U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 15
Date: XX/XX/XXXX

Viking Air Limited
DHC-6/1/100/200/300/400

Approved by the Aircraft Evaluation Division
Federal Aviation Administration
General Aviation Branch
AFS-100
800 Independence Avenue, S.W.
Washington, DC 20591

AED Email: 9-AVS-AFS-100@faa.gov

TABLE OF CONTENTS AND CONTROL PAGE

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	04/01/1979	Original Issue.
1	02/15/1980	All except 29, 77, 79.
2	05/13/1983	61-1.
3	10/02/1984	All Pages.
4	12/03/1984	Pages 30-2 and 61-1.
5	03/11/1985	Page 75-1.
6	03/31/1987	34-3.
7	04/14/1987	34-3.
8	06/10/1987	COVER PAGE, LOG OF REVISIONS, CONTROL PAGE.
9	02/24/1989	Complete Revision.
10	04/28/1989	23-1, 25-2, 34-1, 34-2.
11	06/22/1989	HIGHLIGHTS OF REV., DEFINITIONS, PREAMBLE.
11a	04/16/1991	HIGHLIGHTS OF REV., DEFINITIONS, Pages 23-1, 23-2.
11b	11/22/1991	HIGHLIGHTS OF REV., Pages 25-1, 25-2.
11c	01/25/1994	HIGHLIGHTS OF REV., DEFINITIONS, Pages 34-1, 34-2, 34-3.
11d	02/10/1997	HIGHLIGHTS OF REV., DEFINITIONS, GUIDELINES, Pages 21-1, 22-1, 23-1, 23-2, 24-1, 25-1, 25-2, 26-1, 27-1, 28-1, 28-2, 29-1, 30-1, 30-2, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 35-1, 36-1, 37-1, 52-1, 61-1, 75-1, 79-1.
11e	03/25/1998	HIGHLIGHTS OF REV., DEFINITIONS, Pages 23-1, 23-2.
11f	04/13/1999	HIGHLIGHTS OF REV., DEFINITIONS, GUIDELINES, Pages 30-2, 34-2, 34-3, 34-4, 34-5, 34-6.
12	09/10/2002	HIGHLIGHTS OF REV., DEFINITIONS, GUIDELINES, Pages 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 27-1, 28-1, 28-2, 30-1, 30-2, 31-1, 31-2, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 35-1, 36-1, 61-1, 75-1, 79-1.
12a	08/11/2003	HIGHLIGHTS OF REV., DEFINITIONS, Pages 27-1, 28-2.
12b	02/28/2005	HIGHLIGHTS OF REV., DEFINITIONS, Pages34-3, 34-4, 34-6, 34-7, 34-8.

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
13	06/09/2010	COVER PAGE, TABLE OF CONTENTS, LOG OF REVISIONS, CONTROL PAGES, HIGHLIGHTS OF CHANGE, DEFINITIONS, PREAMBLE, GUIDELINES FOR (O) & (M), Pages 21-1, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 24-1, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 27-1, 28-1, 28-2, 30-1, 30-2, 31-1, 31-2, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 34-14, 34-15, 35-1 36-1, 37-1, 46-1, 46-2, 75-1.
13a	02/22/2011	COVER PAGE, TABLE OF CONTENTS, LOG OF REVISIONS, CONTROL PAGES, HIGHLIGHTS OF CHANGE, GUIDELINES FOR (O) & (M), Pages 26-1, 33-3, 33-4.
14	03/25/2015	COVER PAGE, TABLE OF CONTENTS, LOG OF REVISIONS, CONTROL PAGES, HIGHLIGHTS OF CHANGE, DEFINITIONS AND PREAMBLE, GUIDELINES FOR (O) & (M), Pages 21-1, 21-2, 22-1, 23-1 to 23-7, 24-1, 24-2, 25-1 to 25-6, 26-1, 26-2, 27-1, 27-2, 28-1 to 28-3, 29-1, 30-1 to 30-4, 31-1 to 31-7, 32-1, 33-1 to 33-6, 34-1 to 34-21, 35-1, 36-1, 45-1, 46-1 to 46-6, 52-1, 56-1, 61-1, 61-2, 73-1, 74-1, 77-1 and 79-1.
15	XX/XX/XXXX	LOG OF REVISIONS, CONTROL PAGES, HIGHLIGHTS OF CHANGES, Pages 21-1 thru 2, 22-1 thru 3, 23-1, 23-4, 23-6, 24-2, 25-5 thru 6, 27-1, 28-2, 28-4, 30-2 thru 3, 31-1, 31-3, 31-6, 33-1 thru 5, 34-1 thru 13, 34-16 thru 19, 35-1, 36-1, 46-1, 46-4 thru 6, 52-1, 56-1, 61-1.

The following changes are the Highlights of Changes for **Revision 15**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
ATA 21	Air Conditioning
21-1	Updated 21-3 with "***" and changed proviso to "Flight Compartment Fans (Series 100, 200, 300,400)".
21-2	Renamed Item 21-14.
ATA 22	Autoflight
22-1 thru 3	Added relief for series 400 autopilot.
ATA 23	Communications
23-1	Updated Item 23-2-A relief in accordance with PL-009. Changed No. Required for Dispatch in Item 23-6.
23-4	Updated Item 23-12 relief in accordance with PL-106.
23-6	Added relief for Aircraft Messaging System, Item 23-24. Added relief for Satellite Audio Conversation, Item 23-25. Added relief for Satellite Tracking, Item 23-26.
ATA 24	Electrical Power
24-2	Added relief for Avionics Start Battery, Item 24-14.
ATA 25	Equipment/Furnishings
25-5 thru 6	Updated Item 25-10 relief.
25-5	Updated Items 25-11 and 12 reliefs.
ATA 27	Flight Controls
27-1	Added (M) Maintenance procedure to Item 27-2. Removed Takeoff Configuration Warning System relief for Item 27-4.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 28	Fuel
28-2	Updated Item 28-3.
28-4	Added relief for Fuel Quantity Gauging System (FQGS), Item 28-10.
ATA 30	Ice and Rain Protection
30-2	Updated Note in Item 30-7.
30-3	Updated relief for item 30-11. Added new (O) Operations procedure.
ATA 31	Indicating/Recording Systems
31-1	Added clarification of relief for Items 31-2 and 31-3. Removed “(Series 100, 200, 300)” from Item 31-4.
31-3	Combined Items 31-6 and 31-7 reliefs with 31-4 to be in compliance with PL-087.
31-6	Updated proviso in Item 31-13.
ATA 33	Lights
33-1	Updated proviso in Item 33-1 in accordance with PL-77. Updated Item 33-3 provisos in accordance with PL-123 and removed 33-3-A and B. Updated Item 33-4 provisos in accordance with PL-072.
33-2	Updated proviso in Item 33-7. Revised proviso in Item 33-13.
33-2 thru 5	Renumbered all Items after Item 33-8. Revised provisos for Items 33-15 through 20, and 33-22 through 23.
ATA 34	Navigation
34-1	Removed third proviso from Item 34-1A. Updated Item 34-4 in accordance with PL-076.
34-2 thru 3	Updated ADS-B relief in accordance with PL-105 and renumbered it as Item 34-5. Renumbered all subsequent Items through 34-26.
34-4	Updated Item 34-11 provisos in accordance with PL-098.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
34-5	Updated Item 34-15 provisos in accordance with PL-039.
34-7	Updated sub-Item 34-16A, added Item 2.
34-8	Updated sub-Item 34-16B, added Items 2 through 4 and 34-16C.
34-9	Added Item 34-17 provisos in accordance with PL-076.
34-13	“Automatic Dependent Surveillance Broadcast (ADS-B) System” proviso removed.
34-16	Updated Item 34-35 provisos in accordance with PL-098.
34-17 thru 18	Updated Item 34-43 provisos.
34-18	Deleted Item 34-44. Updated Item 34-46 provisos in accordance with PL-039.
34-19	Updated Item 34-47 provisos. Updated Item 34-48 provisos. Updated Item 34-49 provisos. Deleted Item 34-52 and combined with 34-17 and 34-18. Deleted Item 34-53 and combined with 34-16.
ATA 35	Oxygen
35-1	Updated Item 35-2 provisos in accordance with PL-043.
ATA 46	Information Systems
46-1	Updated Item 46-1 provisos.
46-4	Reformatted Item 46-9.
46-5	Reformatted Item 46-11.
ATA 52	Doors
52-1	Renumbered Item 52-1A; updated proviso and made it an (O) Operations procedure. Renumbered Item 52-1B; updated proviso and made it an (O) Operations procedure. Updated Item 52-3 proviso. Updated Item 52-4; changed number required from “1” to “0”.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 56	Windows
56-1	Changed number installed.
ATA 61	Propellers
61-1	Added (O) Operations procedure.

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Dynamic Regulatory System website, drs.faa.gov.

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Dynamic Regulatory System website, drs.faa.gov.

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

SEQUENCE NO.	PROCEDURE
21-2	(O) Operations procedure to ensure cabin heating is not used while on the ground.
21-8	(M) Maintenance procedure to ensure gasper air source handle is secured in fully inward position.
21-12	(O) Operations procedure to ensure OAT is greater than +15°C at all times and fresh air flow is not affected.
21-13	(M) Maintenance procedure to ensure OAT is less than +35°C at all times, circuit breaker (E7) is secured in open position and both MAU fans operate normally.
21-14	(M) Maintenance procedure to ensure OAT is less than +35°C at all times, circuit breaker (U2) is secured in open position and vent fan operates normally.
22-1	(M) Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.
22-3	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']
22-4	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']
22-5	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']
22-6	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']
22-7	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']
22-8	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']
22-9	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']
22-10	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']

SEQUENCE NO.	PROCEDURE
23-2-A	(O) Operations procedure to ensure alternate procedures are established and used.
23-11-A	(O) Operations procedure to establish and use alternate procedures. Applies to both provisos.
23-12	(O) Operations procedure to ensure SATCOM Voice or Data Link operates normally, alternate procedures are established and used, and SATCOM coverage is available over the intended route of flight.
23-13-B	(M) Maintenance procedure to ensure inoperative System is deactivated. Applies to both provisos.
23-15	(O) Operations procedure to ensure the pilot's use of all avionics equipment is not affected and right seat intercom operates normally if right seat will be occupied.
23-19	(M) Maintenance procedures to ensure HF radio inoperative if not required for long range communication. Must be secured and deactivated.
23-23	(M) Maintenance procedure to ensure right hand PFD controller frequency select function and/or volume provided multifunction controller operates normally and left hand PFD controller operates normally.
24-6	(M) Maintenance procedure to ensure no unsafe condition exists and a procedure to disconnect and secure the Battery Cable.
24-13	(M) Maintenance procedure to ensure the relay is confirmed to be in open position.
24-14	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']
25-2-A	(M) Maintenance procedure to ensure Seat is secured in the FULL UPRIGHT position
25-2-B	(O) Operations procedure to ensure baggage is not stowed under Seat with inoperative Restraining Bar, Seat is properly placarded, and Cabin Crew is alerted.
25-2-C-1	(M) Maintenance procedure to ensure Seat is secured in the FULL UPRIGHT position if an Armrest is missing.
25-7-A	(O) Operations procedure to ensure AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-7-B	(O) Operations procedure to ensure EMK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.

