may be inoperative provided: <ul style="list-style-type: none"> <li>a) the aural warning system is operating normally (no defects related to item 31-50-1A are permitted), and;</li> <li>b) the inoperative annunciator is both placarded and covered up, and;</li> </ul>

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31-50-1C	C	4	2
<p style="margin-left: 40px;">c) all four display units (PFDs and MFDs) operate normally.</p> <p style="margin-left: 40px;">For single crew operations, one or both right hand side annunciators may be inoperative provided:</p> <p style="margin-left: 40px;">a) proper operation of the left hand side annunciators is not affected, and;</p> <p style="margin-left: 40px;">b) the aural warning system is operating normally (no defects related to item 31-50-1A are permitted), and;</p> <p style="margin-left: 40px;">c) the inoperative annunciator(s) is placarded and covered up, and;</p> <p style="margin-left: 40px;">d) the left PFD and both MFDs operate normally (no defects related to displays, except failure of the right PFD panel during single pilot operations only, are permitted).</p>			
<b>END SECTION 31</b>			

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<b>32-40-1      Wheels and Brakes</b>				
32-40-1A      Brake System Pressure Indicator	-	-	-	<i>Refer to Item 29-30-1B</i>
32-40-1B      Amphibian Wheel Gear System – Retraction (If installed)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) gear position indication system is fully operational, and;</li> <li>b) all four wheels are confirmed to be fully retracted, and;</li> <li>c) amphibian is operated as a floatplane only.</li> </ul>
32-40-1C      Amphibian Wheel Gear System - Extension (If installed)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) gear position indication system is fully operational, and;</li> <li>b) all four wheels are confirmed to be fully extended and locked in position, and;</li> <li>c) amphibian is operated as a landplane only.</li> </ul>
<b>END SECTION 32</b>				

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<b>33-10-1</b>	<b>Flight Crew Compartment Lighting</b> (Excluding internal lighted button/switches, emergency lights and annunciations)				
33-10-1A	Flood (thunderstorm) lighting	C	6	4	Individual lights within a LED array, or individual arrays may be inoperative provided the remaining lights are sufficient to illuminate the FUEL EMERGENCY switches.
33-10-1B	Instrument (bezel) lighting	C	-	-	All may be inoperative for day operation.
33-10-1C		C	-	-	Some may be inoperative for night operation provided: <ul style="list-style-type: none"> <li>a) The flood (thunderstorm) lighting system operates normally, and;</li> <li>b) Light from the flood (thunderstorm) lighting system is sufficient to illuminate the affected component.</li> </ul>
33-10-1D	Avionics circuit breaker panel and footwell lighting	D	4	0	All may be inoperative for day operation.
33-10-1E		C	4	2	May be inoperative for night operation provided ESIS static selector is adequately illuminated.

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33-10-1F	Aisle light on aft face of control column	D	1	0	May be inoperative for day operation.
33-10-1G		C	1	0	May be inoperative for night operation if dome light operates normally.
33-10-1H	Flight compartment dome light	C	1	0	May be inoperative for day operation.
33-10-1I		C	1	0	May be inoperative for night operation provided: <ul style="list-style-type: none"> <li>a) there are no other deferred defects related to flight compartment lighting, and;</li> <li>b) there are no deferred defects related to the aircraft electrical system, and;</li> <li>c) it is not necessary to pull circuit breaker S1 "clock and dome light.</li> </ul>
33-10-1J	Flight compartment map lights	C	2	0	May be inoperative for day operation.
33-10-1K		C	2	0	May be inoperative for night operation provided that no other defects related to flight compartment lighting are present.
33-10-1L	Eye Height Reference Device (internal lighting)	D	3	0	Lights within spheres may be inoperative provided pilot seats are correctly adjusted prior to flight.

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<b>33-20-1 Passenger Compartment Lights</b>				
33-20-1A Cabin General Lights	C	6	3	Individual lights may be inoperative provided:  a) the adjacent light is operating normally, and;  b) inoperative lights do not exceed 50 percent of the total number installed, and;  c) there is sufficient lighting for crewmembers to perform their required duties.
33-20-1B Passenger Reading Lights	D	20	0	Any number may be inoperative.
33-20-1C Boarding Light	D	1	0	
33-20-1D "Fasten Seat Belt" Cabin Annunciation	C	1	0	(O) May be inoperative provided:  a) alternate procedures are established for normal, abnormal, and emergency situations, and;  b) cabin address system is operational.
33-20-1E "No Smoking" Cabin Annunciator	C	1	0	(M)(O) May be inoperative provided:  a) A 'no smoking' placard is provided nearby that is visible to all passengers and can be comprehended by all passengers, and;  b) passengers are advised during the pre-flight safety briefing that smoking is not permitted at any time.



