



BOMBARDIER
AEROSPACE

To: Dash 8, Series 100, 200 and 300, DOT Operators

Date: Aug 11, 2011

Subject: PSM 1–8–16A, Dash 8, Series 100, 200 and 300, Department of Transport,
Master Minimum Equipment List, Revision 21.

Attached is a copy of Revision 21 of the Dash 8 Master Minimum Equipment List. Only revised pages are provided. Insert the revised pages in your copy of the Dash 8 Master Minimum Equipment List using the List of Effective Pages as a guide. Remove and destroy superseded pages. Record the insertion of Revision 21 on the Log of Revisions page at the front of the manual.

Revision 21 of the Dash 8 Master Minimum Equipment List incorporates the following Temporary Revisions: (107 to 137 inclusive). Temporary Revisions 111 and 116 to 118 inclusive were superseded. A revised Temporary Revision Index reflecting the incorporation of these Temporary Revisions has been provided with Revision 21.

Preamble Revised by TR 119.

Item 22–8 – A/P Disengage Aural Warning unit provisos introduced by the incorporation of TR 107.

Item 22–9 – Go–Around (GA) Switches provisos introduced by the incorporation of TR 108.

Item 22–10 – AP Pitch Trim provisos introduced by the incorporation of TR 112.

Item 25–3 – Flight Attendant Seats provisos revised by the incorporation of TR 131.

Item 25–4 – Emergency Locator Transmitter (ELT) provisos revised by the incorporation of TR 129.

Item 25–6 – Passenger Seats provisos revised by the incorporation of TR 133.

Item 25–14 – Lavatory “NO SMOKING” Placard provisos revised by the incorporation of TR 128.

Item 25–15 – Exterior Lavatory Door Ashtrays provisos revised by the incorporation of TR 124.

Item 26–6 – Baggage Compartment Smoke Detection System provisos introduced by the incorporation of TR 110.

Item 26–7 – Lavatory Smoke Detection System provisos revised by the incorporation of TR 126.

Item 27–7 – Ground Spoiler System (Series 100) provisos introduced by the incorporation of TR 115.

Item 27–15 – Rudder Trim Switch provisos introduced by the incorporation of TR 113.

Item 32–3 – Nosewheel Steering provisos introduced by the incorporation of TR 137.

Item 33–19 – Lavatory Compartment (RETURN TO SEAT and Toilet OCCUPIED Light) provisos introduced by the incorporation of TR 120.

Item 33–20 – Lavatory Light provisos introduced by the incorporation of TR 121.

Item 34–5 – Standby Magnetic Compass provisos revised by the incorporation of TR 130.

Item 34–13 – Attitude/Heading Reference System provisos revised due to incorporation of TR 122.

Item 34–25 – Inertial Vertical Speed Indicators (IVSIs) provisos revised due to incorporation of TR 123 & TR 136.

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- Item 34-26 – Traffic Alert and Collision Avoidance System (TCAS) provisos revised due to incorporation of TR 134.
- Item 34-30 – Radio Altimeter (RA) and Decision Height (DH) indications provisos revised due to incorporation of TR 114.
- Item 34-39 – Flux Valve provisos introduced by the incorporation of TR 135.
- Item 35-2 – Crew Fixed Oxygen System Pressure Gauges provisos revised due to incorporation of TR 132.
- Item 35-3 – Crew Fixed Oxygen System Overboard Discharge Indicator provisos revised due to incorporation of TR 127.
- Item 38-1 – Potable Water Systems/Warm Water Wash System provisos introduced by the incorporation of TR 125.
- Item 52-1 – Lavatory Door Lock provisos introduced by the incorporation of TR 109.

for Boyer Kanick
Judy Donegan
Manager
Q Series Manuals
Technical Publications Department



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Revision No. 21
to
DHC 8 MASTER MINIMUM EQUIPMENT LIST

Effective Aug 11, 2011 the DHC 8 Master Minimum Equipment List has been revised to incorporate Revision 21.

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

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MASTER MINIMUM EQUIPMENT LIST
DHC-8 SERIES 100, 200 AND 300
MANUAL APPROVAL

This is to certify that the PSM 1-8-16A Dash 8 Master Minimum Equipment List has been revised and incorporates Revision 21 and is D.O.T. Approved.

Approved: _____



Mr. Walter Istchenko.
Chief, Flight Test,
National Aircraft Certification
for Minister of Transport.