SEQUENCE NO.	PROCEDURE
25-7-C	(O) Operations procedure to ensure FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-9	(M) Maintenance procedure to ensure Container is EMPTY and access to the compartment is SECURED. (O) Operations procedure to ensure sufficient Waste Receptacles are available to accommodate all waste that may be generated on the flight.
25-10	(M) Maintenance procedure to ensure acceptable cargo loading limits from an approved source are maintained.
25-11	(M) Maintenance procedure to secure seat in a position acceptable to the pilot.
25-12	(M) Maintenance procedure to secure seat in a position acceptable to the pilot.
25-13	(M) Maintenance procedure to ensure key locks of doors may be inoperative provided the door is not locked.
25-14	(M) Maintenance procedure to remove sun visor(s).
25-15	(O) Operations procedures to ensure top exterior surface of nose baggage compartment can be seen by each pilot without stretching, on-side PFD and both MFD displays are not obscured by control column and each pilot can operate lowest off-side bezel button of lower MFD with seat belt and shoulder harness fastened.
26-2	(O) Operations procedure on how to determine the System is properly charged.
26-5	(M) Maintenance procedure to ensure fire bottles are checked for proper charge once each flight-day.
26-6	(O) Operations procedures to ensure audible fire warning is operating normally, visual fire warnings within the T_5 gauge in engine window of the PFD are operating normally and there are no deferred defects associated with Master Warning annunciators and ‘push to discharge’ function of the pushbutton is operating normally.
26-7	(O) Operations procedure to ensure fire detection system test satisfactorily when the ‘Fire Detection Fault Indication’ circuit breaker for the affected side(s) is out.
27-1-A	(O) Operations procedure to ensure aileron trim tab is visually checked for full and free movement, and is confirmed neutral prior to each flight.
27-2	(M) Maintenance procedure pull aileron trim circuit breaker.

SEQUENCE NO.	PROCEDURE
27-4	(O) Operations procedures to ensure rudder trim tab is visually checked for full and free movement once per flying day, mechanical rudder trim tab position indicator pointer on flight compartment trim panel operates normally and Takeoff Configuration Warning System annunciations are not generated when tab is properly positioned for takeoff.
27-5	(O) Operations procedure to ensure electronic display of rudder trim tab position on MFD operates normally and Takeoff Configuration Warning System operates normally.
27-6	(O) Operations procedure to ensure elevator trim tab is visually checked for full and free movement once per flying day and is confirmed to be in take-off position prior to flight, mechanical elevator trim tab position pointer on flight compartment trim panel operates normally and Takeoff Configuration Warning System annunciations are not generated when tab is properly positioned for takeoff.
27-7	(O) Operations procedure to ensure electronic display of elevator trim tab position on MFD operates normally and Takeoff Configuration Warning System operates normally.
27-8-d	(M) Maintenance procedures to ensure light is covered up and placarded inoperative.
27-9	(O) Operations procedure to ensure flap system is visually checked for full and free movement and flaps are visually confirmed to be in take-off position. Takeoff Configuration Warning System annunciations are not generated when flap are properly positioned for takeoff.
28-3	(O) Operations procedure to ensure the quantity of fuel on board meets the regulatory requirements for the intended flight. (One means for determining fuel quantity is: fill fuel tanks and calculate fuel burn from full tanks.)
28-6	(O) Operations procedure to ensure corresponding fuel boost pump is operating normally and corresponding PUMP2 switch is ON whenever PUMP 1 in affected tank is in use.
28-7	(O) Operations procedure to ensure no other deferred defects of any kind relating to fuel system and if ‘Low Fuel Quantity’ CAS message is present. Fuel quantity on board is confirmed by other approved means prior to each flight.
28-8	(O) Operations procedure to ensure all other engine indicators operate normally, fuel quantity indicators operate normally and FMS is not used for fuel quantity monitoring.
28-10	[Guidelines not required – fully defined in Column 4 ‘REMARKS OR EXEPTIONS’]
29-1	(M) Maintenance procedure to ensure no unsafe condition exists and hydraulic system functions normally.

SEQUENCE NO.	PROCEDURE
29-2	(M) Maintenance procedure to ensure system pressure indicator operates normally.
29-3	(M) Maintenance procedure to ensure accumulator pressure is confirmed to be satisfactory by use of an externally applied pressure gauge when necessary.
30-2a	(O) Operations procedure to ensure deflector(s) is visually confirmed to be in the extended position, operations are conducted in accordance with the AFM and OAT is below ISA +22°C during takeoff and cruise flight.
30-2b	(O) Operations procedures to ensure deflector(s) is visually confirmed to be in retracted position, flight is not conducted in known or forecast icing conditions or an environment of sand or dust and aircraft is not operated in visible moisture at an indicated OAT of less than +5°C.
30-11	(O) Operations procedures to ensure that flight is not conducted in known or forecast icing conditions and the airplane is operated at or above +5°C. [Item reinserted to include change tracking.] (M) Maintenance procedure to ensure safe operation of the engine and aircraft with the Engine Inlet Deicing Boots inoperative.
30-12	(O) Operations procedure to verify Pitot Heat System(s) operates normally.
31-2	(O) Operations procedure to record elapsed flight time.
31-3	(O) Operations procedure to ensure engine operating time is recorded.
31-5	(O) Operations procedure to ensure a wristwatch with similar functionality is available to the pilot, clock covered up to prevent inadvertent reference to an inaccurate indication or clock is removed, it is not necessary to pull circuit breaker that supplies power to the clock and flight compartment dome light and inoperative clock is physically disconnected from the aircraft electrical system prior to next departure from a maintenance base.
31-8	(O) Operations procedure to ensure affected channel is muted using appropriate configuration switch, all four Master Caution and Master Warning visual annunciators are operating normally, no other defects related to visual or aural annunciation or indications exist and left PFD and both MFDs are operating normally.
31-9	(O)(M) Operations and maintenance procedures to ensure Electronic Checklist System may be inoperative, out of revision, or deactivated and “Do not use” placard must be provided if ECL content is not in agreement with approved normal operating checklists.
31-10	(O) Operations procedure to ensure OAT is forecast to be above +5°C at all times and there are no other deferred defects related to the MAU, ADAHRS, or displays.

SEQUENCE NO.	PROCEDURE
31-11	(O) Operations procedure to ensure what services are lost when a DAU channel fails, consequences are unique to each of the 4 channels (2 left, 2 right).
32-2	(O) Operations procedure for preventing movement of the aircraft when stopped or parked. Applies to both provisos.
32-3	(O)(M) Maintenance and operations procedures to ensure gear position indication system is fully operational, all four wheels are confirmed to be fully retracted and amphibian is operated as a floatplane only.
33-3	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.
33-25	(O) Operations procedure to ensure alternate procedures are established for normal, abnormal and emergency situations and cabin address system is operational.
33-26	(O)(M) Operations and maintenance procedures to ensure a 'no smoking' placard is provided nearby that is visible to all passengers and can be comprehended by all passengers and passengers are advised during the preflight safety briefing that smoking is not permitted at any time.
34-1A	(O) Operations procedure to ensure any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative. (O) Operations procedure to ensure two Gyro or INS (IRU) Stabilized Compass Systems operate normally, and the airplane is operated with dual independent navigation capability.
34-5A	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']
34-5B	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']
34-5C	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']
34-5D	[Guidelines not required – fully defined in Column 4 'REMARKS OR EXEPTIONS']
34-11	(O) Operations procedure to ensure current Aeronautical Charts are used, status and suitability of Navigation Facilities to be used are verified, and Approach Navigation Radios are manually tuned and identified.

SEQUENCE NO.	PROCEDURE
34-15	(O) Operations procedure to ensure Autopilot with Altitude Hold is operative and Enroute operations do not require use of the Altitude Alerting System.
34-16-A-1	(O) Operations procedure to ensure alternate procedures are established and used.
34-16-A-1-a	(O) Operations procedure to ensure alternate procedures are established and used.
34-16-A-1-d	(O) Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR.
34-16-A-1-e	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally.
34-16-B-1	(O) Operations procedure to ensure alternate procedures are established and used.
34-16-B-1-a	(O) Operations procedure to ensure alternate procedures are established and used.
34-16-B-1-d	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR.
34-16-B-1-e	(O) Operations procedure to ensure alternate procedures are established and used.
34-16-C-1	(O) Operations procedure to ensure alternate procedures are established and used.
34-17-1B	[Guidelines not required – fully defined in Column 4 ‘REMARKS OR EXEPTIONS’]
34-17-2	[Guidelines not required – fully defined in Column 4 ‘REMARKS OR EXEPTIONS’]
34-18	(M) Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos.
34-19	(M) Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos.