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<b>33-30-1 Cargo &amp; Service Compartment</b>				
33-30-1A Baggage Compartment Lights	D	3	0	
<b>33-40-1 Exterior</b>				
33-40-1A Wing Inspection Lights	C	2	0	May be inoperative provided:  a) Aircraft is not operate in known or forecast icing conditions at night, and  b) Ground deicing procedures do not require their use.
33-40-1B	C	2	1	Right light may be inoperative for single pilot operations.
33-40-1C Landing Lights	C	2	0	One or both may be inoperative for daylight operations.
33-40-1D	C	2	1	One may be inoperative for night operations provided the taxi light operates normally.
33-40-1E Pulse Light Function of Landing Lights	D	1	0	May be inoperative provided STEADY on and off control of landing lights operates normally.
33-40-1F Taxi Light	C	1	0	May be inoperative or missing.
33-40-1G Position Lights	C	3	0	One or more may be inoperative for daylight operations.
33-40-1H Beacon Light	C	1	0	May be inoperative for day operations.

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33-40-1I	C	1	0		May be inoperative for night operations provided strobe lights operate normally.
33-40-1J     Strobe Lights	C	1	0		May be inoperative for day operations.
33-40-1K	C	1	0		May be inoperative for night operations provided beacon light operates normally.
<b>33-50-1     Emergency Lighting</b>					
33-50-1A     Cabin Emergency Lighting System (If installed)	D	1	0		If not required by operating regulations.
33-50-1B	C	1	1		Individual lamp assemblies may be inoperative for operations provided compliance is shown with minimum acceptable lighting levels specified in certification documents.
33-50-1C	C	1	0		May be inoperative provided flight crew are the only occupants of the aircraft.
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<b>34-10-1      Flight Environment Data</b> 34-10-1A    Electronic Display of Jeppesen charts (If installed)	D	-	0	May be inoperative, deactivated, or out of date provided system is not used.
<b>34-23-1      Air Data Attitude and Heading Reference System (ADAHRS)</b> 34-23-1A    ADAHRS Compass and Heading reference systems	A	2	1	Compass and heading function of one channel may be inoperative for a flight or series of flights to return to a maintenance base provided: <ul style="list-style-type: none"> <li>a) the Standby Magnetic Compass at top center of windshield and the ESIS compass systems are operating normally, and;</li> <li>b) operation of ADHRS button on PFD controller permits the output of the functional channel to be displayed on both PFDs (or, the left PFD during single pilot operations), and;</li> <li>c) no other defects related to PFD controllers or PFD and/or MFD display screens (except inoperative right PFD during single pilot operations) or other ADAHRS functions are present.</li> </ul>

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34-23-1B      ADAHRS Attitude reference systems	A	2	1	<p>Attitude function of one channel may be inoperative for a flight or series of flights to return to a maintenance base provided:</p> <ul style="list-style-type: none"> <li>a) the ESIS is operating normally, and;</li> <li>b) operation of ADHRS button on PFD controller permits the output of the functional channel to be displayed on both PFDs (left PFD only during single pilot operations), and;</li> <li>c) no other defects related to PFD controllers or PFD and/or MFD display screens (except inoperative right PFD during single pilot operations) or other ADAHRS functions are present.</li> </ul>
34-23-1C      ADAHRS System	A	2	1	<p>One channel may be completely inoperative a flight or series of flights in order to return to a maintenance base provided:</p> <ul style="list-style-type: none"> <li>a) the ESIS and ESIS battery are operating normally, and;</li> <li>b) the nonstabilized magnetic (standby) compass is serviceable, and;</li> </ul>

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				(5) Remarks or Exceptions
<b>34-25-1</b>	<b>Magnetic Compass</b>			
34-25-1A	Non-stabilized magnetic (Standby) compass	B	1	0
34-25-1B	ESIS Compass (heading functionality only)			
<b>34-41-1</b>	<b>Weather Radar System</b>			
34-41-1A	Weather Radar	C	1	0
<b>34-41-2</b>	<b>Stormscope</b>			
34-41-2A	Stormscope (If installed)	D	1	0
<b>34-42-1</b>	<b>Radar Altimeter System (RAD ALT)</b>			
34-42-1A	No. 1 Radar Altimeter	C	1	0

c) operation of ADHRS button on PFD controller permits the output of the functional channel to be displayed on both PFDs (left PFD only during single pilot operations), and;

d) flight is day VMC only.