Date: _____

August 11, 2011

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DEPARTMENT OF TRANSPORT
MASTER MINIMUM EQUIPMENT LIST
de Havilland DHC-8
Series 100, 200 and 300

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EFFECTIVE TEMPORARY REVISIONS

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PREAMBLE

All equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, CARs 605.07 permits the publication of a Master Minimum Equipment List (MMEL) where compliance with certain equipment requirements is not necessary 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 with 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. 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 may be deferred 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 flight permit and 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 will be considered.

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

Under certain conditions, such as a shortage of parts, from manufacturers, or other unforeseen situations, air operators may be unable to comply with specified repair intervals. This may result in the grounding of aircraft. To preclude that from happening, operators may develop and submit for approval, MEL procedures to permit extensions to rectification intervals, for inoperative items.

Unless otherwise specified, each MMEL item contained herein, is applicable to all Dash 8 100, 200 and 300 aircraft. If an item is applicable to a specific series and/or models only, it will be specified below the item in brackets in the Item column; example "(Series 100)".

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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MASTER MINIMUM EQUIPMENT LIST
de Havilland DHC-8
Series 100, 200 and 300
NOTES AND DEFINITIONS

1. System Definitions

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

- a. **“Items”** (Column 1) means the equipment, system, component, or function listed in the “Item” column.

“*”** 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 item **“if installed”**.

- b. **“Number Installed”** (Column 2) 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.

. The **“–”** symbol in Column 2 indicates a variable number (quantity) of the item installed.

- c. **“Number Required for Dispatch”** (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

The **“–”** symbol in Column 3 indicates a variable number (quantity) of the item installed.

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

- d. **“Remarks or Exceptions”** (Column 4) 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.

- e. 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.

- f. **“Approved”** means approved by the Minister (appropriate civil aviation authority).

- g. **“Master Minimum Equipment List”** means a document approved by the Minister that establishes the aircraft equipment allowed to be inoperative under conditions specified therein for a specific type of aircraft.

- h. **“Minimum Equipment List”** means a document approved by the minister that authorizes an operator to dispatch an aircraft with aircraft equipment inoperative under the conditions specified therein.

- i. **“Minister”** means the Minister of Transport.

2. **“Administrative Control Items”** 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 such as the Structural Repair Manual. If relief other than that granted by a certification 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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3. **“Aircraft Crew”** means persons including flight crew members, flight attendants, aircraft maintenance engineers and supervisory crew members.
4. **“Airplane Flight Manual”** (AFM) is the document required for type certification and approved by Transport Canada. The approved AFM for the specific airplane is listed on the applicable Type Certification Data Sheet.
5. **“Alphabetical Symbol”** in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
6. **“As required by regulation”, “As required by FAR”** and other similar statements mean that the listed item is subject to certain provisions (restrictive or permissive) expressed in such regulations as the *Canadian Aviation Regulations*, *Federal Aviation Regulations* or the *Airworthiness Manual*, etc. Unless the MMEL provides otherwise, the items specified by these requirements must be operative.
7. **“Considered Inoperative”**, as used in the provisos, remarks or exceptions means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional action include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
8. **“Crew Member”** (from the CARs) means a person assigned to duty in an aircraft during flight time.
9. **“Day of Discovery”** is the calendar day an equipment/instrument malfunction was discovered. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment, and is applicable to all MMEL items in categories A, B, C, and D.
10. **“Deactivated”** and **“Secured”** means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and securing will be established by the operator for inclusion in his/her MEL.
11. **“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.
12. **“ETOPS”** refers to extended range (ER) operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of TP 6327 (ETOPS).
13. **“Excess Items”**, means those items installed that are excess to the requirements.
14. **“Federal Aviation Regulations” (FAR)** means the applicable portions of the *Federal Aviation Act* and *Federal Aviation Regulations*.
15. **“Flight Crew Member”** (from CARs) means a crew member assigned to act as a pilot or flight engineer of an aircraft during flight time.
16. **“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.
17. **“Icing Conditions”** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
18. **“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).

NOTE: A caution or warning light is considered inoperative if either fails to illuminate (ie: during lamp test) or if it fails to extinguish (ie: is illuminated continuously).

19. **“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

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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).

20. **“Is not used”** in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL “is not used”. In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirement must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.
21. **“(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 must 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.

NOTE: The “(M)” symbol is required in the operator’s MEL unless otherwise authorized by Transport Canada.

22. **“Maintenance Instruction”** indicates maintenance instructions that must be accomplished prior to operation with the listed item inoperative, as per **“(M)”** procedure above.
23. **“NOTES”** in Column 4 provides additional information for crew member or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
24. **“(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 a crew member; 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 part of the operator’s manual or MEL. Recording of the accomplishment of required specific operations procedures in the log book will be accomplished by adding the following statement to the “Instructions for Journey Log Book Use” found in the Operators Journey Log Book to cover those items requiring Operating Procedures.

