

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST

Bombardier Business Jet

BD-100-1A10 (CL-300)

First Issued: May 06/04

Revision 3: Apr 16/12

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 1	Page
	Date: Sep 28/05	TOC-1

TABLE OF CONTENTS

<u>Subject</u>	<u>Chapter/Page</u>
TITLE PAGE	
TABLE OF CONTENTS	TOC-1
MANUAL APPROVAL PAGE	
RECORD OF REVISIONS	REV-1
RECORD OF TEMPORARY REVISIONS	TpRv-1
USER COMMENTS	
LIST OF EFFECTIVE PAGES	LEP-1
HIGHLIGHTS OF CHANGE	HOC-1
DEFINITIONS	DEF-1
ABBREVIATIONS and ACRONYMS	ABB-1
PREAMBLE	PRE-1
EQUIPMENT LIST	
Air Conditioning	21-1
Auto Flight	22-1
Communications	23-1
Electrical Power	24-1
Equipment/Furnishings	25-1
Fire Protection	26-1
Flight Controls	27-1
Fuel	28-1
Hydraulic Power	29-1
Ice and Rain Protection	30-1
Indicating/Recording Systems	31-1
Landing Gear	32-1
Lights	33-1
Navigation	34-1
Oxygen	35-1
Pneumatics	36-1
	(cont'd)

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 3	Page TOC-2
	Date: Apr 16/12	

TABLE OF CONTENTS (cont'd)

<u>Subject</u>	<u>Chapter/Page</u>
EQUIPMENT LIST (cont'd)	
Central Maintenance System	45-1
Information Systems	46-1
Auxiliary Power Unit	49-1
Doors	52-1
Engine Fuel and Control	73-1
Ignition	74-1
Engine Controls	76-1
Engine Indicating	77-1
Exhaust	78-1
Oil	79-1
Starting	80-1

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST

Bombardier Business Jet
BD-100-1A10

Manual Approval

This Master Minimum Equipment List (MMEL) is issued by the EUROPEAN AVIATION SAFETY AGENCY at the revision below and is recommended for approval as the basis for the preparation and approval of individual operator's Minimum Equipment Lists (MELs) for aircraft of the above listed Types, as certified by and operated under the jurisdiction of member States National Authorities.

Signed by

C. Hancock



Colin. Hancock
EASA MMEL Section Manager,
for and on behalf of the EASA

Date: 16-APR-2012

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Revision 3

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 3	Page REV-1
	Date: Apr 16/12	

RECORD OF REVISIONS

Retain this index in the front of the manual. When Revisions are received and inserted, enter the relevant information in the columns below.

Revision #	Pages Affected	By
Original	All	
Rev. 1	TOC-1, Manual Approval Page, REV-1, HOC-1,23-1,25-1,28-1,31-1,34-5,34-6	
Rev. 2	All	
Rev. 3	Title Page, TOC-2, Manual Approval Page, REV-1, TpRv-1, LEP-1, LEP-2, LEP-3, HOC-1, HOC-2, DEF-3, DEF-4, PRE-1 SECTION 1 TITLE-1,TITLE-2 21-8 23-3, 23-5, 23-6 28-3, 28-4 29-1, 29-2 30-3 31-4, 31-5, 31-7 33-5, 33-6 46-1, 46-2 49-1 SECTION 2 TITLE-1, TITLE-2, INT-1, INT-2, TOC-1,TOC-2 2-1, 2-2, 2-3	

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page REV-2
	Date: Dec 15/09	

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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 3	Page TpRv-1
	Date: Apr 16/12	

RECORD OF TEMPORARY REVISIONS

Retain this index in the front of the manual. When Temporary Revisions are issued or cancelled, enter the date you insert each revision in your manual.

Temp Rev #	Pages Affected	EASA accepted	Description of Revision	Date Incorporated Signature
1	TpRv-1 PRE-1	Evan Nielsen, EASA Head of Flight Standards Department for and on behalf of the JAA on 14 July 2008	The preamble is modified to include a statement that the extension is considered while the rectification interval is established for each item during MMEL development.	Superseded by Rev. 2 dated Dec 15/09.
2	23-1 31-1	Colin Hancock, EASA MMEL Section Manager for and on behalf of the JAA on 10-July-2008	To allow dispatch with the Integrated Flight Information System (IFIS) inoperative for the Challenger 300 aircraft operated under JAA regulations. To allow dispatch with the right Cursor Control Panel (CCP) inoperative and provide dispatch limitations for each pushbutton when inoperative.	Superseded by Rev. 2 dated Dec 15/09.
3	TpRv-1 33-5	Colin Hancock, EASA MMEL Section Manager for and on behalf of the EASA. on 10-Dec-2010	To provide MMEL dispatch relief for the EMTEQ LED EXIT identifiers that passed illumination tests (P/N C300-ELES-001 and C300-ELES-002).	Superseded by Rev. 3 dated Apr 16/12.

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page
	Date: Dec 15/09	TpRv-2

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BD-100-1A10 BOMBARDIER Business Jet

MMEL USER COMMENTS

ON ERRORS, OMISSIONS, PROCEDURES (IF APPLICABLE), ETC.

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Bombardier Aerospace
MMEL Section Chief

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Email to: jean-pierre.dargis@aero.bombardier.com

OR

Mail to: address on back of this page

From:	Telephone No.:
Company:	Email address:
Date:	

The MMEL requires the following correction or clarification:

ATA Chapter/MMEL Item No.:	
Page No.:	Page Date:

OUR RESPONSE

Thank you for your comment;
<input type="checkbox"/> We will issue Temporary Revision No. ____
<input type="checkbox"/> We will include in Revision ____ scheduled for:
Comment:
Date:

Bombardier Aerospace
P.O.Box 6087, Station Centre-ville
Montreal, Quebec
H3C 3G9

Attention: M MEL Section Chief
Dept. 643

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 3	Page LEP-1
	Date: Apr 16/12	

LIST OF EFFECTIVE PAGES

<u>CHAPTER</u>	<u>DATE</u>	<u>CHAPTER</u>	<u>DATE</u>
<u>PAGE</u>		<u>PAGE</u>	
Title Page	Apr 16/12	Preamble	
Table of Contents		PRE-1	Apr 16/12
TOC-1	Sep 28/05	PRE-2	Dec 15/09
TOC-2	Apr 16/12		
		Section 1	
Manual Appr. Page	Apr 16/12	TITLE-1	Apr 16/12
		TITLE-2	Apr 16/12
Record of Revisions		21 Air Conditioning	
REV-1	Apr 16/12	21-1	Dec 15/09
REV-2	Dec 15/09	21-2	Dec 15/09
		21-3	Dec 15/09
Record of Temporary Revisions		21-4	Dec 15/09
TpRv-1	Apr 16/12	21-5	Dec 15/09
TpRv-2	Dec 15/09	21-6	Dec 15/09
		21-7	Dec 15/09
User Comments	Dec 15/09	21-8	Apr 16/12
		21-9	Dec 15/09
List of Effective Pages		21-10	Dec 15/09
LEP-1	Apr 16/12	21-11	Dec 15/09
LEP-2	Apr 16/12	21-12	Dec 15/09
LEP-3	Apr 16/12	21-13	Dec 15/09
LEP-4	Dec 15/09	21-14	Dec 15/09
		21-15	Dec 15/09
Highlights Of Changes		21-16	Dec 15/09
HOC-1	Apr 16/12	21-17	Dec 15/09
HOC-2	Apr 16/12	21-18	Dec 15/09
Definitions		22 Auto Flight	
DEF-1	Dec 15/09	22-1	Dec 15/09
DEF-2	Dec 15/09	22-2	Dec 15/09
DEF-3	Apr 16/12	23 Communications	
DEF-4	Apr 16/12	23-1	Dec 15/09
DEF-5	Dec 15/09	23-2	Dec 15/09
DEF-6	Dec 15/09	23-3	Apr 16/12
		23-4	Apr 16/12
Abbreviations and Acronyms		23-5	Apr 16/12
ABB-1 THRU		23-6	Apr 16/12
ABB-12	Dec 15/09		

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 3	Page LEP-2
	Date: Apr 16/12	

LIST OF EFFECTIVE PAGES (cont'd)