*NOTE: Aircraft may not depart a maintenance base with any form of ADAHRS defect.*

May be unserviceable provided that the ESIS compass and both the ADAHRS compass systems operate normally.

*Refer to Item 31-20-2A.*

May be inoperative if not required by operating regulations.

May be inoperative provided:

a) approach procedures do not require its use, and;

b) Radar altimeter minimums function is not used, and;

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Item			(3) Number Installed		
			(4) Number Required for Dispatch		(5) Remarks or Exceptions
34-42-1B	No. 2 Radar Altimeter (If installed)	D	1	0	<p>c) degradation of TAWS functionality is permitted by operating regulations, and;</p> <p>d) TCAS functionality is not required by operating regulations.</p> <p>May be inoperative provided routine procedures do not require radar altimeter information on the copilot PFD.</p>
<b>34-43-1</b>	<b>Traffic Alert and Collision Avoidance System (TCAS)</b>				
34-43-1A	TCAS I System	B	1	0	(M) If TCAS I functionality is required by operating regulations, may be inoperative provided system is deactivated and secured.
34-43-1B		C	1	0	(M) If TCAS I functionality is not required by operating regulations, may be inoperative provided system is deactivated and secured.
<b>34-43-2</b>	<b>Traffic Alert and Collision Avoidance System (TCAS II) (If installed)</b>				
34-43-2A	TCAS II System	B	1	0	(M) If TCAS II functionality is required by operating regulations, may be inoperative provided system is deactivated and secured.
34-43-2B		C	1	0	(M) If TCAS II functionality is not required by operating regulations, may be inoperative provided system is deactivated and secured.

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		(5) Remarks or Exceptions			
<b>34-44-1</b>	<b>Enhanced Ground Proximity Warning System (EGPWS) / Terrain Awareness Warning System (TAWS)</b>				Note: EGPWS and TAWS (Class A) are used synonymously in the DHC-6 Series 400 manuals. TAWS (Class B) is not a Viking option in the DHC-6 Series 400.
34-44-1A	EGPWS / TAWS	A	1	0	May be inoperative for a maximum of 6 flights or 2 calendar days, whichever occurs first.
34-44-1B		C	1	0	(M) If EGPWS / TAWS functionality is not required by operating regulations, may be inoperative provided system is deactivated and secured.
<b>34-44-1-1</b>	<b>Modes 1 to 6</b>				
34-44-1-1A	Basic GPWS Modes 1 to 6 (including advisory notifications)	A	1	0	(M) One or more Basic GPWS modes may be inoperative provided Enhanced GPWS / TAWS (TCF, RFCF, and TAD) functions are operative.  Must be repaired within 3 flight days.
<b>34-44-1-2</b>	<b>Enhanced GPWS / TAWS Modes</b>				
34-44-1-2A	Enhanced GPWS / TAWS Modes (TCF, RFCF, TAD).  [Also known as TAWS Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA)].	B	1	0	May be inoperative provided:  (a) GPWS Modes 1 to 6 are operative, and;  (b) Approach procedures do not require its use.

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Item		(3)	Number Installed	(4) Number Required for Dispatch
				(5) Remarks or Exceptions
<b>34-44-1-3      Test Mode</b> 34-44-1-3A    Test Mode	A	1	0	May be inoperative for a maximum of 6 flights or 2 calendar days, whichever occurs first.
<b>34-51-1          Navigation Systems (MMDR)</b> 34-51-1A      MMDR (VOR/ILS functionality)	C	2	0	Both may be inoperative for VFR flight.
34-51-1B	B	2	1	One may be inoperative for IFR flight provided that a single VOR/ILS is sufficient for navigation.
34-51-1C      MMDR (ADF functionality)	C	1	0	May be inoperative provided ADF reception is not needed for navigation.
34-51-1D      MMDR (Marker Beacon functionality)	C	2	0	May be inoperative provided marker beacon reception is not needed for navigation.
<b>34-51-2          Marker Beacon (LH Audio Panel)</b> 34-51-2A	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) The navigation systems require for each segment of the intended flight route are operative, and;</li> <li>b) Alternate procedures are established and used, where applicable.</li> </ul>



