

To: Distribution

Date: 28 November, 2011

Subject: Dash 8 Series 400, DOT, Master Minimum Equipment List, PSM 1-84-16A.

This is Revision 5 of the Dash 8 Series 400, DOT, Master Minimum Equipment List (MMEL), PSM 1-84-16A, dated 28 November, 2011.

We are providing you with the changes to DOT MMEL manual at Revision 5. Record the insertion of Revision 5 in the appropriate columns of the Log of Revisions page.

Revision 5 to the Dash 8 Series 400, DOT MMEL incorporates previously approved Temporary Revisions 86 to 112. TRs 90 and 97 were superseded by TRs 106 and 111 respectively. Please note that this revision does not include TRs 113 and onwards and these will have to be inserted separately. A revised Temporary Revision Index reflecting the incorporation of all Temporary Revisions has been provided with Revision 5.

The following is a breakdown of the changes followed by a description of the change:

Item 21-60-1 - editorial change.

Item 23-30-4- Active Noise and Vibration Suppression System, revised. (TR 86)

Item 24-30-6- DC Starter Generation System, revised (TR 93)

Item 25-10-2- Pilot's Seats Adjustment, revised (TR 112).

Item 25-20-1- Due to soft ware issue revision bar appears on this entire item. No changes to item.

Item 25-20-4- Flight Attendant Seat Assembly, revised (TR 108)

Item 25-20-5- Passenger Seats, revised (TR 101)

Item 25-20-7- Lavatory "NO SMOKING " Placards, revised (TR 105)

Item 25-40-1- Exterior Lavatory Door Ashtrays, revised (TR 99)

Item 25-50-1- Aft Baggage Divider Nets, added new (TR 111)

Item 25-60-1- Emergency Locator Transmitter, (TR 102)

Item 25-60-3-Modify EMK relief to reflect the modifications listed in Global Change 6 of the TCCA MMEL Guidance book rev. 7

Item 25-62-1- Cabin Video Monitoring and Surveillance System, added new (TR 92)

Item 26-10-1- Lavatory Smoke Detection System, revised (TR 106)

Item 28-40-4- TANK 1 AUX PUMP and TANK 2 AUX PUMP Advisory Lights, revised (TR 91)

Item 28-40-11-Fuel Inlet Temperature Indications (on Engine Display), added new (TR 88)

Item 29-30-4 - Due to soft ware issue revision bar appears on this entire item. No changes to item

Item 29-30-13 - Due to soft ware issue revision bar appears on this entire item. No changes to item



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Item 30-80-2- Ice Detector Probes (Electronic) revised. (TR 87)

Item 32-30-1- Landing Gear Retraction System, revised (TR 98)

Item 33-10-3- Due to soft ware issue revision bar appears on this entire item. No changes to item.

Item 33-20-3 - Lavatory Compartment (RETURN TO SEAT and Lavatory OCCUPIED Light) added new, TR95.

Item 33-25-1- Lavatory Light added new (TR 94).

Item 34-20-1- Standby Magnetic Compass, revised (TR 107)

Item 34-40-2- Traffic Alert and Collision Avoidance System (TCAS), revised (TR 110). Please note that item (4) is revised but revision bar is not showing due to software issue.

Item 34-40-6 - Due to software issues, revision bars are appearing against this item. No changes to item.

Item 35-10-1- Flight Deck Fixed Oxygen System OXYGEN Pressure Gauges, revised (TR 103)

Item 35-10-2- Flight Deck Fixed Oxygen System Overboard Discharge Indicator, revised (TR 104)

Item 36-10-1- Bleed Air Systems, added new (TR 109)

Item 38-10-1- Potable Water Systems / Warm Water Wash System, added new (TR 100)

Item 49-00-1- Due to soft ware issue revision bar appears on this entire item. No changes to item.

Item 52-50-1- Fortified Flight Deck Door Automatic Locking System (Primary System) revised (TR 89).

Item 52-50-2- Flight Deck Emergency Access Function, revised (TR 89).

Item 52-50-3- Deny Function, revised (TR 89).

Item 52-50-13- Lavatory Door Lock/Door Latch, added new (TR 96).

Item 61-20-2- Due to soft ware issue revision bar appears on this entire item. No changes to item.

We recommend that this letter of transmittal be retained and placed in the front of the manual for record purposes.

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**Revision 4  
of  
DHC-8 S400 MASTER MINIMUM EQUIPMENT LIST**

Effective 24 January, 2008, the Dash 8 Series 400 Master Minimum Equipment List has been revised to incorporate Revision 4.