<u>CHAPTER</u>			<u>CHAPTER</u>		
<u>PAGE</u>	<u>DATE</u>		<u>PAGE</u>	<u>DATE</u>	
24 Electrical Power			31 Instruments		
24-1	Dec 15/09		31-1	Dec 15/09	
24-2	Dec 15/09		31-2	Dec 15/09	
24-3	Dec 15/09		31-3	Dec 15/09	
24-4	Dec 15/09		31-4	Apr 16/12	
25 Equipment/Furnishings			31-5	Apr 16/12	
25-1	Dec 15/09		31-6	Dec 15/09	
25-2	Dec 15/09		31-7	Apr 16/12	
25-3	Dec 15/09		31-8	Dec 15/09	
25-4	Dec 15/09		31-9	Dec 15/09	
25-5	Dec 15/09		31-10	Dec 15/09	
25-6	Dec 15/09		32 Landing Gear		
25-7	Dec 15/09		32-1	Dec 15/09	
25-8	Dec 15/09		32-2	Dec 15/09	
25-9	Dec 15/09		33 Lights		
25-10	Dec 15/09		33-1	Dec 15/09	
26 Fire Protection			33-2	Dec 15/09	
26-1	Dec 15/09		33-3	Dec 15/09	
26-2	Dec 15/09		33-4	Dec 15/09	
27 Flight Controls			33-5	Apr 16/12	
27-1	Dec 15/09		33-6	Apr 16/12	
27-2	Dec 15/09		34 Navigation		
28 Fuel			34-1	Dec 15/09	
28-1	Dec 15/09		34-2	Dec 15/09	
28-2	Dec 15/09		34-3	Dec 15/09	
28-3	Apr 16/12		34-4	Dec 15/09	
28-4	Apr 16/12		34-5	Dec 15/09	
29 Hydraulic Power			34-6	Dec 15/09	
29-1	Apr 16/12		34-7	Dec 15/09	
29-2	Apr 16/12		34-8	Dec 15/09	
29-3	Dec 15/09		35 Oxygen		
29-4	Dec 15/09		35-1	Dec 15/09	
30 Ice & Rain Protection			35-2	Dec 15/09	
30-1	Dec 15/09				
30-2	Dec 15/09				
30-3	Apr 16/12				
30-4	Dec 15/09				
30-5	Dec 15/09				
30-6	Dec 15/09				

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision:	3	Page LEP-3
	Date:	Apr 16/12	

LIST OF EFFECTIVE PAGES (cont'd)

<u>CHAPTER</u>	<u>DATE</u>	<u>CHAPTER</u>	<u>DATE</u>
<u>PAGE</u>		<u>PAGE</u>	
36 Pneumatics		52 Doors	
36-1	Dec 15/09	52-1	Dec 15/09
36-2	Dec 15/09	52-2	Dec 15/09
36-3	Dec 15/09		
36-4	Dec 15/09	73 Engine Fuel and Control	
36-5	Dec 15/09	73-1	Dec 15/09
36-6	Dec 15/09	73-2	Dec 15/09
36-7	Dec 15/09		
36-8	Dec 15/09	74 Ignition	
36-9	Dec 15/09	74-1	Dec 15/09
36-10	Dec 15/09	74-2	Dec 15/09
36-11	Dec 15/09		
36-12	Dec 15/09	76 Engine Control	
36-13	Dec 15/09	76-1	Dec 15/09
36-14	Dec 15/09	76-2	Dec 15/09
36-15	Dec 15/09		
36-16	Dec 15/09	77 Engine Indicating	
36-17	Dec 15/09	77-1	Dec 15/09
36-18	Dec 15/09	77-2	Dec 15/09
36-19	Dec 15/09		
36-20	Dec 15/09		
36-21	Dec 15/09	78 Exhaust	
36-22	Dec 15/09	78-1	Dec 15/09
36-23	Dec 15/09	78-2	Dec 15/09
36-24	Dec 15/09		
36-25	Dec 15/09	79 Oil	
36-26	Dec 15/09	79-1	Dec 15/09
		79-2	Dec 15/09
38 Water/Waste			
38-1	Dec 15/09	80 Starting	
38-2	Dec 15/09	80-1	Dec 15/09
45 Central Maintenance Systems		80-2	Dec 15/09
45-1	Dec 15/09		
45-2	Dec 15/09	Section 2	
		TITLE-1	Apr 16/12
46 Information Systems		TITLE-2	Apr 16/12
46-1	Apr 16/12	INT-1	Apr 16/12
46-2	Apr 16/12	INT-2	Apr 16/12
		TOC-1	Apr 16/12
49 Auxiliary Power Unit		TOC-2	Apr 16/12
49-1	Apr 16/12	2-1	Apr 16/12
49-2	Dec 15/09	2-2	Apr 16/12
		2-3	Apr 16/12

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page LEP-4
	Date: Dec 15/09	

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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision:	3	Page HOC-1
	Date:	Apr 16/12	

HIGHLIGHTS OF CHANGE

SUMMARY OF TECHNICAL AND EDITORIAL CHANGES:

Revision 3 introduces Section 2 to the MMEL and add or makes changes to few Section 1 items.

1. New Items – Section 1

Item No	Type of change	Summary of changes
23-71-01	Technical	Cockpit Voice Recorder (CVR) System Including the Recorder Independent Power Supply (RIPS) To introduce the Recorder Independent Power Supply.
49-11-02	Technical	APU Hour Meter – To give dispatch relief when the APU hour meter is inoperative. – To add a maintenance (M) procedure to provide alternate method for checking APU hours.

2. Revised Items – Section 1

Item No	Type of change	Summary of changes
21-53-02	Effectivity	Ram Air Regulating Valve (RARV) Revise the effectivity to add aircraft that have the change from production: 20001 to 20005, 20034 and subsequent.
21-61-05	Editorial	Pack Inlet Temperature Sensor (PITS) Editorial correction – Duplicated dispatch case is removed and dispatch case using right bleed is restored for aircraft with SB 100-21-05 as approved at revision 2.
28-23-01	Technical	Pressure Refueling System (Refuel/Defuel Control Panel) To change the Maintenance (M) procedures to Operational (O) procedures. Maintenance personnel are not required to refuel or defuel the aircraft. Fuel servicing companies refuel the aircraft with flight crew coordination.
28-41-01	Technical	High Level Sensors To change the Maintenance (M) procedures to Operational (O) procedures. Maintenance personnel are not required to refuel the aircraft. Fuel servicing companies refuel the aircraft with flight crew coordination.
29-12-02	Technical	Power Transfer System To clearly indicate that the AFM supplement for flight with Landing Gear Down must be used. There is no dedicated AFM supplement for Power Transfer System inoperative. The performance penalties to comply with are the same ones as for flight with Landing Gear Down.
31-41-01 31-41-02	Editorial	Cursor Control Panel (CCP) Change reference to IFIS item to 46-10-01

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision:	3	Page HOC-2
	Date:	Apr 16/12	

33-50-02	Technical	Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System) Add the following applicable aircraft for the EMTEQ LED type: Aircraft, 20139, 20143, 20146, 20148 and up.
46-10-01	Editorial	Integrated Flight Information System (IFIS) Move this item to chapter 46 – Information Systems. Change the item number from 23-20-02 to 46-10-01. The IFIS is not a communication system and must be part of the information systems. The MMEL limitations remain unchanged.
22-10-02 22-11-02 26-14-01 29-12-02 32-30-01 32-50-01 34-21-01 34-44-01	Editorial	Remove “RS-7” from the reference of AFM Supplements.

3. New Items – Section 2

NEW CAS MESSAGE	NEW CAS MESSAGE	NEW CAS MESSAGE
AIR COND FAULT (Advisory)	ICE DETECTOR FAIL (Caution)	NOSE GEAR DOOR (Caution)
AUTO PRESS FAIL (Caution)	ICE DETECTOR FAULT (Advisory)	R WINDOW HEAT FAIL (Caution)
AUX HYD PUMP FAIL ON (Advisory)	L AUX BUS FAIL (Advisory)	R WSHLD HEAT FAIL (Caution)
CABIN PRESS FAULT (Caution)	L WSHLD HEAT FAIL (Caution)	STBY INST BATT FAULT (Advisory)
ELECTRICAL FAULT (Advisory)	MANUAL PRESS FAIL (Advisory)	TRIM AIR FAIL (Caution)

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page DEF-1
	Date: Dec 15/09	

DEFINITIONS

COLUMN 1

1. **"System & Sequence Numbers"** are based on Air Transport Association (ATA) Specification No. 100 and items are numbered sequentially.
2. **"Item"** means the equipment, system, component, or function listed in the "Item" column.
3. **Repair Intervals:** All users of an MEL must effect repairs of inoperative systems or components, deferred in accordance with the MEL at or prior to the repair times established by the following letter designators:

Category "A": Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL, excluding the day the malfunction was recorded in the Aircraft Maintenance Record/Logbook.

Category "B": Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the Aircraft Maintenance Record/Logbook. For example, if it were recorded at 10 a.m. on January 26th, the three-day interval would begin at midnight the 26th and end at midnight the 29th.

Category "C": Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the Aircraft Maintenance Record/Logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would end at midnight February 5th.

Category "D": Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the Aircraft Maintenance Record/Logbook.

The letter designators are inserted adjacent to Column 2.

4. **"****"** symbol indicates an item which is not required by Regulations but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft. The "****" symbol may be considered equivalent to the term "if installed".

COLUMN 2

1. **"Number Installed"** is the number (quantity) of items installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
2. **"-"** symbol indicates a variable number (quantity) of the item installed.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page DEF-2
	Date: Dec 15/09	

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by their National Aviation Authority (NAA).

COLUMN 3

1. **"Number Required For Dispatch"** is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.
2. "-" symbol indicates a variable number (quantity) of the item required for dispatch.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by their National Aviation Authority (NAA)

COLUMN 4

1. **"Remarks or Exceptions"** in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
2. **"(M)"** symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. If there is a requirement to perform the procedures more frequently, for example, before each flight, then this is clearly stated in the provisos. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should only be accomplished by maintenance personnel (see **(M#)** below). The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator.

Appropriate procedures, including the identification of qualified personnel authorized to accomplish them are required to be published as part of the operator's manual or MEL.