NOTE: The “(O)” symbol is required in the operator’s MEL unless otherwise authorized by Transport Canada.

25. **“Operating Instruction”** indicates operating instructions that must be accomplished prior to operation with the listed item inoperative, as per the **“(O)”** procedure above.
26. **“Passenger Convenience Items”** means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps, etc.
27. **“Placarding”** Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition.

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.

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28. Repair Intervals:

“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 in 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 am 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 discovered at 10 am 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 in Column 1 adjacent to Column 2.

No specified repair interval. Items in this category do not have a limiting repair interval and is left to the operator’s discretion when this item is to be repaired. An example of an MMEL item with no specified repaired interval is passenger convenience items. Passenger convenience items that require a specific repair interval limitation will be addressed as a separate MMEL item.

29. **“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.
30. **“Visual Flight Rules” (VFR)** is as defined in the CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
31. **“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.

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21	<u>AIR CONDITIONING</u>									
– 1	Cabin Pressure Control Automatic	C	1	0	(O)	May be inoperative provided manual control operates normally.				
	Manual	C	1	0	(M)	May be inoperative provided automatic control and the forward outflow valve control operate normally.				
	Manual and Automatic	C	2	0	(O) (M)	Both may be inoperative for unpressurized flight provided: a) Operations are conducted in compliance with the AFM section 4.16.6; and, b) The forward outflow valve operates normally.				
– 2	Cabin Differential Pressure Indicator	C	1	0	(O)	May be inoperative provided: a) The Cabin ALT Indicator is verified operative; and, b) A chart is provided to convert cabin altitude to cabin differential pressure.				
		D	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized configuration, at or below 10,000 ft. MSL.				
– 3	Cabin Altitude Indicator	C	1	0	(O)	May be inoperative provided: a) The Cabin Differential Pressure Indicator is operative, and b) A chart is provided to convert cabin differential pressure to cabin altitude.				
		D	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized configuration, at or below 10,000 ft. MSL in accordance with AFM section 4.16.6.				
– 4	Cabin Rate of Climb Indicator	C	1	0		May be inoperative provided all other instruments and functions of the pressurization system operate normally.				
		D	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized condition in accordance with AFM section 4.16.6.				
– 5	CABIN PRESS Warning Light	C	1	0	(O)	May be inoperative for flight at or below 10,000 feet MSL, provided flight is conducted in accordance with AFM section 4.16.6.				

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System & Sequence Numbers	Nos de système et de série Item – Article						
21 AIR CONDITIONING (cont'd)							
– 6 Cabin Temperature Control							
Automatic	C	1	0	(O)	May be inoperative provided manual control operates normally.		
Manual	C	1	0	(O)	May be inoperative provided automatic control operates normally.		
– 7 Flight Compartment Temperature Control							
Automatic	C	1	0	(O)	May be inoperative provided manual control operates normally.		
Manual	C	1	0	(O)	May be inoperative provided automatic control operates normally.		
– 8 CABIN DUCT Temperature GAUGE							
1) CABIN DUCT GAUGE (Series 100 and 200)	C	1	0		May be inoperative.		
2) DUCT TEMP GAUGE (Series 300)	C	1	0	(O)	May be inoperative provided flights are conducted in accordance with AFM Supplement 85, OPERATION WITH INOPERATIVE CAB DUCT/CABIN/FC DUCT GAUGE.		
a) CABIN Temperature	C	1	0		May be inoperative.		
b) CAB DUCT Temperature	C	1	0	(O)	May be inoperative provided flights are conducted in accordance with AFM Supplement 85, OPERATION WITH INOPERATIVE CAB DUCT/CABIN/FC DUCT GAUGE.		
c) FC DUCT Temperature	C	1	0	(O)	May be inoperative provided flights are conducted in accordance with AFM Supplement 85, OPERATION WITH INOPERATIVE CAB DUCT/CABIN/FC DUCT GAUGE.		
– 9 *** Flight Compartment Fan	C	–	0	(M)	May be inoperative provided the Flight Compartment Fan is deactivated.		
– 10 Recirculation Fans	C	–	0	(M)	May be inoperative provided the Recirculation Fan(s) is deactivated.		
– 11 Equipment Cooling Fan (Wardrobe)	D	1	0	(M)	May be inoperative provided the Equipment Cooling Fan is deactivated.		