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

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# MASTER MINIMUM EQUIPMENT LIST

## DHC-8 SERIES 400 MANUAL APPROVAL

This is to certify that the PSM 1-84-16A Dash 8 Series 400 Master Minimum Equipment List has been revised and incorporates Revision 5 and is D.O.T. Approved.



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

Chief Flight Test  
National Aircraft Certification  
for Minister of Transport

Date: 28 November 2011 \_\_\_\_\_

**BOMBARDIER INC.  
BOMBARDIER AEROSPACE REGIONAL AIRCRAFT  
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# DEPARTMENT OF TRANSPORT MASTER MINIMUM EQUIPMENT LIST

PSM1-84-16-A

**M.M.E.L. (DOT), REVISION 5 (Nov 28, 2011)**

**BOMBARDIER INC.**  
Bombardier Aerospace Regional Aircraft  
Customer Support  
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### Series 400

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BCSG: Bombardier Customer Service Group

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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. The (M) and (M#) procedures identified in the MMEL are required to be performed once prior to dispatching with MEL relief. If there is a requirement to perform the procedures more frequently, for example, prior to each flight, then this is clearly stated in the provisos. The same principle applies to the (O) procedures, although in some cases it is required that certain equipment be confirmed operative and this equipment is checked regularly in accordance with the normal Flight Manual procedures. 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 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 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 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,

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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

### 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.
- 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.

“\*\*\*\*” 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”**.

- 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.

“-” symbol in Column 2 and/or 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 specified 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 the 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 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.

- 3. **“Aircraft Crew”** is considered to be flight crew members, flight attendants, aircraft maintenance crew 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 aircraft is listed on the applicable Type Certification Data Sheet.

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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. **“Alternate Procedures”** includes alternate normal, abnormal and emergency procedures.
7. **“As required by regulations”, “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.
8. **“Class 1 failures”** are failures that prevent continued operation of a specific LRU or channel and are annunciated via advisory messages, cautions, warnings or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL. **“Class 2 failures”** are failures which do not prevent continued system function. These faults will not be annunciated to the flight crews and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed on opportunity basis. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.
9. **“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 actions 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.
10. **“Crew Members”** (from CARS) means a person assigned to duty in an aircraft during flight time.
11. **“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
12. **“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.
13. **“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.
14. **“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).
15. **“Excess Items”** means those items installed that are excess to the requirements.
16. **“Federal Aviation Regulation (FAR)”** means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
17. **“Flight Crew Member”** (from CARS) means a crew member assigned to act as pilot or flight engineer of an aircraft during flight time.
18. **“Flight Day”** means a 24 hour period (e.g. 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.

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19. **"Icing Conditions"** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s)
20. **"Indication"** is where a number of parameters are reported on a line replaceable unit. To allow relief for individual parameters being inoperative rather than the entire unit, the word indication is used as opposed to indicator.
21. **"Indicator"** is a line replaceable unit. The parameters displayed can be analogue or digital. To allow relief for the line replaceable unit rather than individual parameters we use the word indicator.
22. **"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 it fails to illuminate (ie. during lamp test) or if it fails to extinguish (ie. is illuminated continuously).

23. **"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).
24. **"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, crew members 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 requirements 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 crew members that a component or system is not to be used under normal operations.
25. **"(M)"** symbol indicates a requirement for a specified 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 (see **"(M#)"** below). The satisfactory accomplishment of all maintenance procedures, regardless of who perform 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.

26. **"(M#)"** symbol indicates a requirement for maintenance personnel to accomplish an **"(M)"** procedure.
27. **"Maintenance Instruction"** indicates maintenance instructions that must be accomplished prior to operation with the listed item inoperative, as per **"(M)"** procedure above.
28. **"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.

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29. **“(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 a 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.

30. **“Operating Instruction”** indicates operating instructions that must be accomplished prior to operation with the listed item inoperative as per **“(O)”**procedure above.
31. **“Passenger Convenience Items”** means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
32. **“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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33. **Repair Intervals:** All users of an MEL must effect repairs to inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair time intervals 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 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 repair interval is passenger convenience items. Passenger convenience items that require a specific repair interval limitation will be addressed as a separate MMEL item.

34. **“Time Limited Dispatch”** relief that is subject to time limited dispatch expressed as a specific number of engine hours or cycles, and will start in accordance with the times established by the engine manufacturer or as indicated in the remarks column of the MMEL. Time limited relief cannot be extended.
35. **“Visual Flight Rules”** (VFR) is as defined in the CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
36. **“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.
37. **“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.