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		(5) Remarks or Exceptions			
<b>34-53-1</b>	<b>Transponders System</b>				
34-53-1A	Transponders Mode A, C, and S function	C	2	1	(O) One transponder may be inoperative provided the other transponder operates normally.
34-53-1B		B	2	0	(O) Both may be inoperative:  a) if not required by regulations, and;  b) TCAS is considered inoperative.
34-53-1C	ADS-B Out (If installed & enabled)	C	2	1	(O) One may be inoperative provided the other transponder's ADS-B Out functionality operates normally and that transponder is selected for use.
34-53-1D		D	2	0	(O) Both may be inoperative provided ADS-B Out capability is not required by operating regulations.
<b>34-54-1</b>	<b>Distance Measuring Equipment (DME)</b>				
34-54-1A	DME	C	2	0	Any in excess of those required by regulations may be inoperative.
<b>34-56-1</b>	<b>Global Positioning System (GPS)</b>				
34-56-1A	GPS receivers	C	2	1	(O) One may be inoperative provided that:  a) the GPS equipment requirements are met for the required FMS Navigation Operational Capabilities per the applicable AFM / POH and AFM / POH Supplement, and;

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			(5) Number Required for Dispatch	
			(5) Remarks or Exceptions	
34-56-1B	C	2	0	<p>(O) Both may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Flight Management System 34-60-1 (single or dual) is considered inoperative, and;</li> <li>b) the navigation systems required for each segment of the intended flight route are operative, and;</li> <li>c) alternate navigation procedures are established and used, where applicable, and;</li> <li>d) alternate procedures are established to ensure that the crew do not refer to the INAV map for position determination, and;</li> <li>e) enhanced GPWS / TAWS Modes (34-44-1-2) are considered inoperative, and;</li> <li>f) ADS-B Out 34-53-1D is considered inoperative, and;</li> <li>g) Smartview Synthetic Vision System (SVS) is considered inoperative; and;</li> </ul>

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Item		(3) Number Installed		
		(4) Number Required for Dispatch	(5) Remarks or Exceptions	
<b>34-60-1      Flight Management Systems</b>				
34-60-1A      Single Flight Management System (FMS) (Applicable to aircraft configured for single FMS only)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) the navigation systems required for each segment of the intended flight route are operative, and;</li> <li>b) the FMS equipment requirements are met for the required FMS Navigation Operational Capabilities per the applicable AFM / POH and AFM / POH Supplement, and;</li> <li>c) no defects relating to fuel quantity gauging system or fuel flow measurement are present; and;</li> <li>d) flight operations do not require the use of heading track mode or heading referenced to true north.</li> </ul>
34-60-1B      Dual Flight Management System (If Installed) (Applicable to aircraft configured for dual FMS only)	C	2	0	(O) One or both may be inoperative provided: <ul style="list-style-type: none"> <li>a) the navigation systems required for each segment of the intended flight route are operative, and;</li> </ul>

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Item	C	2	(3) Number Installed	(4) Number Required for Dispatch
			(5) Remarks or Exceptions	
34-60-1C	C	2	0	<p>(O) One or both may be out of date provided:</p> <ul style="list-style-type: none"> <li>b) the FMS equipment requirements are met for the required FMS Navigation Operational Capabilities per the applicable AFM / POH and AFM / POH Supplement, and;</li> <li>c) no defects relating to fuel quantity gauging system or fuel flow measurement are present; and;</li> <li>d) flight operations do not require the use of heading track mode or heading referenced to true north.</li> </ul> <p>a) current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, and;</p> <p>b) procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and;</p> <p>c) navigation radios are manually tuned and identified, and;</p> <p>d) approaches are not conducted using the FMS.</p>
<b>END SECTION 34</b>				

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<b>ATA CHAPTER: 35 OXYGEN</b>		<b>Page: 35-1 of 1</b>		
<b>(1) System &amp; Sequence Numbers</b>	<b>(2)</b>	<b>Rectification Interval</b>		
<b>Item</b>		<b>(3)</b>	<b>Number Installed</b>	
		<b>(4)</b>	<b>Number Required for Dispatch</b>	
			<b>(5)</b> <b>Remarks or Exceptions</b>	
<p><i>No entries</i></p> <p><b>END OF SECTION 35</b></p>				