3. **"(M#)"** symbol indicates a requirement for maintenance personnel to accomplish an **"(M)"** procedure.
4. **"(O)"** symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator.

Appropriate procedures are required to be published as part of the operator's manual or MEL.

These procedures are outlined in the Challenger 300 Operations and Maintenance Procedures. If a procedure is not covered in the Challenger 300 Operations and Maintenance Procedures, the procedural requirements can be found in the provisos of the MMEL or in the relevant Airplane Flight Manual (AFM).

NOTE: The (M) and (O) procedures themselves or symbols indicating their need and reference to their location are required in the operators' MEL (JAR-MMEL/MEL .075(d)).

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision:	3	Page DEF-3
	Date:	Apr 16/12	

5. **Alphabetical symbol** indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
6. **NOTES** provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
7. **Deleted** in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

ADDITIONAL DEFINITIONS

1. **"Administrative Control Item"** means an item listed by the operator in the MEL for tracking and information purposes. It may be added to an operator's MEL provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e., Structural Repair Manual, Airworthiness Directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to EASA. If the request results in review and approval, the item becomes an MMEL item rather than an administrative control item.
2. **"Airplane Flight Manual"** (AFM) is the document required for type approval and approved by EASA. The approved AFM for the specific aircraft is listed on the applicable Type Approval Data Sheet.
3. **"As required by Regulations"** The associated item must comply with **EU-OPS or Part OPS** or any other legislation in force during the flight.
4. **"Change bar"**: A vertical bar in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
5. **"Commencement of flight"** The point when an aircraft begins to move under its own power for the purpose of preparing for take off.
6. **Day of Discovery** is the calendar day an equipment/instrument malfunction was recorded in the Aircraft Maintenance Logbook and/or Record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment, and is applicable to all MMEL items in categories A,B,C, and D.
7. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
8. **Engine Indicating Crew Alerting System (EICAS)** that provides electronic messages refers to a system capable of providing different priority levels of system information messages (e.g., WARNING, CAUTION, ADVISORY and STATUS). Any airplane discrepancy message that affects dispatchability will be at the WARNING, CAUTION or STATUS level.
9. **"ER"** refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with EASA General Acceptable Means of Compliance documentation AMC 20-6 "Extended Range Operations with Two-Engine Aeroplanes ETOPS Certification and Operation", as amended, and EU-OPS as amended.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision:	3	Page DEF-4
	Date:	Apr 16/12	

10. **"Excess Items"** means those items that have been installed but are redundant to the requirements.
11. **"Extended Overwater Operations"** Refer to **Part OPS** or EU-OPS Subpart K for definition.
12. **"Flight"** For the purpose of a MMEL, a flight is the period of time between the moment when an aircraft begins to move by its own means, for the purpose of preparing for take off, until the moment the aircraft comes to a complete stop on its parking area, after the subsequent landing (and not subsequent take off).
13. **"Flight Day"** means a 24-hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
14. **"Icing Conditions"** refer to the Aircraft Flight Manual of the corresponding aircraft Type for the definition of the icing conditions.
15. **"Inoperative"** means a system and/or a component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
16. **Inoperative components of an inoperative system:** Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
17. **"It is not reasonably practicable to repair or replace"** The associated relief is intended to cover situations whereby there is lack of a replacement part(s), inadequate engineering resources, or manpower to enable the defect to be rectified.
18. **"Passenger Convenience Items"** means those items related to passenger convenience, comfort or entertainment such as , but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
19. **Placarding:** Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.
20. **Visual Flight Rules" (VFR)** is as defined in **Part OPS** or EU-OPS 1.465. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
21. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
22. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
23. **"Considered Inoperative"** means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page
	Date: Dec 15/09	DEF-5

24. all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

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

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page DEF-6
	Date: Dec 15/09	

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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page ABB-1
	Date: Dec 15/09	

ABBREVIATIONS and ACRONYMS

The following abbreviations and acronyms may be used on flight compartment displays, radio tuning units and the flight management system or may be found in this manual. Some abbreviations may appear in upper or lower case letters. Abbreviations which have limited usage are explained in the chapters where they are used.

A

A/C	Air Conditioning	AHC	Attitude Heading Computer
A/G	Air/Ground	AHRS	Attitude Heading Reference System
A/ICE	Anti-ice	AIL	Aileron
A/P	Autopilot	ALIGN	Aligning, alignment
A/S	Airspeed	ALPHA	alpha
A/SKID	Anti-skid	ALT	Altitude, Altimeter
ABS	Absolute	ALT	Altitude Hold (PFD/FD)
AC	Alternating Current	ALT CAP	Altitude Capture (PFD/FD)
ACARS	ARINC Communications Addressing and reporting System	ALT HOLD	Altitude Hold
ACCEL	Acceleration, accelerate(d), accelerometers	ALTN	Alternate
ACM	Air Cycle Machine	ALTS	Selected Altitude Arm/Abort (PFD/FD)
ACMP	Alternating Current Motor Pump/ Electric Hydraulic Pump	AM	Amplitude Modulation
ACT	Active	AMB	Ambient
ACU	Air Conditioning Unit	AMP	Amperes
ADC	Air Data Computer	ANNUN	Annunciator
ADDR	Address	ANT	Antenna
ADF	Automatic Direction Finder	AOA	Angle of Attack
ADG	Air Driven Generator	AP	Autopilot
ADI	Attitude Director Indicator	APC	Auxiliary Power Control
ADS	Air Data System	APP	Approach
AFCS	Automatic Flight Control System	APPROX	Approximately
AFT	Afterward	APR	Automatic Performance Reserve
AGL	Above Ground Level	APU	Auxiliary Power Unit
		ARINC	Aeronautical Radio Incorporated
		ARP	Air Data Reference Panel

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision Nº - Nº de révision: 2	Page ABB-2
	Date: Dec 15/09	

ASYM	Asymmetrical	AUTO BAL	Automatic Balance
ATA	Air Transport Association	AUTO XFER	Automatic Transfer
ATC	Air Traffic Control	AUX	Auxiliary
ATT	Attitude	AV	Avionics
ATTD	Attitude	AVV	Avionics Cooling Valve
ATTND	Attendant	AVAIL	Available
AUTO	Automatic	AZ	Azimuth

B

B/AIR	Bleed Air	BK	Brake
B/C	Back Course	BLD	Bleed
B/CRS	Back Course	BOOM	Headset microphone
B/LEAK	Bleed Leak	BRG	Bearing
BARO	Barometric	BRKR(s)	Breaker(s)
BAT	Battery	BRT	Bright
BATT	Battery	BTL	Bottle
BCU	Brake Control Unit	BTMS	Brake Temperature Monitoring System
BDI	Bearing Distance Indicator	BTMU	Brake Temperature Monitoring Unit
BFO	Beat Frequency Oscillator	BYPS	Bypass
BITE	Built-In-Test Equipment		

C

C	Center, Caution, Cabin	CBV	XBLEED Valve
CAA	Civil Aviation Authority (UK)	CCP	Cursor Control Panel
CAL	Calibrate	CCW	Counter Clockwise
CAP	Capture	CDL	Configuration Deviation List
CAPT	Captain	CDP	Compressor Discharge Pressure
CAS	Calibrated Air Speed	CDU	Control Display Unit
CARs	Canadian Aviation Regulations	CFM	Cubic Feet Per Minute
CAT	Category	CG	Center of Gravity
CAT II	Category II	CH	Chapter, Channel
CB, C/B	Circuit Breaker	CHAN	Channel
CBP	Circuit Breaker Panel	CHGR	Charger
		CHR	Chronograph
		CHRT	Chart

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision:	2	Page ABB-3
	Date:	Dec 15/09	

CK	Check	CONN	Connection
CKPT	Cockpit	CONT	Control, Continuous, Contactor, Controller
CKT	Circuit		
CLB	Climb	COOL	Cooling
CLK	Clock	CORR	Correction
cm	Centimeters	CPAM	Cabin Pressure Acquisition Module
CMD	Command		
CMPS	Compass	CPCS	Cabin Pressure Control System
CMPTR	Computer		
CO ₂	Carbon Dioxide	CPLT	Copilot
COM	Communication	CRS	Course
COMM	Communication	CRT	Cathode Ray Tube
COMP	Compressor, Comparator	CRZ	Cruise
COMPT	Compartment	CSD	Constant Speed Drive
COND	Condition, Continued	CTR	Center
CONFIG	Configuration	CVR	Cockpit Voice Recorder
		CW	Clockwise
		CYL	Cylinder

D

DA	Drift Angle	DFDR	Digital Flight Data Recorder
DBU	Data Base Unit		
DC	Direct Current	DG	Directional Gyro
DCP	Display Control Panel	DH	Decision Height
DCU	Data Concentrator Unit	DIFF	Differential
DDG	Dispatch Deviation Guide	DIM	Dimming
DECEL	Decelerate(d)	DIR	Direct
DECR	Decrease	DIS	Distance (to way point), Disconnect
DEFL	Defuel	DISC	Disconnect
DEG	Degree	DISCH	Discharge
DEPR	Depressurize	DISP	Dispatch, Display
DEPT	Departure	DIST	Distance
DEST	Destination	DME	Distance Measuring Equipment
DET	Detector	DN	Down
DEV	Deviation	DR	Door
DFDAU	Digital Flight Data Acquisition Unit		