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| Systems & Nos de<br>Sequence système<br>Numbers de série |                                                                     |   | 1.<br>Item - Article | 2. Number installed - Nombre d'articles installés |  |                                                                                                                                                                                                                             | 3. Number required for dispatch - Nombre d'articles à expédier | 4. Remarks or Exceptions - Remarques ou exceptions |
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| 21 <u>AIR CONDITIONING</u>                               |                                                                     |   |                      |                                                   |  |                                                                                                                                                                                                                             |                                                                |                                                    |
| -20-1                                                    | Distribution Damper                                                 | C | 1                    | 0                                                 |  | May be inoperative.                                                                                                                                                                                                         |                                                                |                                                    |
| -20-2                                                    | Recirculation Fan                                                   |   |                      |                                                   |  |                                                                                                                                                                                                                             |                                                                |                                                    |
|                                                          | 1) Pre-Mod 4-126236 and<br>Pre-Mod 4-126211 or Pre-<br>Mod 4-126212 | B | 1                    | 0                                                 |  | May be inoperative provided:<br>a) The Fan is switched OFF, and<br>b) The Standby Magnetic Compass is considered<br>inoperative.                                                                                            |                                                                |                                                    |
|                                                          | 2) Pre-Mod 4-126236 and<br>Mod 4-126211 or Mod 4-<br>126212         | C | 1                    | 0                                                 |  | May be inoperative provided Fan is switched OFF.                                                                                                                                                                            |                                                                |                                                    |
| -20-3                                                    | Flow (Pack) Control and<br>Shutoff Valve                            | C | 1                    | 0                                                 |  | (M#) May be inoperative provided:<br>a) The Valve is secured in the open position,<br>b) The Nacelle Shutoff Valves are verified<br>operative, and<br>c) Both digital (AUTO) channels of the ECU are<br>verified operative. |                                                                |                                                    |
| -20-4                                                    | Display Cooling Fans                                                | C | 3                    | 2                                                 |  | May be inoperative.                                                                                                                                                                                                         |                                                                |                                                    |
| -20-5                                                    | SIDE WINDOW DEMIST<br>Vent Controls                                 | A | 2                    | 1                                                 |  | One may be inoperative provided:<br>a) Aircraft is dispatched for one flight day.<br>b) Airflow from the side window vent on the<br>inoperative side is confirmed by the pilot.                                             |                                                                |                                                    |
|                                                          |                                                                     | C | 2                    | 0                                                 |  | (M#) May be inoperative provided the affected side(s)<br>is failed in the open position.                                                                                                                                    |                                                                |                                                    |
| -20-6                                                    | Low Level Vent Controls                                             | A | 2                    | 1                                                 |  | One may be inoperative provided:<br>a) Aircraft is dispatched for one flight day.<br>b) Airflow from the side window vent, on the side<br>with the inoperative low level vent, is confirmed<br>by the pilot.                |                                                                |                                                    |
|                                                          |                                                                     | C | 2                    | 0                                                 |  | (M) May be inoperative provided the Low Level Vent<br>position is confirmed and lever moved to closed<br>position.                                                                                                          |                                                                |                                                    |

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| 21 AIR CONDITIONING (CONT'D)                             |                                                                      |   |                      |                                                   |  |                                                                |                                                                                                                                                                                                                                                                               |
| -20-7                                                    | FLT COMPT GASPERS<br>(Small and Large)                               | C | 4                    | 0                                                 |  |                                                                | May be inoperative provided comfort level is acceptable to the pilot.                                                                                                                                                                                                         |
| -20-8                                                    | Aft Baggage Compartment<br>Vent Valves                               |   |                      |                                                   |  |                                                                |                                                                                                                                                                                                                                                                               |
|                                                          | 1) Inlet and outlet vent<br>valves                                   | C | 2                    | 0                                                 |  |                                                                | (M) May be inoperative in closed position provided:<br>a) Inlet and outlet valves (shut off valves) are deactivated,<br>b) VENT VALVE INLT and VENT VALVE OUTLT CLOSED advisory lights are verified illuminated prior to each flight, and<br>c) Live animals are not carried. |
|                                                          |                                                                      | C | 2                    | 0                                                 |  |                                                                | May be inoperative in open position provided:<br>a) The baggage compartment is empty or, for ballast purpose, use of bags (made of glass fiber or Kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.                                              |
|                                                          | 2) VENT VALVE INLT and<br>VENT VALVE OUTLT<br>CLOSED advisory lights | C | 2                    | 0                                                 |  |                                                                | May be inoperative in open position provided:<br>a) The baggage compartment is empty or, for ballast purpose, use of bags (made of glass fiber or Kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.                                              |
| -30-1                                                    | CABIN PRESS Warning<br>Light                                         | C | 1                    | 0                                                 |  |                                                                | May be inoperative provided flight is conducted at or below 10,000 feet MSL, per AFM Section 4, Paragraph 4.16.7.                                                                                                                                                             |
| -30-2                                                    | Cabin ALT Indicator                                                  | C | 1                    | 0                                                 |  |                                                                | (O) May be inoperative provided:<br>a) The Cabin DIFF Pressure Indicator is verified operative, and<br>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 feet MSL, in accordance with with AFM Section 4, Paragraph 4.16.7..                                                                                                 |