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ATA CHAPTER: 36 PNEUMATIC		Page: 36-1 of 1		
(1) System & Sequence Numbers	(2) Rectification Interval			
Item	(3) Number Installed			(4) Number Required for Dispatch
				(5) Remarks or Exceptions
<b>36-10-1      Pressure Regulator Valves</b> 36-10-1A    Bleed air valves	C	2	1	(M) One may be inoperative provided <ul style="list-style-type: none"> <li>a) the corresponding bleed valve is secured closed, and;</li> <li>b) the flight is not conducted in known or forecast icing conditions.</li> </ul>
36-10-1B	C	2	0	(M) Both may be inoperative provided <ul style="list-style-type: none"> <li>a) both bleed valves are secured closed, and;</li> <li>b) the flight is not conducted in known or forecast icing conditions, and;</li> <li>c) OAT in flight is not less than +15 °C.</li> </ul>
<b>36-20-1      Indicating</b> 36-20-1A    Low pressure monitoring system ('PNEUMATIC LOW PRESS' Annunciation)	-	-	-	<i>Refer to Item 30-10-1I or 30-10-1J</i>
<b>END OF SECTION 36</b>				

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ATA CHAPTER: 44 CABIN SYSTEMS		Page: 44-1 of 1		
(1) System & Sequence Numbers	(2)	Rectification Interval		
Item		(3)	Number Installed	(4) Number Required for Dispatch
				(5) Remarks or Exceptions
<b>44-00-1 Passenger Address System</b>  44-00-1A	B	1	0	(O) May be inoperative provided <ul style="list-style-type: none"> <li>a) it is not required by regulations, and</li> <li>b) alternate procedures are established, and;</li> <li>c) required safety briefings are given to passengers using a means that ensures the briefings are audible to each passenger.</li> </ul>
44-00-1B Cargo only operation	D	1	0	
<b>END OF SECTION 44</b>				

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<b>ATA CHAPTER: 45 CENTRAL MAINTENANCE SYSTEM (CMS)</b>		<b>Page: 45-1 of 1</b>		
(1) System & Sequence Numbers	(2)	(3) Rectification Interval		
Item			(4) Number Installed	(5) Number Required for Dispatch
				(5) Remarks or Exceptions
<b>45-00-1 Central Maintenance Computer (CMC)</b>				
45-00-1A Central maintenance computer function	C	1	0	
45-00-1B SD card reader	-	-	-	<i>Refer to Item 31-13-1B</i>
<b>END OF SECTION 45</b>				





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ATA CHAPTER: 52 DOORS		Page: 52-1 of 1		
(1) System & Sequence Numbers	(2)	Rectification Interval		
Item		(3)	Number Installed	(4) Number Required for Dispatch
				(5) Remarks or Exceptions
<b>52-10-1 Cabin Windows Doors</b> 52-10-1A Doors Unlocked Annunciation	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) a flight crew member visually confirms that all doors are latched prior to each takeoff, and;</li> <li>b) the fasten seat belt sign remains on throughout the flight.</li> </ul>
52-10-1B Airstair Door Damping Strut ('doorsaver')	D	1	1	(M) May be missing or inoperative provided a placard is provided on both sides of the door indicating that the dampening strut is missing or inoperative.
52-10-1C Key Locks of Doors	D	6	0	(M) One or more may be inoperative provided that the door is not locked.
<b>END SECTION 52</b>				

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ATA CHAPTER: 56 WINDOWS		Page: 56-1 of 1		
(1) System & Sequence Numbers	(2)	Rectification Interval		
Item		(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
<b>56-20-1 Cabin Windows</b> 56-20-1A Passenger Cabin Inner Window Panels	C	≤21	0	(M) Any number of inner window panels may be missing. Damaged inner window panels that obscure the view of the exterior of the aircraft must be removed.
<b>56-30-1 Door Windows</b> 56-30-1A Flight compartment door sliding window	C	2	0	(M) May be inoperative provided window is secured in closed position.
<b>END SECTION 56</b>				

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(1) System & Sequence Numbers		(2) Rectification Interval			
Item		(3) Number Installed			
				(4) Number Required for Dispatch	
				(5) Remarks or Exceptions	
<b>61-20-1</b>	<b>Propeller Controlling System</b>				
61-20-1A	Autofeather system	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) operations are conducted IAW AFM supplement 19 or 44 (this will require increased take-off distances), and;</li> <li>b) operations are not conducted IAW supplement 37, and;</li> <li>c) Takeoff Configuration Warning System does not generate an inappropriate annunciation when power levers are advanced.</li> </ul> Repairs to within 10 consecutive calendar days.
61-20-1B	Autofeather system switchlight assembly	C	2	1	(M) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) opposite side switchlight operates normally, and;</li> <li>b) the functionality of the autofeather system is not affected, and;</li> <li>c) CAS annunciation of 'autofeather selected' and 'autofeather armed' operates normally.</li> </ul>
61-20-1C	Propeller Reset Annunciation	C	1	0	(O) May be inoperative provided the mechanical interlock preventing throttle movement aft of idle unless propeller levers are fully forward is functioning properly.