SEQUENCE NO.	PROCEDURE
34-19-B	(O) Operations procedure to ensure TA Visual Display and Audio Functions are operative, TA ONLY Mode is selected by the crew, and enroute or approach procedures do not require use of the RA Display System.
34-19-C	(O) Operations procedure to ensure RA Visual Display and Audio Functions are operative, and enroute or approach procedures do not require use of the TA Display System.
34-26-A-1	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally.
34-26-A-2	(O) Operations procedure to ensure alternate procedures are established and used. (O) Operations procedure to ensure alternate procedures are established and used and Windshear Warning and Flight Guidance System (Reactive) operates normally.
34-26-B-1	(O) Operations procedure to ensure alternate procedures are established and used.
34-26-B-2	(O) Operations procedure to ensure alternate procedures are established and used.
34-35	(O) Operations procedure to ensure long range navigation system and FMS is not used and all navigation is based on short range navigation and/or pilotage and radios are manually tuned.
34-42	(O) Operations procedure to ensure flight(s) can be carried out by reference to short range navigation and/or pilotage and procedures are established to ensure that the crew do not refer to the INAV map for position determination.
34-43-A	[Guidelines not required – fully defined in Column 4 ‘REMARKS OR EXEPTIONS’]
34-43-B	[Guidelines not required – fully defined in Column 4 ‘REMARKS OR EXEPTIONS’]
34-52	(M) Maintenance procedures to ensure TCAS functionality is required by operating regulations, may be inoperative provided system is deactivated and secured. (M) Maintenance procedure to ensure TCAS functionality is not required by operating regulations, may be inoperative provided system is deactivated and secured.

SEQUENCE NO.	PROCEDURE
34-53	(M) Maintenance procedure to ensure TAWS functionality is required by operating regulations, may be inoperative provided system is deactivated and secured. (M) Maintenance procedure to ensure TAWS functionality is not required by operating regulations, may be inoperative provided system is deactivated and secured.
36-1	(M) Maintenance procedure to secure Valve(s) in the CLOSED position.
36-1-A	(M) Maintenance procedure to ensure bleed valve is secured closed and flight is not conducted in known or forecast icing conditions. (M) Maintenance procedure to ensure both bleed valves are secured closed and flight is not conducted in known or forecast icing conditions and OAT in flight is not less than +15°C.
37-1	(M) Maintenance procedure to assure no unsafe condition exists which could affect the engine operation or other systems.
46-1-A	(O) Operations procedure to ensure alternate procedures are established and used.
46-1-B	(O) Operations procedure to ensure alternate procedures are established and used.
46-1-C	(O) Operations procedure to ensure alternate procedures are established and used.
46-1-D	(O) Operations procedure to ensure alternate procedures are established and used.
46-1-E	(M) Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft. (O) Operations procedure to ensure alternate procedures are established and used. (M) Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft.
46-2	(O)(M) Operations procedure to ensure one channel may be inoperative flights to return to a maintenance base provided that consequences of inoperative channel are evaluated individually.
46-4	(O) Operations procedure to ensure both MFDs operate normally, flight is two-crew operation with right seat pilot performing the ‘flying pilot’ functions, ESIS operates normally and no other deferred defects related to PFD or MFD systems are present.

SEQUENCE NO.	PROCEDURE
46-9-C	(O) Operations procedure to ensure operations do not require RNAV capability and the flight(s) can be carried out by reference to short range navigation and/or pilotage.
46-9-E	(O) Operations procedure to ensure operations do not require RNAV capability, flights can be carried out without use of the FMS by reference to short range navigation and/or pilotage and joystick and data set knob surrounding joystick operate normally.
52-1-A	(O) Operations procedure to confirm doors are latched and the FASTEN SEAT BELT sign remains on for the entire flight.
52-1-B	(O) Operations procedure to confirm doors are latched and the FASTEN SEAT BELT sign remains on for the entire flight.
52-3	(M) Maintenance procedure to secure the step in the RETRACTED position.
52-4	(M) Maintenance procedure to ensure a placard is provided on both sides of the door indicating that the dampening strut is missing or inoperative.
56-1	(M) Maintenance procedure to ensure window is secured in closed position.
56-2	(M) Maintenance procedure to ensure 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.
61-1	(O) Operations procedure to prohibit use of reverse. (M) Maintenance procedure to deactivate the System and assure no other system is affected.
61-5	(M) Maintenance procedure to ensure opposite side switchlight operates normally, functionality of the autofeather system is not affected and CAS annunciation of ‘autofeather selected’ and ‘autofeather armed’ operates normally.
61-7	(O) Operations procedure to ensure operations are conducted IAW AFM Supplement 19, operations are not conducted IAW Supplement 37 and Takeoff Configuration Warning System does not generate an inappropriate annunciation when power levers are advanced.
73-1	(M) Maintenance procedure to ensure corresponding circuit breaker is pulled and aircraft is not operated where the air temperature is less than +5°C.
74-1	(O) Operations procedure to ensure flight is not conducted in known or forecast icing conditions.
79-1	(O) Operations procedure to ensure the associated oil pressure indicator is operative.
79-2	(M) Maintenance procedure to ensure a maintenance inspection shows that the aircraft can be dispatched and the light extinguished prior to flight.

AIRCRAFT:
DHC-6

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
1.	Air Conditioning System	C	1	0		
2.	Ventilation Fan	C	1	0	(O) May be inoperative provided cabin heating is not used while on ground.	
3. ***	Flight Compartment Fans (Series 100, 200, 300, 400)	C	2	0		|
4.	Individual Cabin Louvers	C	-	-		
5.	Automatic Temperature Control (Series 100, 200, 300)	C	1	0	May be inoperative provided Manual Temperature Control is operative.	
6.	Manual Temperature Control (Series 100, 200, 300)	C	1	0	May be inoperative provided Automatic Temperature Control is operative.	
7.	Avionics Cooling Fan (Series 100, 200, 300)	C	1	0	May be inoperative provided: a) Avionics installation does not require Avionics Cooling Fan operation, and b) Circuit Breaker is secured in the OPEN (OFF) position.	
8.	Air Conditioning System (RWM Vapor Cycle – Option) (Series 400 only)	D	1	0	(M) GASPER AIR SOURCE handle must be secured in the fully inward (gasper air supply comes from ram air scoop) position.	
10.	Individual Punkah Louvres, Instrument Panel	C	2	0		
11.	Individual Punkah Louvres, Cabin	D	20	0		

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
12.	Manual Heating Control System (implies cabin heat) (Series 400 only)	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.	
13.	Avionics Cooling Fan (Series 400 only)	C	1	0	(M) May be inoperative provided: a) OAT is less than +35 °C at all times, b) The circuit breaker (E7) is secured in the open (off) position, and c) Both MAU fans operate normally.	
14.	DAU Cooling Fan (Series 400 only)	C	-	0	(M) May be inoperative provided: a) OAT is less than +35 °C at all times, b) The circuit breaker (U2) is secured in the open (off) position, and c) Vent fan operates normally.	| | |
15.	Flight Compartment Temperature Indication (Series 400 only)	D	1	0		
16.	Cabin Temperature Indication (Series 400 only)	D	1	0		

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot System (Series 100, 200, 300)	C	-	0	(M) May be inoperative provided operations do not require its use.	|
2.	Autopilot Disconnect Functions (Quick Release Controls) (Series 100, 200, 300)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require the use of the Autopilot.	|
		B	2	0	May be inoperative provided Autopilot is not used.	
3.	Autopilot (Including Yaw Damper if installed) (Series 400 Only)	C	1	0	(M)(O) May be inoperative provided: a) The controls are confirmed free and correct, b) The system is deactivated and secured in accordance with PSM 1-64-2 AMM Section 22-10-00 procedure, and c) The Autopilot is not required under 14 CFR applicable to the type of operation being conducted.	|
		D	1	0	(M)(O) May be inoperative provided: a) The controls are confirmed free and correct, b) The system is deactivated and secured in accordance with PSM 1-64-2 AMM Section 22-10-00 procedure, c) The Autopilot is not required under 14 CFR applicable to the type of operation being conducted, and d) Routine procedures do not require the use of autopilot.	|

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
4.	AP Disconnect Switch (AP DISC) (One per Control Wheel) (Series 400 Only)	C	2	1	(O) One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, b) Approaches and approach minimums do not require the use of the Autopilot, and c) The pilot flying has an operative AP disconnect switch.	|
		D	2	0	(M)(O) May be inoperative provided: a) The controls are confirmed free and correct, b) The system is deactivated and secured in accordance with PSM 1-64-2 AMM Section 22-10-00 procedure, c) The Autopilot is not required under 14 CFR applicable to the type of operation being conducted, and d) Routine procedures do not require the use of autopilot.	|
5.	Electric Pitch Trim Including Pitch Trim Servo and Pitch Trim Servo Clutch (Series 400 Only)	D	1	0	(M)(O) May be inoperative provided: a) The controls are confirmed free and correct, b) The system is deactivated and secured in accordance with PSM 1-64-2 AMM Section 22-10-00 procedure, c) The Autopilot is not required under 14 CFR applicable to the type of operation being conducted, and d) Routine procedures do not require the use of autopilot.	|
6.	Electric Pitch Trim Control Wheel Switch (One per Control Wheel) (Series 400 Only)	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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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
7.	G/A Switch (One per Control Wheel) (Series 400 Only)	C	2	1	One may be inoperative provided the pilot flying has an operative G/A switch.	|
		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.	|
8.	Touch Control Steering Switch (TCS) (One per Control Wheel) (Series 400 Only)	C	2	0	(O) One or both may be inoperative provided the Flight Crew is aware of the loss of TCS functionality.	|
9.	Trim Normal / Disable Switch (Left Lower Instrument Panel) (Series 400 Only)	D	1	0	(M)(O) May be inoperative provided: a) The controls are confirmed free and correct, b) The system is deactivated and secured in accordance with PSM 1-64-2 AMM Section 22-10-00 procedure, c) The Autopilot is not required under 14 CFR applicable to the type of operation being conducted, and d) Routine procedures do not require the use of autopilot.	|
10.	Autopilot Primary Control Servos (Pitch, Roll and Yaw) (Series 400 Only)	D	3	0	(M)(O) May be inoperative provided: a) The controls are confirmed free and correct, b) The system is deactivated and secured in accordance with PSM 1-64-2 AMM Section 22-10-00 procedure, c) The Autopilot is not required under 14 CFR applicable to the type of operation being conducted, and d) Routine procedures do not require the use of autopilot.	|