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision:	2	Page ABB-4
	Date:	Dec 15/09	

E

EASA	European Aviation Safety Agency	EL	Elevation
EAS	Equivalent Airspeed	ELEC	Electrical
ECAM	Electronic Centralized Aircraft Monitoring System	ELEV	Elevator, Elevation
ECP	EICAS Control Panel	ELT	Emergency Locator Transmitter
ECS	Environmental Control System	EMER(G)	Emergency
ECU	Electronic Control Unit	ENG	Engine
ED	EICAS Display	EPC	External Power Contactor
EDP	Engine Driven Pump/ Engine Primary Hydraulic Pump	EQUIP	Equipment
EFIS	Electronic Flight Instrument System	ERP	Eye Reference Position Datum
EGT	Exhaust Gas Temperature	ESS	Essential
EICAS	Engine Indication and Crew Alerting System	ET	Elapsed Time
		ETA	Estimated Time of Arrival
		EVAC	Evacuation
		EXH	Exhaust
		EXTIN	Extinguish(ed)

F

F/CTL	Flight Controls	FIRE BTL	Fire Bottle
FAIL	Failure	FIREX	Fire Extinguisher
FCC	Flight Control Computer	FL CH	Flight Level Change
FCU	Fuel Control Unit	FLD	Field
FCV	Flow Control Valves	FLT	Flight
FD, F/D	Flight Director	FLT DIR	Flight Director
FDAU	Flight Data Acquisition Unit	FLUOR	Fluorescent
FDR	Flight Data Recorder (Digital)	FM	Fan Marker
FECU	Flaps Electronic Control Unit	FMS	Flight Management System
FEED	Feeder	FPM	Feet Per Minute
FF, F/F	Fuel Flow	FREQ	Frequency
		ft	Feet, Foot
		FW	Fire Wall
		FWD	Forward

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page ABB-5
	Date: Dec 15/09	

G

G (+/-)	Receiver Gain	GLD	Ground Lift Dumping
G/S	Glide slope	GMT	Greenwich Mean Time
GA	Go-around	GND	Ground
GAL	Gallon	GPM	Gallons Per Minute
GALY	Galley	GPWS	Ground Proximity Warning System
GCS	Ground Clutter Suppression	GR	Gear
GCU	Generator Control Unit	GRAV	Gravity
GE	General Electric	GS	Ground Speed
GEN	Generator	GUIDE	Guidance
		GW	Gross Weight

H

HARSOV	Hot Air Regulating and Shut- Off Valve	HPA	Hecto Pascals
HATS	Hot Air Temperature–Sensor	HSI	Horizontal Situation Indicator
HDG	Heading	HSTA	Horizontal Stabilizer Trim
HDG HOLD	Heading Hold	HSTCU	Horizontal Stabilizer Trim Control Unit
HDG SEL	Heading Select	HTR	Heater
HEAT	Heater HF	HUD	Heads-up Display
	High Frequency (3 - 30 m Hz)	HYD	Hydraulic
Hg	Mercury	Hz	Hertz
HI	High		
HLDR	Holder		
HMDG	Hydraulic Motor Driven Generator		
HOR, HORIZ	Horizontal		
HOT	High Oil Temperature		
HP	High Pressure		

I

IASC	Integrated Air System Controller	ID	Identification
IB,I/B,INBD	Inboard	IDENT	Identification
I/C	Intercom, Inspection Check	IDG	Integrated Drive Generator
IAPS	Integrated Avionics Processor System	IFR	Instrument Flight Rules
IAS	Indicated Air Speed	IGN	Ignition

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision Nº - Nº de révision: 2	Page ABB-6
	Date: Dec 15/09	

ICAO	International Civil Aviation Organization	INHIB	Inhibit
ICS	Idle Corrected Speed	INOP	Inoperative
IFIS	Integrated Flight Information System	INPH	Interphone
ILS	Instrument Landing System	INSP	Inspection
IM	ILS Inner Marker	INST(S)	Instrument(s)
IMC	Instrument Meteorological Conditions	INST, INSTR	Instrument
IMP.	Imperial	INT	Internal, Integral, Intersection
in.	Inch, Inches	INTEG	Integral IRS
in. Hg	Inches of Mercury		Inertial Reference System
INCR	Increase	IPV	Intermediate Pressure Valve
IND	Indication, Indicator	IRU	Inertial Reference Unit
INFLT	In Flight	ISA	International Standard Atmosphere
		ISO	International Standard Organization
		ISOL	Isolation, Isolated
		ITT	Inter Turbine Temperature

J

JAA Joint Aviation Authorities

K

K, KT, KTS	Knots	KIAS	Knots Indicated
kg	Kilogram(s)		Airspeed
kHz	Kilohertz	kW(s)	Kilowatt(s)

L

L	Left, Landing	LCN	Load Classification Number
L/T	Landing/Taxi		
LAV	Lavatory	LCV	Load Control Valve
lb	Pound(s)	LDG	Landing
		LDG GR	Landing Gear
LDU	Lamp Driver Unit	LOM, MM	Compass Locator at Outer Marker
LE	Leading Edge		
LG	Landing Gear	LOP	Low Oil Pressure

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page ABB-7
	Date: Dec 15/09	

LGC	Landing Gear Controller	LP	Low Pressure
LGW	Landing Gross Weight	LPM	Liter Per Minute
LH	Left Hand	LR	Left Rear
LIM	Limit	LRC	Long Range Cruise
LK	Leak	LRU	Line Replaceable Unit
LN	Left Nose	LSB	Lower Side Band
LNAV	Lateral Navigation	LT(s)	Light(s)
LOC	ILS Localizer	LW	Left Wing
LOGO	Logo Graphic	LWD	Left Wing Down
		LWR	Lower

M

M	Mach Number	MEL	Minimum Equipment List
m	Meter		
MAA	Maximum Authorized IFR Altitude	MFD	Multifunction Display
MAC	Mean Aerodynamic Chord	MFS	Multi Function Spoilers
MAG	Magnetic	MGP	MLS Glideslope
MAINT	Maintenance	MHz	Megahertz
MALF	Malfunction	MI	Miles
MAB	Manual	MIC	Microphone
MAP	Ground Map (WXR)	MID AFT	Middle Afterward
MAX	Maximum	MID FWD	Middle Forward
MAZ	MLS Azimuth	MILS	.001 of an inch
MB	Millibars	MIN	Minimum
MCA	Minimum Crossing Altitude	MISC	Miscellaneous
MCT	Maximum Continuous Thrust	MKR	Marker
MDA	Minimum Descent Altitude	MLG	Main Landing Gear
MEA	Minimum Enroute IFR Altitude	MLI	Magnetic Level Indicator
MECH	Mechanic	MLS	Microwave Landing System
MED	Medium	MLW	Maximum Landing Weight
MMO	Maximum Operating Speed in Mach Number	MM	ILS Middle Marker
MOCA	Minimum Obstruction Clearance Altitude	MMEL	Master Minimum Equipment List
MOD	Module	MSG	Message
MON	Monitor	MSL	Mean Sea Level
MPH	Miles Per Hour	MTBF	Mean Time Before Failure
		MTG	Miles to Go
		MTOW	Maximum Takeoff Weight

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision:	2	Page ABB-8
	Date:	Dec 15/09	

MRA	Minimum Reception Altitude	MTW MZFW	Maximum Taxi Weight Maximum Zero Fuel Weight
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Misc

%	Percent	°C	Degrees Centigrade
&	and	°F	Degrees Fahrenheit

N

N/A	Not applicable	NL	Nose Left
N1	Low Pressure Rotor	NLG	Nose Landing Gear
N2	High Pressure Rotor	NM	Nautical Mile(s)
NAV	Navigation	No.	Number
ND	Nose Down, Navigation Display	NOPT	No Procedure Turn Required
NDB (ADF)	Nondirectional Beacon (Automatic Direction Finder)	NORM	Normal
NEG	Negative	NOSE	Nosewheel
NEUT	Neutral	NR	Nose Right
		NU	Nose Up

O

OAT	Outside Air Temperature	OEW	Operating Empty Weight
OB/OUTBD	Outboard	OH, OVHD	Overhead
OBS	Observer	OK	Okay
OEI	One Engine Inoperative	OM	ILS Outer Marker
		OVBD	Overboard
OVHT, OH	Overheat	OVSPD	Overspeed
OVL	Overload	OVTEMP	Over Temperature
OVSP	Overspeed	OXY, O ₂	Oxygen

P

P#6	Panel 6	PRI	Primary
PCV	Pre-cooler Cross Over Valve	PRIM	Primary
		PROC	Procedure
PDTS	Pack Discharge Temperature Sensor	PROT	Protection
		PROX	Proximity
PITS	Pack Inlet Temperature Sensor	PSEU	Proximity Sensor Electronics Unit

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision Nº - Nº de révision: 2	Page ABB-9
	Date: Dec 15/09	