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System & Sequence Numbers	Nos de système et de série Item – Article					
21	AIR CONDITIONING (cont'd)					
– 12	Air Cycle Machine					
	Series 300 (Pre-Mod 8/2228 or 8/2229)	C	2	1		(O) (M) One may be inoperative for flight at or below 17,000 feet above MSL provided the associated system is selected OFF.
	Series 300 (Mod 8/2228 or 8/2229)	C	2	1		(O) (M) One may be inoperative for flight provided the associated system is selected OFF.
– 13 ***	Advisory Display Cooling Fans	C	–	0		(M) May be inoperative for Non-EFIS equipped aircraft.
– 14	Gasper Fan (Series 300 Model 301)	C	1	0		(M) May be inoperative provided the Gasper Fan is deactivated.
– 15 ***	Avionics Bay Cooling Fan	C	–	0		(M) May be inoperative provided the Avionics Bay Cooling Fan is deactivated.
– 16	Temperature Trim Valves (Series 100/200)					
	Cabin Trim	C	1	0		(O) (M) May be inoperative provided: a) Cabin trim linkage is locked in the closed position; and, b) Cabin and flight compartment automatic or manual control operates normally.
	Flight Compartment Trim	C	1	0		(O) (M) May be inoperative provided: a) Flight compartment trim linkage is locked in the closed position; and, b) Cabin automatic or manual temperature control operates normally.
	Cabin and Flight Compartment Trims	C	2	0		(O) (M) Both may be inoperative provided: a) Cabin and flight compartment trim valves are locked in the closed position: and, b) Automatic or manual temperature control operates normally.
– 17	Pack Temperature Control Valves (TCVs) (Series 300)	C	2	1		(O) (M) One may be inoperative provided: a) Associated valve is secured in the proper (SUMMER/WINTER) position; and, b) The Air Cycle Machine associated with operative TCV operates normally.

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Item – Article						
21 AIR CONDITIONING (cont'd)						
– 18 Side Window Demist Vent Controls	A	2	1			One may be inoperative provided: a) Aircraft is dispatched for one flight day. b) Airflow from side window vent on the inoperative side is confirmed by the pilot.
	C	2	0			(M) May be inoperative provided the affected side(s) is failed in open position.
– 19 Low Level Vent Controls	A	2	1			One may be inoperative provided: a) Aircraft is dispatched for one flight day. b) Airflow from the side window vent, on the side with the inoperative low level vent, is confirmed by the pilot.
	C	2	0			(M) May be inoperative provided the Low Level Vent position is confirmed and the lever moved to closed position.
– 20 Flight Compartment Gaspers (Small and Large)	C	4	0			May be inoperative provided comfort level is acceptable to the pilot.



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System & Sequence Numbers	Nos de système et de série	Item – Article									
22	<u>Automatic Flight Control</u>										
	– 1 AFCS Autopilot Functions	C	1	0					(M) May be inoperative provided:		
									a) STBY ELEVATOR TRIM system operates normally, and		
									b) Weather minimums are not dependent on its use.		
									Any mode functioning normally may be used.		
	– 2 A/P DIS switches (on control wheels)	B	2	0					May be inoperative provided the autopilot is considered inoperative and not used.		
		C	2	1					May be inoperative provided the autopilot is not used below 1,000 ft. AGL		
	– 3 A/P Disengage Light	C	2	1					May be inoperative.		
		C	2	0					May be inoperative provided autopilot is not used.		
	– 4 Yaw Damper Channels	C	2	1							
		C	2	0					Both may be inoperative		
									Note: Autopilot is not available.		
	– 5 ID-802 Advisory Display	C	2	1					One may be inoperative provided CAT II ILS operations are not conducted.		
	– 6 Flight Guidance Computers (FGCs)										
	(Series 100/200)	C	2	1					(M) One may be inoperative provided autopilot is not used.		
	(Series 300)	C	2	1					(O) (M) One may be inoperative provided operations are conducted in compliance with the AFM Supplement 16 CATEGORY II OPERATIONS.		
	– 7 Touch Control Steering (TCS) Switches	C	2	0					May be inoperative provided the autopilot is disengaged prior to making any rudder trim and/or manual control column adjustments		
		C	2	1					May be inoperative provided the pilot with the inoperative switch disengages the autopilot prior to making any rudder trim and/or manual control column adjustments.		