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| 21 AIR CONDITIONING (CONT'D)                             |                               |                      |                                                   |   |                                                                |  |                                                                                                                                                                                                                                                                                                                                                                 |
| -30-3                                                    | Cabin DIFF Pressure Indicator | C                    | 1                                                 | 0 |                                                                |  | (O) May be inoperative provided:<br>a) The Cabin ALT Indicator is verified operative, and<br>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 feet MSL, in accordance with AFM Section 4, Paragraph 4.16.7.                                                                                                                                                                                         |
| -30-4                                                    | Cabin RATE Indicator          | C                    | 1                                                 | 0 |                                                                |  | May be inoperative provided all other instruments and functions of the Pressurization System are operative.                                                                                                                                                                                                                                                     |
|                                                          |                               | D                    | 1                                                 | 0 |                                                                |  | (O) May be inoperative provided flight is conducted in an unpressurized configuration, at or below 10,000 feet MSL, in accordance with AFM Section 4, Paragraph 4.16.7.                                                                                                                                                                                         |
| -30-5                                                    | Cabin Pressure Control System |                      |                                                   |   |                                                                |  |                                                                                                                                                                                                                                                                                                                                                                 |
|                                                          | 1) AUTO and MAN Modes         | A                    | 2                                                 | 0 |                                                                |  | (M)(O) May be inoperative provided:<br>a) The FWD OUTFLOW valve and DUMP functions are verified operative,<br>b) The AFT OUTFLOW valve is verified open,<br>c) The flight is conducted in an unpressurized configuration, at or below 10,000 feet MSL, in accordance with AFM, Section 4, Paragraph 4.16.7 and<br>d) Repairs are made within three flight days. |
|                                                          | 2) AUTO Mode                  | A                    | 1                                                 | 0 |                                                                |  | (M) May be inoperative provided:<br>a) MAN control is verified operative,<br>b) The FWD OUTFLOW control and the DUMP function are verified operative,<br>c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator are verified operative, and<br>d) Repairs are made within three flight days.                                           |

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| 21 AIR CONDITIONING (CONT'D)                             |                                     |                      |                                                   |   |                                                                |                                                                                                                                                                                                                                                                   |
|                                                          | 3) MAN Mode                         | C                    | 1                                                 | 0 |                                                                | (M) May be inoperative provided:<br>a) AUTO control is verified operative,<br>b) The FWD OUTFLOW control and the DUMP function are verified operative,<br>c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator are verified operative. |
| -30-6                                                    | Aft Valves                          |                      |                                                   |   |                                                                |                                                                                                                                                                                                                                                                   |
|                                                          | 1) Aft Outflow Valve                | C                    | 1                                                 | 0 |                                                                | (M)(O) May be inoperative provided:<br>a) The AFT OUTFLOW valve is verified open, and<br>b) Flight is conducted in an unpressurized configuration, at or below 10,000 feet MSL, in accordance with AFM, Section 4, Paragraph 4.16.7.                              |
|                                                          | 2) Aft Safety Valve                 | C                    | 1                                                 | 0 |                                                                | (M)(O) May be inoperative provided:<br>a) The AFT OUTFLOW valve is verified open, and<br>b) Flight is conducted in an unpressurized configuration, at or below 10,000 feet MSL, in accordance with AFM, Section 4, Paragraph 4.16.7.                              |
| -50-1                                                    | Air Cycle Machines (ACM)            | C                    | 2                                                 | 1 |                                                                | May be inoperative provided the associated PACKS switch is selected and remains OFF.                                                                                                                                                                              |
| -50-2                                                    | Turbine Shut-Off Valves             | C                    | 2                                                 | 1 |                                                                | (M#) May be inoperative provided:<br>a) Turbine Shut-Off Valve is secured in the closed position, and<br>b) Associated PACKS switch is selected and remains OFF.                                                                                                  |
| -50-3                                                    | Pack Bypass Valve                   | C                    | 2                                                 | 1 |                                                                | (M#) May be inoperative provided:<br>a) Pack Bypass Valve is locked in the closed, position, and<br>b) Associated PACKS switch is selected and remains OFF.                                                                                                       |
| -55-1                                                    | Aft Baggage Compartment Vent Valves |                      |                                                   |   |                                                                | Deleted. Refer to item 21-20-8.                                                                                                                                                                                                                                   |