PTS	Pack Temperature Sensor (PTS)	PSI	Pounds Per Square Inch
P/S	Pitot/Static	PSIG	Pounds Per Square Inch Gauge
PA	Passenger Address		
PASS	Passenger	PSS	Proximity Sensor System
PBE	Portable Breathing Equipment (Smoke Hood)	PSU	Passenger Service Unit
PCU	Power Control Unit	PT2	Engine Inlet Pressure
PF	Pilot Flying	PTCT	Protect
PFD	Primary Flight Display	PTT	Push To Talk
		PWR	Power
PLA	Power Lever Angle		
PLT(s)	Pilot(s)		
PNF	Pilot Not Flying		
PNLS(s)	Panel(s)		
PO	Outside Air Pressure		
POS	Position		
PPH	Pounds Per Hour		
PRESS	Pressure, Pressurization		

Q

QAR	Quick Access Recorder	QNH	Altimeter Setting
QEC	Quick Engine Change	QTY	Quantity
QFE	Local Station Pressure		

R

R	Right	RCCB	Remote Controlled Circuit Breaker
RA	Radio Altitude	RCDR	Recorder
	Resolution Advisory	RCVR	Receiver
RARV	Ram Air Regulating Valve	RT, R/T	Receiver-Transmitter
RAV	Ram Air Valve	RTE DATA	Route Data
RAT	Ram Air Turbine	RTO	Rejected Takeoff
RDR	Radar	RTU	Radio Tuning Unit
REC	Receiver, Recorder	RUD	Rudder
RECOG	Recognition	RVR	Runway Visual Range
REF(s)	Reference(s)	RVSM	Reduced Vertical Separation Minimum
REFL	Refuel	RVSR	Reverser

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page ABB-10
	Date: Dec 15/09	

REV	Reverse	RW	Right Wing
RH	Right Hand	RWD	Right Wing Down
RMI	Radio Magnetic Indicator	RWY	Runway
ROT	Rotation		
RPM	Revolutions Per Minute		

S

S	Status	SP, SPD	Speed
SAT	Static Air Temperature	SPKR	Speaker
SATCOM	Satellite Communication	SPLR(s)	Spoiler(s)
SCAV	Scavenge	SQL	Squelch
SEC	Second, Secondary	SSB	Single Side Band
SECS	Spoiler Electronic Control System	STA	Station
SECU	Spoiler Electronic Control Unit	STAB	Stabilizer
SEL	Select, Selector	STAT	Status
SEL CAL	Selective Call	STBY	Standby
SENS	Sensitivity, Sensor	STEER	Steering
SERV, SVCE	Service	SUPPL	Supply
SMKG	Smoking	SW(s)	Switches
SOV	Shutoff Valve	SYN	Synchronize
		SYNC	Synchronous
		SYS, SYST	System

T

TA	Traffic Alert	TAT	Total Air Temperature
T/C	Top of Climb	TCAS	Traffic Alert and Collision Avoidance System
T/D	Top of Descent		
T/R	Thrust Reverser		
TACAN	UHF Tactical Air Navigation Aid	TCV	Temperature Control Valve
TAS	True Airspeed	TE	Trailing Edge
		TEMP	Temperature
		TGT	Target
TO, T/O	Takeoff	TRU	Transformer Rectifier Unit
TOL	Tolerance		
TRB, TURB	Turbulence	TT2	Engine Inlet Temperature
TRK	Track		
TRM	Trim		

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page ABB-11
	Date: Dec 15/09	

U

UNSCHD	Unscheduled	USG	United States Gallons
USB	Upper Side Band	UTIL	Utility

V

V	Volt	VMO/MMO	Maximum Operating Limit Speed
VA	Design Maneuvering Speed VB	VMU	Minimum Unstick Speed
	Maximum Gust Intensity	VNE	Never-exceed Speed
VC	Design Cruising Speed	VNO	Maximum Structural Cruising Speed
VD	Design Diving Speed	VR	Rotation Speed
VDF/MDF	Demonstrated flight diving speed.	VS	Stalling Speed or the Minimum Steady Flight Speed at which the Airplane is Controllable
VF	Design Flap Speed		
VDF/MFC	Maximum Speed for Stability Characteristics	VS0	Stalling Speed or the Minimum Steady Flight Speed in the Landing Configuration
VFE	Maximum Flap Extended Speed		
VH	Maximum Speed in Level Flight with Maximum Continuous Power	VS1	Stalling Speed or the Minimum Steady Flight Speed Obtained in a Specific Configuration
VLE	Maximum Landing Gear Extended Speed	VX	Speed for Best Angle of Climb
VLO	Maximum Landing Gear Operating Speed	VY	Speed for Best Rate of Climb
VLOF	Lift-off Speed		
VMC	Minimum Control Speed with the Critical Engine Inoperative	VIB	Safety Speed Vibration
		VMC	Visual Meteorological Conditions
V1	Takeoff Decision Speed (formerly Denoted as Critical Engine Failure Speed)	VNAV	Vertical Navigation
		VOL	Volume
		VOLT	Voltage
V2	Takeoff Safety Speed	VOR	VHF Omni directional Range Station
V2	Minimum Takeoff Safety Speed	VORTAC	VOR and TACAN Co-located
V/S	Vertical Speed	VSI	Vertical Speed Indicator
VERT	Vertical		
VFR	Visual Flight Rules	VHF	Very High Frequency (30 - 300 m Hz)
VG	Vertical Gyro		

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page ABB-12
	Date: Dec 15/09	

W

W	Warning	WIND	Window
W/C	Wind Component	WOW	Weight-On-Wheels
W/S	Wind Shear	WPT(s)	Waypoint(s)
W/W	Wheel Well	WRN	Warning
WARN	Warning	WS	Second Segment Limited Weight
WF	Runway Length Limited Weight	WSHLD	Windshield
WGT	Weight	WX	Weather
WHLS	Wheels	WXR	Weather Radar

X

X	Cross Transfer	XPNDR	Transponder
XFER, XFR	Transfer	XTK	Cross Track
XFLOW	Cross Flow	XWC	Cross Wind Component
XMIT	Transmit		

Y

YD, Y/D	Yaw Damper
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Z

ZFW	Zero Fuel Weight
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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision:	3	Page
	Date:	Apr 16/12	PRE-1

PREAMBLE

The following is applicable for operators under European operating regulations (Part OPS or EU-OPS). The regulations require that all equipment installed on an aircraft in compliance with the Airworthiness code and the Operating Requirements must be operative. However, the Regulations also permit the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

The EASA Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. EASA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which EASA finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.

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

Equipment not required by the operation being conducted and equipment in excess of the requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from Airworthiness Directives or any other Mandatory Requirement. It is important to remember that all equipment related to the airworthiness and the operating requirements of the aircraft not listed on the MMEL must be operative.

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

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectifications can be accomplished. It is important that rectifications be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability, the MMEL establishes limitations on the duration of, and conditions for operation with, inoperative equipment. The operator may be permitted, by their competent authority, a one-time extension of the applicable rectification intervals B, C or D for the same duration as that specified in their MEL. This extension policy has been taken into account during the development of this document.

When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by the applicable regulations. The item is then either rectified or may be deferred per the MEL or other approved means acceptable to the competent Authority prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by the applicable regulations. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative systems or components must also be considered. Wherever possible account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for.

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 2	Page
	Date: Dec 15/09	PRE-2

PREAMBLE

(CONT'D)

Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload must be considered.

Operators are to establish a controlled and sound rectification program including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. This program should identify the actions required for Maintenance discrepancy messages.

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

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 3	Page
	Date: Apr 16/12	TITLE-1

SECTION ONE

LRU / COMPONENT ORIENTED MMEL RELIEF

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision N° - N° de révision: 3	Page
	Date: Apr 16/12	TITLE-2

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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
21 – <u>AIR CONDITIONING</u>			
00-01 Integrated Air System Controller (IASC)			
1) Aircraft <u>without</u> SB 100-21-05			
a) IASC 1 Channel B	B 1	0	(O) May be inoperative provided: a) IASC 2 Channel B is operative, b) Left Bleed Loop is considered inoperative (36-20-01), c) Left High Pressure Valve is considered inoperative (30-10-01), and d) Operational status of Pre-cooler Cross Over Valve is verified once each flight day.
b) IASC 2 Channel B	B 1	0	(O) May be inoperative provided: a) IASC 1 Channel B is operative, b) Trim Air System is considered inoperative (21-61-03), c) Right Bleed Loop is considered inoperative (36-20-01), d) Right High Pressure Valve is considered inoperative (30-10-01), and e) Operational status of Pre-cooler Cross Over Valve is verified once each flight day.
2) Aircraft <u>with</u> SB 100-21-05			
a) IASC 1 Channel B	C 1	0	(O) May be inoperative provided: a) IASC 2 Channel B is operative, b) Left Bleed Loop is considered inoperative (36-20-01), c) Left High Pressure Valve is considered inoperative (30-10-01), and d) Operational status of Pre-cooler Cross Over Valve is verified once each flight day.
(Cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
21 – AIR CONDITIONING			
00-01 Integrated Air System Controller (IASC) (Cont'd) 2) Aircraft with SB 100-21-05 (Cont'd) b) IASC 2 Channel B	C 1	0	(O) May be inoperative provided: a) IASC 1 Channel B is operative, b) Trim Air System is considered inoperative (21-61-03), c) Right Bleed Loop is considered inoperative (36-20-01), d) Right High Pressure Valve is considered inoperative (30-10-01), and e) Operational status of Pre-cooler Cross Over Valve is verified once each flight day.
23-03 Avionics Ventilated Temperature Sensors 1) L/H Avionics Ventilated Temperature Sensor Elements	C 2	1	
	C 2	0	(M) Any or all may be inoperative provided: a) One R/H Avionics Ventilated Temperature Sensor Element is verified operative once each flight day, b) Avionics cooling valve is verified operative before each flight, and c) Avionics cooling fan is verified operative before each flight.
(Cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-3
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
21 – <u>AIR CONDITIONING</u>					
23-03 Avionics Ventilated Temperature Sensors (Cont'd)					
2) R/H Avionics Ventilated Temperature Sensor Elements	C	2	1		
	C	2	0		(M) Any or all may be inoperative provided: a) One L/H Avionics Ventilated Temperature Sensor Element is verified operative once each flight day, b) Avionics cooling valve is verified operative before each flight, and c) Avionics cooling fan is verified operative before each flight.
31-02 Safety Valves	C	2	0		(O) Any or all may be inoperative provided: a) PRESSURIZATION EMER DEPRESS switch is selected ON, and b) Operations are conducted unpressurized at or below 9000 ft. MSL.
31-03 PRESSURIZATION MANUAL "ON" Switch Light (light function only)	C	1	0		
31-04 PRESSURIZATION EMER DEPRESS "ON" Switch Light (light function only)	C	1	0		
31-05 PRESSURIZATION DITCHING "ON" Switch Light (light function only)	C	1	0		