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<b>ATA CHAPTER: 61 PROPELLERS</b>		<b>Page: 61-2 of 2</b>		
(1) System & Sequence Numbers	(2)	Rectification Interval		
Item		(3)	Number Installed	(4) Number Required for Dispatch
			(5)	Remarks or Exceptions
61-20-1D    Ground Fine Range ("Beta") annunciation	B	2	1	(O)    Annunciation of ground fine ("beta") range from one propeller may be inoperative provided annunciation from the other propeller operates normally and normal propeller functionality is confirmed.
<b>END OF SECTION 61</b>				

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<b>ATA CHAPTER: 73 ENGINE FUEL AND CONTROL</b>		<b>Page: 73-1 of 1</b>		
<b>(1) System &amp; Sequence Numbers</b>		<b>(2) Rectification Interval</b>	<b>(3) Number Installed</b>	
<b>Item</b>			<b>(4) Number Required for Dispatch</b>	<b>(5) Remarks or Exceptions</b>
<b>73-20-1 Engine Fuel and Control System</b>				
73-20-1A Py Tube Heaters (fuel control sensor tube)	C	2	0	(M) One or both may be inoperative provided:  a) the corresponding circuit breaker is pulled, and;  b) the aircraft is not operated where the air temperature is less than +5° C.
<b>73-30-1 Engine Fuel and Control Indication</b>				
73-30-1A Fuel Flow Indication	-	-	-	<i>Refer to Item 28-42-1C</i>
<b>END SECTION 73</b>				

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<b>ATA CHAPTER: 74 IGNITION</b>		<b>Page: 74-1 of 1</b>		
(1) System & Sequence Numbers	(2)	(3) Rectification Interval		
Item		(3)	(4) Number Installed	
		(4)	(5) Number Required for Dispatch	
			(5) Remarks or Exceptions	
<b>74-20-1 Ignition Distribution</b> 74-20-1A Manual engine ignition  74-20-1B Spark igniters  <b>END SECTION 74</b>	D  A	1  4	0  2	(O) May be inoperative provided flight is not conducted in known or forecast icing conditions.  One per engine may be inoperative for a VMC day flight or series of flights in order to return to a maintenance base.

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<b>ATA CHAPTER: 75 BLEED AIR</b>		<b>Page: 75-1 of 1</b>	
(1) System & Sequence Numbers	(2)	Rectification Interval	
Item		(3)	Number Installed
		(4)	Number Required for Dispatch
		(5)	Remarks or Exceptions
<p><i>Refer to Section 36</i></p> <p><b>END SECTION 75</b></p>			



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ATA CHAPTER: 77 ENGINE INDICATING		Page: 77-1 of 1		
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Item		(3) Number Installed		
		(4) Number Required for Dispatch		(5) Remarks or Exceptions
<b>77-10-1 Engine Indicating - Power</b>				
77-10-1A N <sub>P</sub> Indication	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.
77-10-1B N <sub>G</sub> Indication	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.
77-10-1C Torque Indication	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.
<b>77-20-1 Engine Indicating Temperature</b>				
77-20-1A T <sub>5</sub> Indication	A	2	1	One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.
<b>END SECTION 77</b>				

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ATA CHAPTER: 79 ENGINE OIL		Page: 79-1 of 1		
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Item		(3)	(4) Number Installed	
			(4)	(5) Number Required for Dispatch
				(5) Remarks or Exceptions
<b>79-30-1 Engine Oil Indicating</b>				
79-30-1A Engine Oil Temperature	B	2	1	(O) One may be inoperative provided that the engine with the inoperative indication is started first.
79-30-1B Oil Pressure Sensor (40 PSI discrete)	B	2	1	One may be inoperative provided:  a) oil pressure is correctly displayed in engine window, and;  b) low oil pressure CAS message is not present when oil pressure is within acceptable range, and;  c) both oil pressure sensors on opposite side engine are operating normally.
79-30-1C Oil Pressure Sensor (transducer)	B	2	1	One may be inoperative provided:  a) low oil pressure sensor (discrete 40 PSI sensor) of affected engine posts low oil pressure CAS message when pressure is below 40 PSI, and;  b) low oil pressure CAS message is not posted when oil pressure is greater than 40 PSI, and;  c) both oil pressure sensors on opposite side engine are operating normally.
<b>END SECTION 79</b>				