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communications System (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an Emergency Power Source and not required for emergency procedures.	
2.	Passenger Address System (PA)					
A)	Passenger Configuration	B	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.	|
B)	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	
3.	Static Discharge Wicks	C	-	-	One may be missing from the Rudder and one from the right Elevator.	
A)	Rudder	C	3	2		
B)	RH Elevator	C	2	1		
4.	Cockpit Speaker	C	2	0	May be inoperative provided two operative Headsets are available to flightcrew.	
5.	Headsets	C	2	1	As required by 14 CFR.	
6.	Right Seat Pilot Headset (Series 400 only)	C	1	0	May be inoperative or missing provided right pilot seat is unoccupied.	|
7.	Right and/or Left Headset Noise Cancelling Function (Series 400 only)	D	2	0	May be inoperative provided headset is otherwise operating normally. Non-noise cancelling headsets may be used.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
8.	Cockpit Voice Recorder (CVR)					
A)	For Air Carrier And Commercial Operators					
1)	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
2)	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
B)	For Operators Other Than Air Carriers And Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable sections of 14 CFR.	
9. ***	Recorded Passenger Briefing Unit	C	1	0	May be inoperative provided passengers are appropriately briefed.	
10.	Boom Microphones					
A)	Cockpit Voice Recorder With Flight Data Recorder Installed					
1)	Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 121.359(e) or 135.151(d)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
2) ***	Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
10.	Boom Microphones (Cont'd)					
B)	Cockpit Voice Recorder Without Flight Data Recorder Installed					
1)	Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 121.359(e) or 135.151(d)	A	-	0	May be inoperative provided repairs are made within 3 flight-days.	
2) ***	Cockpit Voice Recorder Not Equipped To Record Boom Microphones	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
11.	Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
A)	Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
12.	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
13.	Emergency Locator Transmitter (ELT)					
A) ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
B) ***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	May be missing provided repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided System is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4 Change Bar
14.	VHF Communications Radios (MMDR) (Series 400 only)	C	2	0	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an Emergency Power Source and not required for emergency procedures. NOTE: See Section 34 for navigation functionality of MMDR.
15.	Audio Panels (KMA 29) (Series 400 only)	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.
16.	Audio Amplifiers (in KMA) (Series 400 only)				
A)	Normal System	B	2	1	For 2 pilot operations, one may be inoperative provided that the Normal function on the opposite side operates normally.
B)	Emergency System	B	2	1	
17.	Voice Activated Intercom (Series 400 only)				
A)	Pilot Positions	C	2	0	May be inoperative provided right pilot seat is unoccupied.
B)	Observer Position	D	1	0	
C)	Passenger Positions	D	-	0	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
18.	Control Yoke 'Press to Transmit' Switch (Series 400 only)	C	1	0	Right side may be inoperative for single pilot operations.	
		B	1	0	Left side may be inoperative for 2 crew operations only.	
19.	HF Radio (Series 400 only)	D	-	0	(M) May be inoperative if not required for long range communication. Must be secured and deactivated.	
20.	Satellite Telephone System (Series 400 only)	D	-	0	May be inoperative if not required for long range communication.	
21.	Satellite Tracking System (Series 400 only)				See section 31-13.	
22.	Multifunction Controller (Series 400 only)				See sections 46-9 and 46-10.	
23.	Concentric Frequency Select Knobs and/or Volume Control Knob on PFD Controller (Series 400 only)	B	2	0	(M) Right hand PFD controller frequency select function and/or volume control function may be inoperative provided: a) Multifunction controller operates normally, and; b) Left hand PFD controller operates normally.	
24. ***	Aircraft Messaging System (e.g. satellite messing) (Series -400 only)	D	1	0	May be inoperative provided it is not required by 14 CFR.	|
25. ***	Satellite Audio Conversation	D	1	0	May be inoperative provided it is not required by 14 CFR.	|
26. ***	Satellite Tracking	D	1	0	May be inoperative provided it is not required by 14 CFR.	|

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	DC Generator Warning Lights (Series 100, 200, 300)	B	2	1	One may be inoperative provided corresponding Load meter is operative.	
2.	AC Inverters (Series 100, 200, 300)	B	2	1	One may be inoperative for day VMC.	
		B	2	1	One may be inoperative for day and night provided flight instruments do not require AC power.	
3.	AC Inverter Warning Light (Series 100, 200, 300)	B	1	0	May be inoperative for day VMC.	
4.	Battery Temperature Warning System (Ni-Cad Battery) (Series 100, 200, 300)	B	1	0	Either the Warning Lights or the Temperature Indicator must be operative.	
5.	Auxiliary Battery (Series 100, 200, 300)	B	1	0	(M) May be inoperative provided Auxiliary Battery is disconnected from the Electrical System.	
6.	Auxiliary Power Source For Gyroscopic Pitch And Bank Indicator. (Series 100, 200, 300)	B	1	0		
7.	Generators (Series 400 only)	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 minutes flight time. Aircraft may not depart a maintenance base with an inoperative generator.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
8.	Main Battery (Series 400 only)	B	1	0	May be unserviceable for day VMC flight provided that both generators are serviceable. Aircraft may not depart a maintenance base with an unserviceable battery.	
9.	ESIS Battery (Series 400 only)	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.	
10.	Battery Voltage Indication (Series 400 only)	C	1	0	May be inoperative provided that battery voltage can be observed using right or left bus indications.	
11.	Generator Voltage Indication (Series 400 only)	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.	
12.	External Power Relay (Series 400 only)	C	1	0	(M) May be inoperative provided that the relay is confirmed to be in the open position.	
13.	External Power Voltage Indication and/or annunciation (Series 400 only)	C	1	0	May be inoperative provided that external power source voltage can be determined by other means.	
14.	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.	|

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit Shoulder Harness	B	2	1	Right side may be inoperative for operations not requiring a Second In Command provided Seat remains unoccupied.	
2.	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative. NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.	
A)	Recline Mechanism	D	-	-	(M) May be inoperative and Seat occupied provided Seat is secured in the FULL UPRIGHT position.	
		D	-	-	May be inoperative and Seat occupied provided Seat Back is immovable in FULL UPRIGHT position.	
B)	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under Seat with inoperative Restraining Bar, b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative Restraining Bar.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2.	Passenger Seat(s) (Cont'd)					
C)	Armrest					
1)	Armrest With Recline Mechanism	D	-	-	(M) May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If Armrest is missing, Seat is secured in the FULL UPRIGHT position.	
2)	Armrest Without Recline Mechanism	D	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
3.	Approved Flotation Equipment	C	-	-	As required by 14 CFR.	
4.	ELT	C	-	-	See Item 23-11.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
5. ***	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF Items.	
6.	Avionics Cooling Fan	D	-	-	See Item 21-7.	
7.	Emergency Medical Equipment					
A)	Automatic External Defibrillator (AED) And/Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within 1 flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
7.	Emergency Medical Equipment (Cont'd)					
B)	Emergency Medical Kit (EMK) And/Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within 1 flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
C)	First Aid Kit (FAK) And/Or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required First Aid Kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within 1 flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
8.	"Fasten Seat Belt While Seated" Sign Or Placard	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
9. ***	Galley/Cabin Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The Container is EMPTY and the access is SECURED to prevent waste introduction into the Compartment, and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.	
10. ***	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: • Type certificate (TC), • Supplemental Type Certificate (STC); • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • Rotorcraft Flight Manual (RFM), • Rotorcraft Flight Manual Supplement (RFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days.	|
		A	-	-	(M) May be inoperative or missing provided: a) cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	|

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
10. ***	Cargo Restraint Systems (Cont'd)					
		A	-	-	(M) Individual cargo areas may be inoperative provided: a) aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days.	|
11.	Pilot Seat (left or right) Vertical Alignment (Series 400 only)	B	2	0	(M) May be inoperative provided the seat is secured in a position acceptable to the pilot.	|
12.	Pilot Seat (left or right) Fore and Aft Adjustment (Series 400 only)	B	2	0	(M) May be inoperative provided the seat is secured in a position acceptable to the pilot.	|
13.	Key Locks of Doors (Series 400 only)	D	6	0	(M) One or more may be inoperative provided that the door is not locked.	
14.	Flight Compartment Sun Visor (Series 400 only)	D	-	0	(M) Sun visor(s) may be missing. Broken or chipped visors must be removed from aircraft.	
15.	Eye Height Reference Device (Series 400 only)	C	1	0	(O) May be missing or damaged provided crew seats are adjusted to ensure that: a) Top exterior surface of nose baggage compartment can be seen by each pilot without stretching, b) On-side PFD and both MFD displays are not obscured by control column when control column is in elevator neutral position, and c) Each pilot can operate the lowest off-side bezel button of the lower MFD with seat belt and shoulder harness fastened.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: 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 b) Required distribution is maintained.	
2.	Engine Fire Extinguisher Pressure/Thermal Indicators	C	4	0	(O) May be missing provided Fire Bottles are checked for proper charge before first flight of each day.	
3.	Engine Fire Warning Bells (Series 100, 200, 300)	C	1	0	May be inoperative provided both Fire Warning Lights are operative.	
4. ***	Cargo Compartment Fire Detection/ Suppression Systems	C	-	0	May be inoperative provided Cargo Compartment remains EMPTY. NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.	
5.	Engine Fire Extinguisher Pressure/Thermal Indicators (Series 400 only)	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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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
6.	Fire Pushbutton Visual Annunciation (Series 400 only)	C	1	0	(O) Illumination (visual annunciation) within one pushbutton may be inoperative provided that the audible fire warning is operating normally, the visual fire warnings within the T_5 gauge in the engine window of the PFD are operating normally, there are no deferred defects associated with the Master Warning annunciators, and the 'push to discharge' function of the pushbutton is operating normally.	
7.	Engine Fire Detection – Primary Circuit (Series 400 only)	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.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
1.	Aileron Trim Tab Indicator	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not affected, and c) Tab is positioned to NEUTRAL prior to each departure and NEUTRAL position is verified by visual inspection.	
A)	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.	
2.	Aileron Trim Control	C	1	0	(M) May be inoperative provided: a) Tab is checked for NEUTRAL prior to each departure, and b) Aileron Trim Circuit Breaker is PULLED.	|
3.	Rudder Trim Tab (200 Series Only)	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not affected, and c) Tab is positioned to NEUTRAL prior to each departure and NEUTRAL position is verified by visual inspection.	
4.	Rudder Trim Tab Indicator (MFD) (Series 400 only)	C	1	0	(O) May be inoperative provided: 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 b) Mechanical rudder trim tab position indicator pointer on flight compartment trim panel operates normally.	|