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-4
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	4. Number Installed Nombre d'articles installés
			3. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
21 – <u>AIR CONDITIONING</u>			
51-01 Flow Control Valves (FCV)			
1) Aircraft <u>without</u> SB 100-21-05	B	2	1
	B	2	1
			(M#)(O) Left may be inoperative provided: <ul style="list-style-type: none"> a) Valve is secured CLOSED, b) Trim Air System is operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, d) Trim Air Inlet Temperature Sensor is operative, e) Right Bleed Loop is operative, f) Operational status of L/H Environmental Control Bleed Pressure Indication System is verified before each flight, g) Ram Air Valve is verified operative, h) Operations are conducted at or below FL 250, and i) Operations are conducted within one hour from a suitable airport.
			(M#)(O) Right may be inoperative provided: <ul style="list-style-type: none"> a) Valve is secured CLOSED, b) Pack Inlet Temperature Sensor is operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, d) Left Bleed Loop is operative, e) Operational status of R/H Environmental Control Bleed Pressure Indication System is verified before each flight, f) Ram Air Valve is verified operative, g) Operations are conducted at or below FL 250, and h) Operations are conducted within one hour from a suitable airport.
(Cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-5
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	4. Number Installed Nombre d'articles installés
			3. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
21 – <u>AIR CONDITIONING</u>			
51-01 Flow Control Valves (FCV) (Cont'd)			
1) Aircraft <u>without</u> SB 100-21-05 (Cont'd)	C	2	0 (M#)(O) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.
2) Aircraft <u>with</u> SB 100-21-05	C	2	1 (M#)(O) Left may be inoperative provided: a) Valve is secured CLOSED, b) Trim Air System is operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, d) Trim Air Inlet Temperature Sensor is operative, e) Right Bleed Loop is operative, f) Operational status of L/H Environmental Control Bleed Pressure Indication System is verified before each flight, g) Ram Air Valve is verified operative, h) Operations are conducted at or below FL 250, and i) Operations are conducted within one hour from a suitable airport.
(Cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-6
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
21 – <u>AIR CONDITIONING</u>			
51-01 Flow Control Valves (FCV) (Cont'd) 2) Aircraft with SB 100-21-05 (Cont'd)	C 2	1	(M#)(O) Right may be inoperative provided: a) Valve is secured CLOSED, b) Pack Inlet Temperature Sensor is operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, d) Left Bleed Loop is operative, e) Operational status of R/H Environmental Control Bleed Pressure Indication System is verified before each flight, f) Ram Air Valve is verified operative, g) Operations are conducted at or below FL 250, and h) Operations are conducted within one hour from a suitable airport.
	C 2	0	(M#)(O) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.
52-01 Compressor Discharge Temperature Sensor (CDTS)	C 1	0	May be inoperative provided left and right Flow Control Valves are considered inoperative (21-51-01).
1) Compressor Discharge Temperature Sensor Elements	C 2	1	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-7
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
21 – AIR CONDITIONING							
52-02	Pack Temperature Sensor (PTS)	C	1	0	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.		
52-03	Pack Discharge Temperature Sensor (PDS)	C	1	0	May be inoperative provided left and right Flow Control Valves are considered inoperative (21-51-01).		
	1) Pack Discharge Temperature Sensor Elements	C	2	1	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.		
52-04	Air Conditioning Pack	C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.		
53-01	Ram Air Valve (RAV)	C	1	0	(M#)(O) May be inoperative provided: a) Valve is secured OPEN, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.		
(Cont'd)							

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 21-8
	Date: Apr 16/12	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
21 – AIR CONDITIONING			
53-02 Ram Air Regulating Valve (RARV)			
1) Aircraft 20006 to 20033 <u>without</u> SB 100-21-01.	C 1	0	(M#)(O) May be inoperative provided: a) Valve is secured CLOSED, b) Ram Air Valve is verified operative, c) Operations are conducted at or below FL 250, and d) Operations are conducted within one hour from a suitable airport.
	C 1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.
2) Aircraft 20006 to 20033 <u>with</u> SB 100-21-01, 20001 to 20005, 20034 and subsequent.	C 1	0	(M#)(O) May be inoperative provided: a) Valve is secured in DISPATCH position, b) Ram Air Valve is verified operative, c) Operations are conducted at or below FL 250, and d) Operations are conducted within one hour from a suitable airport.
	C 1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-9
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article		1.	2.	Number Installed Nombre d'articles installés		3.	4.
						Number Required For Dispatch Nombre d'articles à expédier	Remarks or Exceptions Remarques ou exceptions
21 – AIR CONDITIONING							
60-01	AIR COND/BLEED RAM AIR “ON” Switch Light (light function only)	C	1	0			
60-02	AIR COND/BLEED MAN TEMP “ON” Switch Light (light function only)	C	1	0			
61-01	Cockpit/Cabin Ventilated Temperature Sensors	C	2	0		(O) Any or all may be inoperative provided cockpit and cabin temperatures are controlled manually.	
	1) Cockpit/ Cabin Ventilated Temperature Sensor Elements	C	4	2		(O) One sensor element per sensor may be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
61-02	Duct Temperature Sensors (DTS)						
	1) Aircraft <u>without</u> SB 100-21-05	B	2	0		Any or all may be inoperative provided Trim Air System is considered inoperative (21-61-03).	
	a) Duct Temperature Sensor Elements	B	4	2		(O) One sensor element per sensor may be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
	2) Aircraft <u>with</u> SB 100-21-05	C	2	0		Any or all may be inoperative provided Trim Air System is considered inoperative (21-61-03).	
	a) Duct Temperature Sensor Elements	C	4	2		(O) One sensor element per sensor may be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-11
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
21 – <u>AIR CONDITIONING</u>			
61-03 Trim Air System (HARSOVs) (Cont'd)			
2) Aircraft with SB 100-21-05	C 1	0	(M#)(O) May be inoperative provided: a) Right Flow Control Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to PACK ONLY, c) R BLEED is selected OFF, d) Pre-cooler Cross Over Valve is operative, e) Left Flow Control Valve is operative, f) Pack Inlet Temperature Sensor is operative, g) Left Bleed Loop is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.
	C 1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.
61-04 Pre-cooler Cross Over Valve (PCV)	C 1	0	(M#)(O) May be inoperative provided: a) Valve is secured OPEN, b) Trim Air System is operative, c) Ram Air Valve is verified operative, d) Operations are conducted at or below FL 250, and e) Operations are conducted within one hour from a suitable airport.
(Cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-12
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
21 – AIR CONDITIONING			
61-04 Pre-cooler Cross Over Valve (PCV) (Cont'd)	C 1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.
61-05 Pack Inlet Temperature Sensor (PITS) 1) Aircraft <u>without</u> SB 100-21-05	B 1	0	(M#)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) XBLEED Valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.
(Cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page
	Date: Dec 15/09	21-13

1. System & Sequence NO 2. Item NO de système/série article	1.	2.	3. Number Installed Nombre d'articles installés	4. Number Required For Dispatch Nombre d'articles à expédier	5. Remarks or Exceptions Remarques ou exceptions
21 – AIR CONDITIONING					
61-05 Pack Inlet Temperature Sensor (PITS) (Cont'd)					
1) Aircraft <u>without</u> SB 100-21-05 (Cont'd)	B	1	0	(M#)(O) May be inoperative provided:	<ul style="list-style-type: none"> a) L/H Bleed Valve is secured CLOSED, b) XBLEED Valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.
	C	1	0	(M#)(O) May be inoperative provided:	<ul style="list-style-type: none"> a) L/H Bleed Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air SOV is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.
a) Pack Inlet Temperature Sensor Elements	B	2	1	(O) May be inoperative provided	operational status of Pre-cooler Cross Over Valve is verified once each flight day.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-14
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
21 – <u>AIR CONDITIONING</u>			
61-05 Pack Inlet Temperature Sensor (PITS) (Cont'd)			
2) Aircraft <u>with</u> SB 100-21-05	C 1	0	(M#)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) XBLEED Valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.
	C 1	0	(M#)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) XBLEED Valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.
			(Cont'd)

