

TRANSPORT CANADA

MASTER MINIMUM EQUIPMENT LIST

DHC-5A (CIVIL)

DHC-5E/TRANSPORTER

FLIGHT OPERATIONS EVALUATION BOARD
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MASTER MINIMUM EQUIPMENT LIST

DeHAVILLAND DHC-5

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- NOTE: (1) Asterisk (*) requires inoperative unit or components to be placarded.
- (2) Hash Mark (#) requires appropriate procedures to be established, published and complied with if flight is accomplished with item inoperative.
- (3) Dash (-) in column 1 indicates a variable quantity.
- (4) Definitions for the purpose of this list.
- A. "VFR Flight Conditions", "Visual Meteorological Conditions" (VMC): - the atmospheric environment that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude a flight to release or fly on an IFR Flight Plan and conduct the flight in accordance with visual flight requirements.

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- B. "Icing Condition" - the atmospheric environment is such that ice can form on the aircraft or in the engine.
- C. "Regulations" - the applicable portion of the Transport Canada Regulations in force during the flight.
- D. "Inoperative" - any time a system and/or component malfunctions to the extent that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limits(s) or tolerances(s).
- E. "Flight Day" - any 24 hour period "Midnight to Midnight" during which at least one flight is scheduled for the affected aeroplane.

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TRANSPORT CANADA MASTER MINIMUM EQUIPMENT LIST PREAMBLE

If some deviations from the type certificated configuration and equipment required by the operating rules were not permitted, the aircraft could not be flown unless all such equipment was operable. Experience has proven that the operation of every system or component installed on the aircraft is not necessary, when the remaining operative instruments and equipment provide continued safe operations. Therefore, certain deviations from these requirements are authorized to permit continued or uninterrupted operation of the aircraft. Transport Canada regulations permit the publication of a MINIMUM EQUIPMENT LIST (MEL), designed to provide owners/operations with the authority to operate an aircraft with certain items or components inoperative, provided the Administrator finds an acceptable level of safety maintained by appropriate operations limitations, by a transfer of the function to another operating component or by reference to other instruments or components providing the required information.

For the sake of brevity, the MMEL does not include obviously required items such as wings, rudders, flaps, engines, landing gear, etc. Also, the list may not include items which do not affect the airworthiness of the aircraft, such as galley equipment, entertainment systems, passenger convenience items, etc. However, it is important to note that ALL ITEMS WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND NOT INCLUDED ON THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE.

Unless otherwise specified in the remarks column, Transport Canada does not define "where" or "when" an inoperative item is to be repaired or replaced; but rather indicates through approval of MMELs those instruments and items of equipment that may be inoperative for certain flight conditions with the intent that no flight can take off from an airport with inoperative equipment other than that specified. The failure of instruments or items of equipment in excess of those allowed to be inoperative by the MMEL causes the aircraft to be unairworthy. Transport Canada makes no distinction in the MMEL for dispatch or operation of a flight between points of origin and termination, including intermediate stops, or flights beyond the scheduled termination of the flight. The MMEL was never intended to provide for continued operation of the aircraft for an indefinite period with inoperative items. The basic purpose of the MMEL is to permit the operation of an aircraft with inoperative equipment, within the framework of a controlled and sound program of repairs and parts replacement. It is important that the owner/operator make repairs at the first airport where repairs or replacements may be made but, in any case, repair should be accomplished at the terminating airport, since additional malfunctions may require the aircraft to be taken out of service.

Owners/operators are responsible for exercising the necessary operational control to assure that no aircraft is dispatched or flown with multiple MMEL items inoperative, without first determining that any interface or interrelationship between inoperative systems or components will not result in a degradation in the level of safety and/or an undue increase in crew workload.

The exposure to additional failures during continued operation with inoperative systems or components must also be considered in determining that an acceptable level of safety is being maintained. The MMEL may not deviate from requirements of the AFM limitations section, emergency procedures, or airworthiness directives unless the AFM of airworthiness directive provides otherwise.

November 30/82.

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AIRCRAFT: DHC-5A (CIVIL) DHC-5E/TRANSPORTER		REVISION NO: Original DATE: March 25/83	PAGE: 21-1
SYSTEM & SEQUENCE NUMBERS	ITEM	1. REQUIRED FOR ALL FLIGHT CONDITIONS EXCEPT AS PROVIDED IN COLUMN 2	
		2. REMARKS AND OR EXCEPTIONS	
21	<u>AIR CONDITIONING</u>		
-1	Refrigeration Unit	1	*# May be inoperative provided the Refrigeration Unit is isolated by electrically disconnecting the refrigeration pressure regulator and shutoff valve.
-2	Bleed Air Pressure Indicator	1	*# May be inoperative provided it is confirmed that both BLEED AIR SOURCE switches are selected ON.
-3	Flight Compartment Temperature Control	1	* Auto or manual may be inoperative.
-4	Cabin Temperature Control	1	* Auto or manual may be inoperative.

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AIRCRAFT: DHC-5A (CIVIL)
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**SYSTEM &
SEQUENCE
NUMBERS**

ITEM

**1. REQUIRED FOR ALL FLIGHT CONDITIONS EXCEPT AS PROVIDED IN
COLUMN 2**

2. REMARKS AND OR EXCEPTIONS

23 COMMUNICATIONS

-1 Communication Trans-
mitters and Receivers

-2 Ground Interphone

-3 Static Dischargers

-

1

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As required by Transport Canada
Regulations or current authorization.

*# May be inoperative provided pro-
cedures are not premised on its
use or alternate normal and
emergency procedures are estab-
lished and utilized

One may be missing from each of the
following siting groups:

LH Wing Tip
RH Wing Tip
LH Elevator
RH Elevator

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AIRCRAFT: DHC-5A (CIVIL)
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**SYSTEM &
SEQUENCE
NUMBERS**

ITEM

**1. REQUIRED FOR ALL FLIGHT CONDITIONS EXCEPT AS PROVIDED IN
COLUMN 2**

2. REMARKS AND OR EXCEPTIONS

25 EQUIPMENT AND
FURNISHINGS

-1 Flight Deck Shoulder
Harness

2

* If a harness on an occupied seat becomes inoperative, the aircraft may continue the flight or series of flights, but may not depart a station where repairs or replacements can be made.