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
5.	Rudder Trim Tab Indicator (Mechanical Pointer) (Series 400 only)	C	1	0	(O) May be inoperative provided: a) The electronic display of rudder trim tab position on the MFD operates normally, and b) The Takeoff Configuration Warning System operates normally.	
6.	Elevator Trim Tab Indicator (MFD) (Series 400 only)	C	1	0	(O) May be inoperative provided: 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, b) Mechanical elevator trim tab position indicator pointer on flight compartment trim panel operates normally, and c) Takeoff Configuration Warning System annunciations are not generated when the tab is properly positioned for takeoff.	
7.	Elevator Trim Tab Indicator (Mechanical Pointer) (Series 400 only)	D	1	0	(O) May be inoperative provided: a) The electronic display of elevator trim tab position on the MFD operates normally, and; b) The Takeoff Configuration Warning System operates normally.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4 Change Bar
8.	Stall Warning Light (below ESIS) (Series 400 only)	C	1	0	May be inoperative provided: a) All PFD and MFD display panels operate normally, b) Both channels of the aural warning system operate normally, c) Stall warning indications within both PFDs operate normally, and d) Light is covered up and placarded inoperative.
9.	Flap Position Sensor or Indicator (Series 400 only)	C	1	0	(O) May be inoperative provided: 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 b) Takeoff Configuration Warning System annunciations are not generated when flaps are properly positioned for takeoff.
10.	Aileron Position Sensor (FDR sending unit) (Series 400 only)	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.
11.	Rudder Position Sensor (FDR sending unit) (Series 400 only)	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.
12.	Elevator Position Sensor (FDR sending unit) (Series 400 only)	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.

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
13.	Rudder Pedal assembly fore/aft adjustment (Series 400 only)	C	2	0	May be inoperative provided: a) Rudder pedal position is acceptable to pilot(s), b) Pilot can achieve satisfactory eye position with reference to eye height reference device, and c) Rudder pedal assembly is secured in position.	
		D	2	1	Right side may be inoperative for single pilot operation, provided right pilot seat is unoccupied.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Boost Pumps	C	4	2	One Pump in each Tank may be inoperative provided: a) Circuit Breaker is secured in the OPEN position for the inoperative Pump, and b) Flight is restricted to 8000 ft. MSL or below. NOTE: Four Pumps are required when operating with 100% aviation gasoline.	
A)	Auxiliary Fuel Boost Pumps	C	2	0	May be inoperative provided: a) Switch is in the OFF position, b) Auxiliary Fuel Boost Pump Circuit Breakers are secured in the OPEN position, and c) Auxiliary Wing Tanks are EMPTY.	
2.	Fuel Boost Pump Caution Lights (Series 100, 200, 300)	C	4	3	One may be inoperative with all Pumps operative.	
A)	Auxiliary Wing Tanks Pump Fail Light	C	2	0	May be inoperative provided: a) Switch is in the OFF position, b) Auxiliary Fuel Boost Pump Circuit Breakers are secured in the OPEN position, and c) Auxiliary Wing Tanks are EMPTY.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
3.	Fuel Quantity Gauges (Series 100, 200, 300)	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight, b) Both Fuel Flow Indicators are operative, c) Both Fuel Low Level Warning Lights are operative, and d) The AFT FUEL LOW LEVEL and FWD FUEL LOW LEVEL caution CAS system operates normally (Series 400 only).	|
A)	Auxiliary Wing Tank Fuel Quantity Indicator	C	2	0	May be inoperative provided: a) Pilot visually confirms Wing Tank is FULL, b) Pilot monitors fuel flow from Main Tank to confirm Wing Tank EMPTY, and c) Both Auxiliary Wing Tank Fuel Pump Caution Lights must be operational.	
4.	Fuel Low Level Warning Lights	C	2	1	One may be inoperative provided associated Fuel Quantity Gauge is operative.	
5.	Fuel Control Sensor Tube Heaters	C	2	0	May be inoperative provided: a) Corresponding Circuit Breaker is secured in the OPEN position, and b) Aircraft is not operated with OAT below 0 °C (Series 100, 200, 300), and c) The aircraft is not operated at an OAT below 5 °C (Series 400 only).	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
6.	Fuel Boost Pump Low Pressure Detection Switches (Series 400 only)	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.	
7.	FUEL LOW LEVEL Float Sensors (Series 400 only)	C	2	0	(O) One or both may be inoperative, provided: a) There are no other deferred defects of any kind relating to the fuel system, and, if a “Low Fuel Quantity” CAS message is present, and b) The fuel quantity on board is confirmed by other approved means prior to each flight.	
8.	Fuel Flow Indication (Series 400 only)	B	2	0	(O) May be inoperative provided: a) All other engine indicators operate normally, b) The fuel quantity indicators operate normally and no deferred defects related to FQGS are present, and c) FMS is not used for fuel quantity monitoring. NOTE: Expect that the ‘CHECK FUEL QUANTITY’ message will be displayed within the FMS map window.	
9.	FMS Fuel Quantity Monitoring (Series 400 only)	C	1	0	May be inoperative provided there are no other deferred defects related to fuel quantity measurement.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
10.	Fuel Quantity Gauging System (FQGS) (FWD and AFT) (Series 400 only)	C	2	1	(M)(O) One may be inoperative provided: a) The fuel quantity on board is determined by other approved means prior to each flight, b) Both fuel flow indicators operate normally, and c) The AFT FUEL LOW LEVEL and FWD FUEL LOW LEVEL caution CAS system operates normally.	|

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	'System' Hydraulic System Pressure Indicator	C	1	0	(M) May be inoperative provided Brake System Pressure Indicator is operative.	
2.	'Brake' Hydraulic System Pressure Indicator (Series 400 only)	C	1	0	(M) May be inoperative provided the System Pressure Indicator operates normally.	
3.	Hydraulic Accumulator Gauges (Series 400 only)	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.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Surface Deicing System (Wing And Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
2.	Intake Deflectors (Series 100, 200, 300)	C	2	0	Both May be inoperative provided: a) Inoperative Deflectors are verified in the RETRACTED or EXTENDED position. If verified in the RETRACTED position, the aircraft is not to be operated into known or forecast icing conditions, or in an environment of dust or sand, and b) Operation is conducted in accordance with the AFM.	
A)	If Extended (Series 400 only)	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, b) Operations are conducted in accordance with the AFM, and c) OAT is below ISA +22 °C during takeoff and cruise flight.	
B)	If Retracted (Series 400 only)	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, b) Flight is not conducted in known or forecast icing conditions or an environment of sand or dust, and c) Aircraft is not operated in visible moisture at an indicated OAT of less than +5 °C.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
3.	Intake Deflectors Indicators	C	2	0	May be inoperative provided: a) Both Deflectors are operative, b) Proper Deflector position is confirmed prior to departure, and c) Deflector actuation is confirmed by Torquemeter Indicator.	
4.	Propeller Deicing Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
5.	Windshield Deicing Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
6.	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
7.	Pitot Heaters	B	2	0	Left unit must be operative for IFR passenger carrying and for flight in known or forecast icing conditions. Two heated Pitot Tubes are required for these conditions if a second Airspeed Indicator is installed and operative. NOTE: OAT must remain above +5 °C at all times for series 400.	|
8.	Automatic Surface Deicing System Function	C	1	0	May be inoperative provided the Manual Function is operative.	
9.	Stabilizer Deice Pressure Indicator Lights (Series 100, 200, 300)	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
10.	Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
11.	Engine Inlet Deicing Boots	C	2	0	(O)(M) May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions or an environment of sand or dust, and b) Aircraft is not operated in visible moisture at an indicated OAT of less than +5 °C.	|
12.	Pitot Heater Indicator Lights	B	2	0	(O) May be inoperative provided all other elements of the Pitot Heat System operate normally and the airplane is not operated in known or forecast icing conditions.	
13.	Pitot Heat Indicating Systems (Not Required By The Certification Or Operating Rules)	C	-	0	May be inoperative provided: a) All other Elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions.	
14.	Stall Warning Vane Heater (Series 400 only)	C	1	0	May inoperative provided flight is not conducted in known or forecast icing conditions.	
		D	1	0	May be inoperative for extensive periods of day VFR operations provided flight is not conducted in known or forecast icing conditions.	
15.	Valve Heaters (Series 400 only)	C	3	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.	
		D	3	0	May be inoperative for extensive periods of day VFR operations provided flight is not conducted in known or forecast icing conditions.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
16.	'PNEUMATIC LOW PRESS' Annunciation (Series 400 only)	C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.	
		D	1	0	May be inoperative for extensive periods of day VFR operations provided flight is not conducted in known or forecast icing conditions. NOTE: Pneumatic Low Pressure annunciation is not provided on aircraft that are not fitted with surface de-ice boots.	
17.	Manual Mode Control of Surface De-Ice System (Series 400 only)	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.	
18.	Automatic Mode Control of Surface De-ice System (Series 400 only)	C	1	0	The auto-slow mode may be inoperative.	
19.	Stabilizer Boot Deicing Pressure Annunciation (Series 400 only)	B	2	0	One or both may be inoperative provided flight is not conducted in known or forecast icing conditions.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Clock With Sweep Second Hand Or Electric Digital Clock (Series 100, 200, 300)	C	1	0	May be inoperative for VFR operations.	
2.	Flight Hour Recorder (Series 100, 200, 300)	C	1	0	(O)Maybe inoperative provided alternate method of recording flight time is established.	|
3.	Engine Hour Recorder (Series 100, 200, 300)	C	1	0	(O)Maybe inoperative provided alternate method of recording engine operating time is established.	|
4.	Flight Data Recorder (FDR) System	C	-	0	Any in excess of those required by 14 CFR may be inoperative.	|
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
4.	Flight Data Recorder (FDR) System (Cont'd)					
A)	FDR Recording Parameters Required By 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
B)	FDR Recording Parameters Not Required By 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance visit.	
C)	Flight Data Recorder (FDR) For An Operator Other Than A Holder Of An Air Carrier Or Commercial Operator Certificate	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable sections of 14 CFR.	
5.	Analog Clock with Sweep Second Hand (Series 400 only)	C	1	-	(O) May be inoperative provided: a) That a wristwatch with similar functionality (analogue hour and minute indications and sweep second hand) is available to the pilot(s), b) Clock is covered up to prevent inadvertent reference to an inaccurate indication or clock is removed, c) It is not necessary to pull the circuit breaker that supplies power to the clock and the flight compartment dome light, and d) The inoperative clock is physically disconnected from the aircraft electrical system prior to next departure from a maintenance base.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
6.	Flight Data Recorder (FDR) (Series 400 only)				Deleted, Rev 15.	|
7.	Cockpit Voice Recorder (CVR) (Series 400 Only)				Deleted, Rev 15.	|
8.	Aural Warning Channels (Series 400 only)	B	2	1	(O) One channel may be inoperative, provided: a) Affected channel is muted using the appropriate configuration switch, b) All four Master Caution and Master Warning visual annunciators are operating normally, c) No other defects related to visual or aural annunciation or indications exist, and 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).	
9. ***	Electronic Checklist System (Series 400 only)				(O)(M) May be inoperative, out of revision, or deactivated. “Do Not Use” placard must be provided if ECL content is not in agreement with approved normal operating checklists.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
10.	OAT Sensor					
A)	Single Channel Inoperative (Series 400 only)	B	2	1	One channel may be inoperative provided there are no other deferred defects related to the MAU or the ADAHRS.	
B)	Both Channels Inoperative (Series 400 only)	A	2	0	(O) Both channels may be inoperative for a flight or series of flights 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.	
11.	Data Acquisition Units (DAU) (Series 400 only)	-	-	-	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. Dispatch is only permitted if the Takeoff Configuration Warning System does not generate an inappropriate annunciation when power levers are advanced. The aircraft may not depart a maintenance base with DAU failures of any kind present, other than a cyan DAU Maintenance advisory message. (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). (Continued)	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
11.	Data Acquisition Units (DAU) (Series 400 only) (Cont'd)					
A)	DAU 1A (Series 400 only)	A	1	0	Day or Night VFR 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	
B)	DAU 1B (Series 400 only)	A	1	0	Day or Night VFR 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.	
C)	DAU 2A (Series 400 only)	A	1	0	Day VFR 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.	
D)	DAU 2B (Series 400 only)	-	1	1	Dispatch is forbidden if DAU 2B is inoperative.	
12.	Master Warning and/or Master Caution Annunciators (Series 400 only)	C	4	3	For 2 crew operations, any one annunciator may be inoperative provided: a) The aural warning system is operating normally (no defects related to Item 31-5 are permitted), and; b) The inoperative annunciator is both placarded and covered up, and; c) All four display units (PFDs and MFDs) operate normally.	