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-15
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
21 – AIR CONDITIONING			
61-05 Pack Inlet Temperature Sensor (PITS) (Cont'd) 2) Aircraft <u>with</u> SB 100-21-05 (Cont'd)	C 1	0	(M#)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air SOV is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.
a) Pack Inlet Temperature Sensor Elements	C 2	1	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.
61-06 Trim Air Inlet Temperature Sensor (HATS) 1) Aircraft <u>without</u> 100-21-05	B 1	0	(M#)(O) May be inoperative provided: a) R/H Bleed Valve is secured CLOSED, b) XBLEED Valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport.
(Cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-16
	Date: Dec 15/09	

1. System & Sequence NO NO de système/série article	2. Item	3. Number Installed Nombre d'articles installés	4. Number Required For Dispatch Nombre d'articles à expédier	5. Remarks or Exceptions Remarques ou exceptions	
21 – AIR CONDITIONING					
61-06	Trim Air Inlet Temperature Sensor (HATS) (Cont'd)				
	1) Aircraft <u>without</u> 100-21-05 (Cont'd)	C	1	0	(M#)(O) May be inoperative provided: a) R/H Bleed Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.
	a) Trim Air Inlet Temperature Sensor Elements	B	2	1	
	2) Aircraft <u>with</u> 100-21-05	C	1	0	(M#)(O) May be inoperative provided: a) R/H Bleed Valve is secured CLOSED, b) XBLEED Valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport.
(Cont'd)					

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 21-17
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
21 – AIR CONDITIONING							
61-06	Trim Air Inlet Temperature Sensor (HATS) (Cont'd)						
	2) Aircraft with 100-21-05 (Cont'd)	C	1	0	(M#)(O) May be inoperative provided:		
	a) Trim Air Inlet Temperature Sensor Elements	C	2	1			
61-07	Temperature Control Valve (TCV)	C	1	0	May be inoperative provided L/H and R/H Flow Control Valves are considered inoperative (21-51-01).		
61-08	Baggage Compartment Heaters	C	2	0	(M)(O) Any or all may be inoperative provided affected heater is deactivated.		

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef	Revision NO - NO de révision: 2	Page
BD-100-1A10	Date: Dec 15/09	21-18

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés				
21 – <u>AIR CONDITIONING</u>		<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%; text-align: center;">3.</th> <th style="width: 90%; text-align: left;">Number Required For Dispatch Nombre d'articles à expédier</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">4.</td> <td style="text-align: left;">Remarks or Exceptions Remarques ou exceptions</td> </tr> </tbody> </table>	3.	Number Required For Dispatch Nombre d'articles à expédier	4.	Remarks or Exceptions Remarques ou exceptions
3.	Number Required For Dispatch Nombre d'articles à expédier					
4.	Remarks or Exceptions Remarques ou exceptions					
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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 22-1
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article		1.	2.	3.	4.
			Number Installed Nombre d'articles installés	Number Required For Dispatch Nombre d'articles à expédier	Remarks or Exceptions Remarques ou exceptions
22 – <u>AUTO FLIGHT</u>					
10-01	Autopilot System	B	1	0	<p>Except where enroute operations or approach procedures require its use, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Altitude Alerting System is operative, b) Applicable operating minima do not require its use, c) The navigation specifications of the route to be flown do not require its use, and d) For the intended operations, any increase in crew workload has been considered. <p>NOTE 1: Autopilot is required for RVSM Operations.</p> <p>NOTE 2: Any autopilot function that is operative may be used.</p> <p>NOTE 3: Relief for inoperative individual flight guidance operational modes is provided by MMEL Item 22-10-02 Flight Directors.</p>
10-02	Flight Directors	B	2	1	(O) Except where enroute operations or approach procedures require its use, may be inoperative provided Autopilot System is considered inoperative (22-10-01).
		B	2	0	<p>Except where enroute operations or approach procedures require its use, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Autopilot System is considered inoperative (22-10-01), b) TO/GA Switches are considered inoperative (22-11-02), and c) Operations are conducted in accordance with AFM, Supplement 2 - Supplemental information for the MMEL.
(Cont'd)					

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 22-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions	
22 – <u>AUTO FLIGHT</u>					
10-02	Flight Directors (Cont'd) 1) Flight Director Modes	C -	-	<p>One or more modes may be inoperative provided:</p> <ul style="list-style-type: none"> a) Altitude Alerting System is operative, b) Applicable operating minima do not require their use, c) The navigation specifications of the route to be flown do not require their use, and d) For the intended operations, any increase in crew workload caused by the inoperative modes has been considered. <p>NOTE1: Flight director altitude hold mode is required for RVSM Operations.</p> <p>NOTE2: Any flight director mode which operates normally may be used.</p>	
11-01	Autopilot/Flight Director Sync Switches	C	2	0	Any or all may be inoperative in Non-SYNC mode.
		B	2	0	<p>Any or all may be inoperative in SYNC mode provided:</p> <ul style="list-style-type: none"> a) Autopilot is disengaged and considered inoperative (22-10-01), b) Flight Directors are selected off and considered inoperative (22-10-02), and c) TO/GA Switches are considered inoperative (22-11-02).
11-02	Take-Off/Go-Around (TO/GA) Switches	C	2	1	(O) May be inoperative provided alternate procedures are established and used.
		C	2	0	Any or all may be inoperative provided operations are conducted in accordance with AFM Supplement 2 - Supplemental information for the MMEL.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 23-1
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
23 – COMMUNICATIONS					
11-01 VHF Communication Systems	D	-	2		VHF 3 may be inoperative.
11-02 HF Communication Systems ***	A	-	1		(O) Any in excess of one may be inoperative for a maximum of three calendar days for flight on a route that requires two Long Range Communication Systems, provided alternate communication procedures are established and used. NOTE : SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate Air Navigation Service Provider(s).
	A	-	0		(O) One or more may be inoperative for a maximum of three calendar days for flight on a route that requires two Long Range Communication Systems provided: a) SATCOM air-ground communications with Air Navigation Service Provider(s) are available for the intended route, b) SATCOM voice function is operative, c) Prior to each flight, coordination with the appropriate Air Navigation Service Provider(s) is established where INMARSAT codes, or equivalent, are not available whilst using SATCOM voice function, d) Prior to each flight, permission is obtained from the appropriate Air Navigation Service Provider(s) to communicate via SATCOM only, and e) Alternate communication procedures are established and used.
(Cont'd)					

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 23-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
23 – COMMUNICATIONS			
11-02 HF Communications *** (Cont'd)	C - 1	0	(O) Any in excess of one may be inoperative for flight on a route that requires two Long Range Communication Systems, provided: <ul style="list-style-type: none"> a) SATCOM air-ground communications with Air Navigation Service Provider(s) are available for the intended route, b) SATCOM Voice or Data transfer functions are operative, c) Prior to each flight, coordination with the appropriate Air Navigation Service Provider(s) is established where INMARSAT codes, or equivalent, are not available whilst using SATCOM voice function, and d) Alternate communication procedures are established and used.
	D - -	-	Any in excess of those required for the intended route, may be inoperative.
13-01 Satellite Communication (SATCOM) System ***	C 1	0	(O) May be inoperative provided alternate procedures are established and used.
	D 1	0	May be inoperative provided routine procedures do not require its use.
20-01 Datalink System ***	C 1	0	(O) May be inoperative provided alternate procedures are established and used.
	D 1	0	May be inoperative provided routine procedures do not require its use.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 23-3
	Date: Apr 16/12	

System & Sequence NO Item NO de système/série article	1.	2.	3.	4.
				Number Installed Nombre d'articles installés
				Number Required For Dispatch Nombre d'articles à expédier
				Remarks or Exceptions Remarques ou exceptions
<u>23 – COMMUNICATIONS</u>				
20-02 Integrated Flight Information System (IFIS)				Transferred to 46-10-01 at rev. 3
22-01 Selective Call System (SELCAL) ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided routine procedures do not require its use.
41-01 Passenger Address (PA) System	B	-	0	(O) May be inoperative provided: a) Alternate normal and emergency procedures and/or operating restrictions are established and used, and b) Cabin chimes and passenger notice signs "No Smoking/Fasten Seat Belt" for occupied seats are operative.
41-02 Alerting System 1) Cabin Chimes	C	-	0	May be inoperative provided Passenger Address System is operative. NOTE: Passenger to Flight Crew Call System (Cabin/Lavatory Call) is considered a Passenger Convenience Item (25-70-01).
	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Passenger to Flight Crew Call System (Cabin/Lavatory Call) is considered the Passenger Convenience Item (25-70-01).