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System & Nos de Sequence système et Numbers de série	Item – Article						
22 <u>Automatic Flight Control</u>							
– 8 A/P Disengage Aural Warning Unit ***	A	1	0			May be inoperative for two flight days provided: a) An operational Disengage Aural Warning Unit is not required by regulatory requirements; and, b) Pilot and Co-Pilot A/P DISENG lights on the Glareshield Panel are operative.	
– 9 Go-Around (GA) Switches	C	2	1	(O)		May be inoperative.	
	A	2	0	(O)		May be inoperative for one flight day	
– 10 AP PITCH TRIM	A	1	0	(O) (M)		May be inoperative provided: a) Autopilot is considered inoperative and not used, and b) Repairs are made within one flight day.	



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Item – Article						
23 <u>COMMUNICATIONS</u>						
– 1 Communication Systems Transmitters and Receivers (VHF, HF and UHF)	D	–	–			Any in excess of those required by regulations and not powered by an essential bus may be inoperative.
– 2 Flight Compartment Speakers	C	2	0			May be inoperative provided: a) Procedures are not dependent on their use; b) Headsets are installed and used by each person on flight deck duty. c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through headsets, and d) A spare headset must be readily available for crew use.
– 3 PACIS (Passenger Address and Cabin Interphone System) Passenger Address System						
1) Passenger Configuration	B	1	0	(O)		May be inoperative provided: a) Alternate procedures are established and used, b) Flight deck/cabin interphone (two-way) with associated calls (e.g. chimes) is operative, and c) Megaphone(s) is (are) readily available and operative.
2) Non-Passenger Configuration	A	1	0	(O)		NOTE: Any station that operates normally may be used. May be inoperative for non-passenger carrying operations for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.
3) Cargo Configuration	D	1	0			May be inoperative provided all crew members are on the flight deck.
Cabin Interphone System						
1) Passenger Configuration						
a) Flight Deck/Cabin and Cabin/Cabin (Series 300)	A	1	0	(O)		May be inoperative for non-passenger carrying operations for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.



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System & Sequence Numbers	Nos de système et de série	Item – Article					
23	COMMUNICATIONS (cont'd)						
	Cabin Interphone System (Cont'd)						
1)	Passenger Configuration	B	1	1	(O)	May be inoperative provided:	
	a) Flight Deck/Cabin and Cabin/Cabin (Series 300)					a) An operative flight deck/cabin interphone (two way) is at an inoperative flight attendant seat, and	
	b) Flight Deck to Ground	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	
		D	1	0		May be inoperative provided procedures are not dependent on its use.	
2)	Cargo Configuration						
	a) Flight Deck/Cabin and Cabin/Cabin	D	1	0		May be inoperative provided all crew members on the flight deck.	
	b) Flight Deck to Ground	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.	
		D	1	0		May be inoperative provided procedures are not dependent on its use.	
– 4						Deleted	
– 5						Deleted	
– 6	Passenger to Flight Attendant Call System						
	Passenger Configuration	C	1	0	(O)	May be inoperative provided:	
						a) Alternate procedures are established and used; and,	
						b) The Passenger Address system operates normally.	
	Cargo Configuration	D	1	0		May be inoperative provided the flight deck crew are the only occupants of the aircraft.	



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Item – Article						
23	COMMUNICATIONS (cont'd)					
	– 7 Alerting System (Chime/Light)					
	1) Passenger Configuration					
	a) Flight Deck Call Light	B	1	0		May be inoperative provided the flight deck chime is operative.
	b) Flight Attendant Call Light	B	1	0		May be inoperative provided: a) The PA system is operative, and b) Affected alert is not used for lavatory smoke detector alerting.
	c) Flight Attendant Chime	B	1	0		May be inoperative provided: a) The PA system is operative, b) Affected alert is not used for lavatory smoke detection, and c) Alternate procedures are established and used.
	2) Cargo Configuration					
	a) Flight Deck Call Light	B	1	0		May be inoperative provided the flight deck chime is operative.
	– 8 Pre-recorded Announcement *** (Passenger Briefing) System	C	1	0	(O)	May be inoperative provided alternate procedures are established and used.
	All Cargo Operations	D	1	0		May be inoperative provided all crew members are in the flight compartment.
	– 9 Static Dischargers (Series 100 Pre-Mod 8/0483)	C	20	16		Four static dischargers may be missing provided: a) Three remain at each aileron/wing tip location; b) Three remain on the rudder; and, c) Seven remain on the elevators.
	(Series 100 Mod 8/0483)	C	24	19		Five static dischargers may be missing provided: a) Four remain at each aileron/wing tip location; b) Four remain on the rudder; and, c) Seven remain on the elevators.
	(Series 100/200 Mod 8/0483 and Mod 8/0887)	C	23	19		Four static dischargers may be missing provided: a) Four remain at each aileron/wing tip location; b) Four remain on the rudder; and, c) Seven remain on the elevators.