(Continued)

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
12.	Master Warning and/or Master Caution Annunciators (Series 400 only) (Cont'd)	C	4	2	For single crew operations, one or both right hand side annunciators may be inoperative provided: a) Proper operation of the left hand side annunciators is not affected, and; b) The aural warning system is operating normally (no defects related to Item 31-5 are permitted), and; c) The inoperative annunciator(s) is placarded and covered up, and; 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).	
13.	Aircraft tracking system (e.g. satellite tracking) (Series 400 only)	D	-	0	May be inoperative if not required by 14 CFR.	|

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
1.	Brake System Pressure Indicator	C	1	0	May be inoperative provided Hydraulic System Pressure Indicator and Brake Accumulator Pressure Indicator are operative.	
2.	Parking Brake	C	1	0	(O) May be inoperative provided Normal Braking System is not affected.	
		C	1	0	(O) Wheel Chocks will be used if Parking Brake is inoperative.	
3. ***	Amphibian Wheel Gear System/Extension & Reflection (Series 400 only)	C	-	0	(M)(O) Maintenance and operations procedures to ensure gear position indication system is fully operational, all four wheels are confirmed to be fully retracted and amphibian is operated as a floatplane only.	

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cockpit Flight Compartment And Instrument Lighting System (Series 100, 200, 300)	C	-	-	Individual Lights may be inoperative provided remaining lighting system Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciations/ indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	|
2.	Cabin Light System	C	-	-	May be inoperative provided lighting configuration is acceptable to the flightcrew.	
3.	Passenger Lighted Information Sign	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	|
4.	Wing Icing Detection Lights	C	-	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	|
		C		1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.	|

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
5.	Landing Lights	C	2	0	May be inoperative for day operations.	
		C	2	0	One may be inoperative for night operations provided Taxi Light is installed and operative.	
6.	Taxi Light	C	1	0	May be inoperative for day operations.	
7.	Position Lights	C	3	0	One or more may be inoperative for other than night operations.	|
8.	Anti-Collision Beacon Light System	B	1	0	One may be inoperative provided: a) Strobe light system is installed and operative, or b) Red rotating beacon is installed and operative.	|
9. ***	Red rotating Beacon on Lower Fuselage	C	1	0		|
10. ***	Strobe Lights Light System (Series 100, 200, 300)	C	2	0		|
11. ***	Cabin Emergency Lights (Series 100, 200, 300)	C	-	-		|
12.	Stall Warning Light (Series 100, 200, 300)	C	1	0		|
13. ***	Pulse Light System (Series 100, 200, 300)					|
14.	Flood (thunderstorm) Lighting (Series 400 only)	C	6	<6	Individual lights within a LED array, or individual arrays may be inoperative provided the remaining lights are sufficient to illuminate the FUEL EMERGENCY switches.	|

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
15.	Instrument (bezel) Lighting (Series 400 only)	C	-	0	May be inoperative for other than night operations.	|
		C	-	-	Some may be inoperative for night operation provided: a) The flood (thunderstorm) lighting system operates normally, and b) Light from the flood (thunderstorm) lighting system is sufficient to illuminate the affected component.	|
16.	Avionics Circuit Breaker Panel and Footwell Lighting (Series 400 only)	D	4	0	May be inoperative for other than night operations.	|
		C	4	<4	May be inoperative for night operation provided ESIS static selector is adequately illuminated.	
17.	Aisle Light on Aft Face of Control Column (Series 400 only)	D	1	0	May be inoperative for other than night operations.	|
		C	1	0	May be inoperative for night operation if dome light operates normally.	
18.	Flight Compartment Dome Light (Series 400 only)	C	1	0	May be inoperative for other than night operations.	|
		C	1	0	May be inoperative for night operation provided: a) There are no other deferred defects related to flight compartment lighting, b) There are no deferred defects related to the aircraft electrical system, and c) It is not necessary to pull circuit breaker S1 “clock and dome light”.	|

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
19.	Flight Compartment Map Lights (Series 400 only)	C	2	0	May be inoperative for other than night operations.	|
		C	2	0	May be inoperative for night operation provided that no other defects related to flight compartment lighting are present.	
20.	Cabin Emergency Lighting System (Series 400 only)	D	1	0	May be inoperative if not required by 14 CFR.	|
		C	1	0	May be inoperative for other than night operations.	|
		C	1	0	Individual lamp assemblies may be inoperative for night operations provided compliance is shown with minimum acceptable lighting levels specified in certification documents.	|
		C	1	0	Not required for night, all cargo operations provided the flight deck crew are the only occupants of the aircraft.	
21.	Pulse Light Function of Landing Lights (Series 400 only)	D	1	0	May be inoperative provided STEADY on and off control of landing lights operates normally.	|
22.	Beacon Light (Series 400 only)	C	1	0	May be inoperative provided wing strobe lights are operative.	|
23.	Strobe Lights (Series 400 only)	C	1	0	May be inoperative provided: a) Position/navigation light system is operative, b) Beacon Light (Upper) is operative, and c) Not required by 14 CFR.	|

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
24.	Eye Height Reference Device (Internal Lighting) (Series 400 only)	D	3	0	Lights within spheres may be inoperative provided pilot seats are correctly adjusted prior to flight.	|
25.	"Fasten Seat Belt" Cabin Annunciation (Series 400 only)	D	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.	|
26.	"No Smoking" Cabin Annunciator (Series 400 only)	D	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 preflight safety briefing that smoking is not permitted at any time.	|

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
1A.	Non-Stabilized Magnetic Compass (Series 100, 200, 300)	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.	|
1B.	Nonstabilized Magnetic (Standby) Compass (Series 400 only)	B	1	0	May be unserviceable provided that the ESIS compass and both ADAHRS compass systems operate normally.	
2.	Gyroscopic Rate Of Turn/Slip Skid Indicators	B	2	0	Must be operative on left side for IFR, passenger carrying VFR over-the-top, and passenger carrying VFR night flights.	
3.	Vertical Speed Indicators	B	2	0	As required by 14 CFR.	
4.	ATC Transponders And Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
A)	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	|

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Sequence No.	Item	1	2	3	4	Change Bar
5A. ***	ADS-B System (In and Out)	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	|
		C	-	1	One may be inoperative.	|
		D	-	1	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	|
5B. ***	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	|
		C	-	1	One may be inoperative.	|
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	|

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2. NO. INSTALLED
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
5C.	ADS-B Out UAT	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	|
		C	-	1	One may be inoperative.	|
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	|
5D. ***	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	|
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B In function that operates normally may be used.	|
6.	Flight Director System	C	1	0	May be inoperative provided approach minimums are not based on its use.	|
7.	Marker Beacon System	C	1	0	May be inoperative provided approach procedure does not require its use.	|

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Sequence No.	Item	1	2	3	4	Change Bar
8.	Radio Altimeter	C	1	0		|
9.	Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.	|
10.	Navigation Equipment (VOR/ILS, LORAN, RNAV, VLF/OMEGA, INS, DOPPLER, GPS, FMS)	C	-	-	As required by 14 CFR.	|
11.	Navigation Database	A	-	0	(O) May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	|
12.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	|
13.	Radio Magnetic Indicator (RMI)	C	1	0	As required by 14 CFR.	|
14.	Automatic Direction Finder (ADF)	C	1	0	As required by 14 CFR.	|

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Sequence No.	Item	1	2	3	4	Change Bar
15.	Altitude Alerting System	A	-	0	(O) Except where enroute operations require its use, may be inoperative provided: a) Autopilot with altitude hold is operative, and b) Repairs are made within 3 flight-days.	|
16.	Terrain Awareness And Warning System (TAWS)					|
A)	Class A TAWS Equipment Required					
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		

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Sequence No.	Item	1	2	3	4	Change Bar
16.	Terrain Awareness And Warning System (TAWS) (Cont'd)					|
A)	Class A TAWS Equipment (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
e) ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
16.	Terrain Awareness And Warning System (TAWS) (Cont'd)					|
A)	Class A TAWS Equipment (Cont'd)					
2)	Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	|
3)	Terrain Displays	C	-	1		
		B	-	0		
4) ***	Runway Awareness And Advisory System (RAAS)	C	1	0		
B)	Class B TAWS Equipment Required					
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Modes 2, 4, & 5	C	3	0		

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
16.	Terrain Awareness And Warning System (TAWS) (Cont'd)					|
B)	Class B TAWS Equipment Required (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
e)	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Function	B	1	0		|
3) ***	Terrain Displays	C	-	0		|
4) ***	Runway Awareness & Advisory System (RAAS)	C	1	0		|
C) ***	Class C TAWS Equipment TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	|

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
17.	Enhanced Ground Proximity Warning System (EGPWS)/ (Terrain Awareness Warning System (TAWS) (Series 400 only)					|
1A)	EGPWS/TAWS	A	1	0	May be inoperative for a maximum of 6 flights or 2 calendar-days, whichever occurs first.	|
1B)		C	1	0	(M) If EGPWS/TWAS functionality is not required by 14 CFR, may be inoperative provided system is deactivated and secured.	|
2)	Modes 1 to 6 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.	|
3)	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 the use.	|
4)	Test Mode	A	1	0	May be inoperative for a maximum of 6 flights or 2 calendar-days, whichever occurs first.	|
18.	Traffic Alert And Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and SECURED, and b) Enroute or approach procedures do not require its use. (Continued)	|

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
18.	Traffic Alert And Collision Avoidance System (TCAS I) (Cont'd)	C	-	0	(M) May be inoperative provided: a) System is not required by 14 CFR, b) System is deactivated and SECURED, and c) Enroute or approach procedures do not require its use.	
19.	Traffic Alert And Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and SECURED, and b) Enroute or approach procedures do not require its use.	|
		C	-	0	(M) May be inoperative provided: a) System is not required by 14 CFR, b) System is deactivated and SECURED, and c) Enroute or approach procedures do not require its use.	
A)	Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display System(s)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) TA and RA Visual Display is operative on flying pilot side, and b) TA and RA Audio Functions are operative on flying pilot side.	
B)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) Visual Display and Audio Functions are operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
19.	Traffic Alert And Collision Avoidance System (TCAS II) (Cont'd)					|
C)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA Visual Display and Audio Functions are operative, and b) Enroute or approach procedures do not require its use.	
D)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
E)	Airspace Selection Function	C	-	0		
20.	Altimeters, Barometric Pressure Adjustable (Single Pilot Only Cargo Operations)	B	2	1	May be inoperative on right side provided a functioning Pneumatic Altimeter, adjustable for barometric pressure, is installed and available to the pilot.	|
21.	Airspeed Indicators (Single Pilot Only-Cargo Operations)	B	2	1	May be inoperative on right side provided a functioning Pneumatic Indicator is installed and available to the pilot.	|
22.	Gyroscopic Pitch And Bank Indicators (Single Pilot Only-Cargo Operations)	B	2	1	May be inoperative on right side provided two independent power sources are available to drive the left side instrument.	|
23.	Gyroscopic Directional Compass Systems (Single Pilot Only-Cargo Operations)	B	2	1	May be inoperative on right side provided two independent power sources are available to drive the left side system.	|
24.	Skywatch Traffic Advisory System	C	1	0		|

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
25.	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	|
		B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
26.	Windshear Detection, Guidance And Avoidance System					|
A)	Installation Required By 14 CFR					
1)	Windshear Warning And Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedure.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
2)	Windshear Detection And Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
26.	Windshear Detection, Guidance And Avoidance System (Cont'd)					|
A)	Installation Required By 14 CFR (Cont'd)					
2)	Windshear Detection And Avoidance System (Predictive) (Cont'd)					
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Flight Guidance System (Reactive) operates normally.	
B)	Installation Not Required By 14 CFR					
1)	Windshear Warning And Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Windshear Detection And Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	|
27.	ESIS Compass (Heading Functionality Only) (Series 400 Only)	D	1	0	May be inoperative provided that the Magnetic (Standby) Compass and both ADAHRS compass systems operate normally.	
28.	ESIS Instrument (All Functionality) (Series 400 Only)	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.	
29.	ESIS Battery (ESIS Independent Power Supply) (Series 400 only)	-	-	-	See Item 24-10.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
30.	ADAHRS Compass and Heading Reference Systems (Series 400 only)	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: a) The Standby Magnetic Compass at top center of windshield and the ESIS compass systems are operating normally, 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 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.	
31.	ADAHRS Attitude Reference Systems (Series 400 only)	A	2	1	Attitude function of one channel may be inoperative for a flight or series of flights to return to a maintenance base provided: a) The ESIS is operating normally, 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 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.	

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2. NO. INSTALLED
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
32.	ADAHRS System (Series 400 only)	A	2	1	One channel may be completely inoperative for a flight or series of flights to return to a maintenance base provided: a) The ESIS and ESIS battery are operating normally, b) The non-stabilized magnetic (standby) compass is serviceable, 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.	
33.	Advanced Graphic Module (AGM) (Series 400 only)	A	2	1	One AGM may be inoperative for a flight or series of flights in day VMC to return to a maintenance base provided: a) Left PFD operates satisfactorily for single pilot operations (AGM reversion may be used), or b) Both PFDs operate satisfactory for two pilot operations (AGM reversion may be used), and c) No other deferred defects affecting PFDs, MFDs, or ESIS are present.	
34.	Electronic Display of Jeppesen Charts (Series 400 only)	D	-	0	May be inoperative, deactivated, or out of date provided system is not used.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
35.	FMS Navigation Databases (Purple and Blue CDs) (Series 400 only)	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	|
36.	Primary Flight Display (PFD) Controller (Series 400 only)	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.	
37.	Multifunction Controller (Series 400 only)	-	-	-	See section 46-9 and 46-10.	
38.	MMDR (VOR/ILS Functionality) (Series 400 only)	C	2	0	Both may be inoperative for VFR flight.	
		B	2	1	One may be inoperative for IFR flight provided that a single VOR/ILS is sufficient for navigation.	
39.	MMDR (ADF Functionality) (Series 400 only)	C	1	0	May be inoperative provided ADF reception is not needed for navigation.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
40.	MMDR (Marker Beacon Functionality) (Series 400 only)	C	2	0	May be inoperative provided marker beacon reception is not needed for navigation.	
41.	DME (Series 400 only)	C	2	0	May be inoperative provided: a) DME reception is not needed for navigation, and b) Both GPS receivers and the FMS are operating normally.	
42.	GPS Receivers (Series 400 only)	C	2	1	One may be inoperative provided that flight can be carried out by reference to short range navigation (SRN) and/or pilotage.	
		A	2	0	(O) Both may be inoperative for a flight or series of flights to return to a maintenance base provided that: a) The flight(s) can be carried out by reference to short range navigation (SRN) and/or pilotage, and b) Procedures are established to ensure that the crew do not refer to the INAV map for position determination.	
43.	Flight Management Systems (Series 400 only)					|
A)	Single Flight Management System (FMS)	B	1	0	(O) May be inoperative provided: a) No defects relating to fuel quantity gauging system or fuel flow measurement are present, b) Navigation does not require LRN (GPS navigation) functionality, c) FMS not required by 14 CFR, and d) Flight Operations do not require the use of heading track mode or heading reference to true north.	|

(Continued)

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
43.	Flight Management Systems (Series 400 only) (Cont'd)					
B) ***	Dual Flight Management System	B	2	0	(O) May be inoperative provided: a) No defects relating to fuel quantity gauging system or fuel flow measurement are present, b) Navigation does not require LRN (GPS navigation) functionality, c) The FMS equipment requirements are met for the required FMS Navigation Operational Capabilities per the applicable AFM/POH and AFM/POH Supplement, and d) Flight Operations do not require the use of heading track mode or heading reference to true north.	|
44.	Transponders (Series 400 only)				Deleted, Rev 15.	|
45.	Radar Altimeter (Series 400 only)	C	1	0	May be inoperative provided: a) Approach procedures do not require its use, b) Radar altimeter minimums function is not used, and c) Degradation of TAWS functionality is permitted by operating regulations.	
46.	Altitude Alerter (Series 400 only)	C	1	0	May be inoperative provided enroute operations, i.e. RVSM, do not require its use.	|

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
47.	INAV Topographic Database (INAV Map topography, the Green CD, updated approximately annually) (Series 400 only)	D	1	0	May be inoperative provided alternate procedures are established and used. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	|
48.	Terrain Database (MK VI TAWS [EGPWS] database, updated approximately quarterly) (Series 400 only)	C	1	0	May be inoperative provided alternate procedures are established and used. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	|
49.	Weather Radar (Series 400 only)	C	1	0	May be inoperative provided it is not required by 14 CFR.	|
50.	Stormscope (Series 400 only)	D	1	0		
51.	Flight Controller (Channel) (Series 400 only)	C	2	1	One channel may be inoperative. No functionality is lost.	
52.	TCAS (Series 400 only)	-	-	-	Deleted, Rev 15. See Items 34-17 and 34-18.	|
53.	TAWS (Series 400 only)	-	-	-	Deleted, Rev 15. See Item 34-16.	|

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen System (Passenger) (Series 100, 200, 300)	C	-	-	As required by 14 CFR.	
2.	Protective Breathing Equipment (PBE) (Series 100, 200, 300)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	|

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
1.	Bleed Air Systems	C	2	0	(M) May be inoperative provided: a) Corresponding Bleed Air Valves are confirmed CLOSED, b) Aircraft is not operated in known or forecast icing conditions, c) Autopilot is not used, and d) Flight instrument operation does not depend on either Bleed Air System.	
A)	Bleed Air Valves (Series 400 only)	C	2	1	(M) One may be inoperative provided: a) The corresponding bleed valve is secured CLOSED, and b) The flight is not conducted in known or forecast icing conditions.	|
		C	2	0	(M) Both may be inoperative provided: a) Both bleed valves are secured CLOSED, b) The flight is not conducted in known or forecast icing conditions, and c) OAT in flight is not less than +15 °C.	|
2.	Low Pressure Monitoring System ('PNEUMATIC LOW PRESS' Annunciation) (Series 400 only)	-	-	-	See section 30-16.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

37. Vacuum/Pressure

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Air Pumps (Series 100, 200, 300 only)	C	2	1	(M) One Pump may be inoperative for day VMC.	
2.	Low Suction/Pressure Caution Light (Series 100, 200, 300 only)	C	1	0	May be inoperative provided Low Suction Indicator is operative.	
3.	Instrument Pressure Indicators (Series 100, 200, 300 only)	C	2	1	One may be inoperative for day VMC.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
1.	Central Maintenance Computer Function (Series 400 only)	C	1	0		
2.	Engine Condition Trend Monitoring System (ECTM) Reader (Series 400 only)	D	1	0		
3.	SD Card Reader (Series 400 only)	-	-	-	See Item 46-9.	

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Electronic Flight Bag Systems (EFBs) (Installed EFB Systems)					|
A)	EFB System (Installed EFB Systems)	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	| |
		D	-	0	May be inoperative provided procedures do not require its use.	
B)	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	|
		D	-	0	May be inoperative provided procedures do not require its use.	
C)	Power Supply	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	|
		D	-	0	May be inoperative provided procedures do not require its use.	
D)	Power Connection	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	| | |
		D	-	0	May be inoperative provided procedures do not require its use.	| |
E)	Mounting Device	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	|

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Electronic Flight Bag Systems (EFBs) (Installed EFB Systems) (Cont'd)					
E)	Mounting Device (Cont'd)	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
2.	Modular Avionics Unit (MAU) Actuator Input/Output Processor (AIOP) Channels (Series 400 only)	A	2	1	(O)(M) One channel may be inoperative flights to return to a maintenance base provided that consequences of inoperative channel are evaluated individually in accordance with each section of this MMEL.	
3.	Advanced Graphic Module (AGM) Channels (Series 400 only)	-	-	-	See section 34-33.	
4.	Display Unit 1 (Left PFD) (Series 400 only)	A	1	0	(O) May be inoperative for a flight or series of flights to return to a maintenance base provided: a) Both MFDs operate normally, b) Flight is two-crew operation with right seat pilot performing the 'flying pilot' (handling pilot) functions, c) ESIS operates normally, and d) No other deferred defects related to PFD or MFD systems are present.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4 Change Bar
5.	Display Unit 2 (Upper MFD) (Series 400 only)	A	1	0	May be inoperative for a flight or series of flights to return to a maintenance base provided: a) Lower MFD operates normally, b) Both PFDs operate normally, c) ESIS operates normally, d) No other deferred defects related to PFD or MFD systems are present, and e) IFR or IMC flight must be two-crew operation. NOTE: Jeppesen charts will be unavailable.
6.	Display Unit 3 (Lower MFD) (Series 400 only)	A	1	0	May be inoperative for a flight or series of flights (if single pilot, VFR in VMC only) to return to a maintenance base provided: a) Upper MFD operates normally, b) Both PFDs operate normally, c) ESIS operates normally, and d) No other deferred defects related to PFD or MFD systems are present.
7.	Display Unit 4 (Right PFD) (Series 400 only)	A	1	0	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.
		C	1	0	For single pilot operations, may be inoperative provided no other deferred defects related to PFD or MFD systems are present.

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
8.	MAU Cooling Fans (Series 400 only)	C	2	1	One may be inoperative provided: a) There are no other defects that affect the supply of air circulation to the nose avionics compartment or the flight compartment, b) The avionics compartment fan(s) operate normally, and c) The Vent Fan operates normally.	
9.	Multifunction Controller (Series 400 only)					
A)	Shortcut Keys (Two Top Rows of Pushbuttons) (Series 400 only)	C	12	0	Any or all may be inoperative provided crew are familiar with alternate means of accomplishing tasks.	|
B)	SD Card Reader	D	1	0		|
C)	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 pilotage. NOTE: The FMS will not be usable.	|
D)	ENT Keys	C	2	1		|

(Continued)

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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
9.	Multifunction Controller (Series 400 only) (Cont'd)					
E)	Alphanumeric Keys	C	38	-	(O) One or more be inoperative provided: a) Operations do not require RNAV capability, b) Flights can be carried out without use of the FMS, by reference to short range navigation (SRN) and/or pilotage, and c) Joystick and data set knob surrounding joystick operate normally.	|
F)	Weather Radar Controls	-	-	-	See Item 34-49.	|
10.	Multifunction Controller (Entire Controller, or, any functions not specifically listed in Item 46-8) (Series 400 only)	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 pilotage, and b) No defects related to fuel quantity measurement are present. NOTE: The UNABLE FMS-GPS MON amber CAS message will be present until takeoff if FMS position cannot be initialized.	
11.	Flight Controller Panel (Series 400 only)					
A)	Minima Knob	C	1	0	May be inoperative provided takeoff and landing is conducted in VMC.	|

(Continued)

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
11.	Flight Controller Panel (Series 400 only) (Cont'd)					
B)	Heading/Track Collar	C	1	0	May be inoperative provided: a) Operations are not conducted in polar areas, and b) Either the heading or the track bug functions normally.	|
C)	Heading and/or Track Bug Setting Knob	B	1	0	May be inoperative for day VFR flight.	|
D)	Altitude Select Knob	C	1	0	May be inoperative if altitude alerter not required by 14 CFR.	|
12.	Flight Controller Panel (Entire Controller) (Series 400 only)	B	1	0	May be inoperative for day VFR flight outside of polar regions, provided operating regulations permit Altitude Select to be inoperative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
1.	Door Open Indicators					|
A)	Door Open Warning Light (Series 100, 200, 300 only)	C	1	0	(O) May be inoperative provided: a) A flightcrew member confirms by visual inspection that all Doors are LATCHED prior to each takeoff, and b) FASTEN SEAT BELT Sign remains ON for entire flight.	|
B)	Doors Unlocked Annunciation (Series 400 only)	C	1	0	(O) May be inoperative provided: a) A flightcrew member confirms by visual inspection that all Doors are LATCHED prior to each takeoff, and b) FASTEN SEAT BELT Sign remains ON for entire flight.	|
2.	Passenger Door Strut	C	1	0		
3.	Air Stair Door Bottom Sliding Step	C	1	0	(M) Maintenance procedure to secure the step in the RETRACTED position.	|
4.	Airstair Door Damping Strut (‘Doorsaver’) (Series 400 only)	D	1	0	(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.	|
5.	Key Locks of Doors (Series 400 only)	-	-	-	See Item 25-13.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

56. Windows

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flight Compartment Door Sliding Window (Series 400 only)	C	2	0	(M) May be inoperative provided window is secured in closed position.	
2.	Passenger Cabin Inner Window Panels (Series 400 only)	C	-	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.	|

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

61. Propellers

Sequence No.	Item	1	2	3	4	Change Bar
1.	Beta Backup System – PT6A-27	C	1	0	(O)(M) May be inoperative provided: a) Beta Backup System is DEACTIVATED, and b) Propeller Reverse is NOT selected.	|
2.	Auto Feather System And Indicator Lights	C	1	0	May be inoperative provided AFM procedures are followed.	
3.	Synchronizer System	C	1	0		
4.	Propeller Reset Caution Lights	C	1	0	May be inoperative provided Propeller/Throttle Mechanical Interlock per Mod 6/1223 is installed and operative.	
5.	Autofeather System Switchlight Assembly (Series 400 only)	C	2	1	(M) One may be inoperative provided: a) Opposite side switchlight operates normally, b) The functionality of the Autofeather System is not affected, and c) CAS annunciation of 'Autofeather Selected' and 'Autofeather Armed' operates normally.	
6.	Propeller Reset Annunciation (Series 400 only)	C	1	0	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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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

61. Propellers

Sequence No.	Item	1	2	3	4 Change Bar
7.	Autofeather System (Series 400 only)	C	1	0	(O) May be inoperative provided: a) Operations are conducted IAW AFM supplement 19 (this will require increased takeoff distances), b) Operations are not conducted IAW supplement 37, and c) Takeoff Configuration Warning System does not generate an inappropriate annunciation when power levers are advanced. NOTE: Extension of MEL relief for the Autofeather System beyond 10 days is strictly forbidden.
8.	Ground Fine Range (“Beta”) Annunciation (Series 400 only)	B	2	1	Annunciation of ground fine (“Beta”) range from one propeller may be inoperative provided annunciation from the other propeller operates normally.

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
1.	PY Tube Heaters (Fuel Control Sensor Tube) (Series 400 only)	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.	
2.	Fuel Flow Indication (Series 400 only)	-	-	-	Refer to section 28-8.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
1.	Manual Engine Ignition (Series 400 only)	D	1	0	(O) May be inoperative provided flight is not conducted in known or forecast icing conditions.	
2.	Spark Igniters (Series 400 only)	A	4	2	One per engine may be inoperative for a flight or series of flights to return to a maintenance base.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
1.	N_P Indication (Series 400 only)	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.	
2.	N_G Indication (Series 400 only)	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.	
3.	Torque Indication (Series 400 only)	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.	
4.	T_5 Indication (Series 400 only)	A	2	1	(O) 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.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
1.	L ENGINE OIL PRESS and R ENGINE OIL PRESS Caution Lights (Series 100, 200, 300)	C	2	1	(O) One may be inoperative provided the associated oil pressure indicator is operative.	
2.	Chip Detector Lights (L and R Engine) (Series 100, 200, 300)	C	2	0	(M) One or both may be inoperative provided: a) A maintenance inspection shows that the aircraft can be dispatched, and b) The light is extinguished prior to flight.	
3.	Engine Oil Temperature (Series 400 only)	B	2	1	(O) One may be inoperative provided that the engine with the inoperative indication is started first.	
4.	Oil Pressure Sensor (40 PSI discrete) (Series 400 only)	B	2	1	One may be inoperative provided: a) Oil pressure is correctly displayed in engine window, 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.	
5.	Oil Pressure Sensor (Transducer) (Series 400 only)	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, 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.	