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision:	3	Page 23-4
	Date:	Apr 16/12	

1. System & Sequence NO Item NO de système/série article	2.	3.	4.
	Number Installed Nombre d'articles installés	Number Required For Dispatch Nombre d'articles à expédier	Remarks or Exceptions Remarques ou exceptions
23 – COMMUNICATIONS			
51-01 Hand Held Microphones	C 2	1	May be inoperative provided associated Boom Microphone is operative and used.
	C 2	0	Any or all may be inoperative provided: a) Boom Microphones are operative and used, and b) Spare Boom Microphone is available in flight compartment.
51-02 Flight Compartment Speakers	C 2	0	Any or all may be inoperative provided: a) All flight crew members on flight deck duty utilize headsets, and b) Spare headset is readily available.
51-03 Boom Microphones	D -	-	Any in excess of those required for each flight crew member on flight deck duty may be inoperative.
51-04 Headsets	D -	-	One headset (including boom microphone) must be operative for each required crew member on flight deck duty. Any in excess of those required may be inoperative.
51-06 Cabin/Lavatory Speakers	B -	0	Any or all may be inoperative provided: a) Passenger Address System is considered inoperative (23-41-01), b) Alerting System is considered inoperative (23-41-02), and c) Pre-recorded Announcement System is considered inoperative (23-70-01).
1) Lavatory Speaker	B 1	0	(O) May be inoperative provided alternate procedures are established and used.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 23-5
	Date: Apr 16/12	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
23 – COMMUNICATIONS			
51-08 Cockpit Speaker Mute System (STC SA04-112)			
1) Cockpit Speaker Mute Pushbutton	C 1	0	May be inoperative in the mute state provided Flight Compartment Speakers (23-51-02) are considered inoperative.
	D 1	0	(O) May be inoperative provided the system is not failed in the mute state.
2) Cockpit Speaker Mute Annunciators	D 2	0	
70-01 Pre-recorded Announcement System (Airshow Custom Passenger Briefings) ***	C 1	0	(O) May be inoperative provided alternate procedures are established and used.
	D 1	0	May be inoperative provided routine procedures do not require its use.
71-01 Cockpit Voice Recorder (CVR) System Including the Recorder Independent Power Supply (RIPS)	A 1	0	May be inoperative provided: <ul style="list-style-type: none"> a) The aeroplane does not exceed 8 further consecutive flights with the cockpit voice recorder inoperative, b) A maximum of 72 hours have elapsed since the cockpit voice recorder was found to be inoperative, and c) Any Flight Data Recorder required to be carried is operative.
1) Recorder Independent Power Supply (RIPS) (20292 and Subs Post SB 100-23-20)	C 1	0	(M)

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 23-6
	Date: Apr 16/12	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés
23 – <u>COMMUNICATIONS</u>		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 24-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
24 – <u>ELECTRICAL POWER</u>				
20-01	APU Generator Channel C	1	0	(M) May be inoperative provided: a) APU generator is disabled, and b) Engine Driven Generator Channels are operative.
20-02	ELECTRICAL APU GEN "ON" Switch Light (light function only) C	1	0	(O)
30-01	ELECTRICAL L/R BATT "OFF" Switch Light (light function only) C	2	0	
30-02	ELECTRICAL STBY INST "OFF" Switch Light (light function only) C	1	0	
31-01	Engine Driven Generator Channels B	2	1	(M)(O) May be inoperative provided: a) Affected generator is disabled, b) APU is operative, c) APU Generator Channel is operative and used throughout flight, d) AFM performance corrections for APU ON are applied, and e) Operations are conducted at or below FL 300.
31-02	ELECTRICAL L/R GEN "OFF" Switch Light (light function only) C	2	0	
31-03	Hydraulic Motor Driven Generator (HMDG) System *** D	1	0	(M#) May be inoperative provided system is deactivated.
41-01	External Power System C	1	0	

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 24-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
24 – ELECTRICAL POWER							
41-02	ELECTRICAL EXT PWR "AVAIL/ON" Switch Light (Pedestal) (light function only)	C	1	0	(O)		
41-03	EXTERNAL POWER "AVAIL/IN USE" Indicator (Service Panel)	C	1	0			
41-04	Ground Service Power System	C	1	0	(O) May be inoperative provided ground service contactor is verified open.		
41-05	GND SERVICE "ON" Switch Light (light function only) (Service Panel)	C	1	0			
50-01	Bus Tie Contactors	B	2	1	May be inoperative CLOSED.		
50-02	ELECTRICAL BUS TIE " " Switch Light (light function only)	C	1	0	(O)		
64-01	Auxiliary Buses						
	1) Left Auxiliary Bus	C	1	0	(O)		
(Cont'd)							

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 24-3
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	Number Installed Nombre d'articles installés
			3. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
24 – <u>ELECTRICAL POWER</u>			
64-01 Auxiliary Buses (Cont'd)			
2) Right Auxiliary Bus	B	1	0
			(O) May be inoperative provided: <ul style="list-style-type: none"> a) Passenger Address System is considered inoperative (23-41-01), b) Alerting System is considered inoperative (23-41-02), c) Pre-recorded Announcement System (if installed) is considered inoperative (23-70-01), d) Windshield & Side Window Heating System right Side Window Heating Channel is considered inoperative (30-41-01), e) Cabin Lighting System is considered inoperative (33-20-01), f) Water System is considered inoperative (38-00-01), and g) Lavatory Waste System is considered inoperative (38-30-01).

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 24-4
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
24 – <u>ELECTRICAL POWER</u>			<p align="center">THIS PAGE INTENTIONALLY LEFT BLANK</p>

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 25-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
25 – <u>EQUIPMENT/ FURNISHINGS</u>			
11-01 Pilot seats			
1) Lumbar supports	C 2	0	Any or all may be inoperative in the lowest position provided seat is acceptable to the affected crewmember.
2) Arm rests	C 4	0	(M) Any or all may be inoperative or missing provided: a) Affected armrest is secured in upright position, b) Egress is not impaired, and c) Seat is acceptable to the affected crewmember.
3) Seat adjustments	B -	-	Vertical and recline adjustment may be inoperative provided the seat is secured in a position to meet individual pilot requirements.
11-02 Belted Toilet Seat ***	D 1	0	(O) May be inoperative provided it is not occupied. NOTE: An inoperative seat belt renders the seat inoperative for taxi, take-off, during turbulence and landing.
11-03 Forward Pull Out In Flight Seat ***	D 1	0	(M)(O) May be inoperative provided It is removed or secured in the STOWED position. NOTE: An inoperative seat belt renders the seat inoperative for taxi, take-off, during turbulence and landing.
13-01 Pilots Heated Mats ***	C 2	0	(M) Any or all may be inoperative provided affected mat is deactivated.
14-01 Cockpit Sunvisors			
1) Sunvisors (Headliner)	C 2	0	Any or all may be inoperative (missing) provided affected sunvisor does not obstruct either pilot's field of view for take-off and landing.
	C 2	0	(O) Any or all may be inoperative provided affected sunvisor is removed.
2) Glareshield Retractable Visors	C 2	0	(M) Any or all may be inoperative or missing provided affected visor is secured in the retracted position or removed.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 25-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
25 – <u>EQUIPMENT/ FURNISHINGS</u>				
14-02	Control Wheel Chart Holders C	2	0	Any or all may be inoperative provided affected holder does not impede associated crew member to perform his duties.
14-03	Cockpit Writing Tables *** D	2	0	Any or all may be inoperative provided affected table does not impede associated crew member to perform his duties.
14-04	Lavatory Entry Area Ashtray B	1	0	
14-05	Galley 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.
14-06	Cabin and Galley Storage Compartments/ Closets C	-	-	(M) May be inoperative provided: a) Procedures are established to secure Compartment/Closets CLOSED, b) Associated Compartment/Closets is prominently placarded DO NOT USE, c) Any emergency equipment located in affected Compartment/Closets is considered inoperative, and d) Affected Compartment/Closets is not used for storage of any item(s) except for those permanently affixed.
(Cont'd)				

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 25-3
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés
			3. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
25 – <u>EQUIPMENT/ FURNISHINGS</u>			
14-06 Cabin and Galley Storage Compartments/ Closets (Cont'd)	C	-	- (M)(O) May be inoperative provided: a) Affected door(s) is removed, b) Associated Compartment/Closets is not used for storage of any items, except those permanently affixed, c) Associated Compartment/Closets is prominently placarded DO NOT USE, and d) Passengers are briefed that associated compartment is not used. NOTE : Any emergency equipment located in the associated Compartment/Closets (permanently affixed) is available for use.
1) Storage Compartment Key Locks	D	-	0 (M) May be inoperative in the unlocked position provided doors can be secured by other means.
14-07 Passenger Seat Life Vest Storage Compartment Panels	C	-	- (O) May be inoperative (missing) provided: a) Associated life vest is relocated and accessible for affected passenger, while seated, and b) Affected passenger is briefed about life vest location.
	C	-	- May be inoperative (missing) provided: a) Associated life vest is removed, and b) Affected Passenger Seat is considered inoperative (25-21-01).

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 25-4
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
25 – <u>EQUIPMENT/ FURNISHINGS</u>							
14-08	Lavatory Door	C	1	0	(M) May be inoperative provided: a) Door is secured OPEN or CLOSED, and b) Baggage compartment remains empty. NOTE: Does not preclude the carriage of ballast. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.		
21-01	Passenger Seats	D	-	-	(M) May be inoperative provided: a) Seat(s) does not block or restrict access to an emergency exit, b) Seat(s) does not restrict any passenger from access to the main aisle, and c) Affected seat(s) is not used and is blocked and placarded "DO NOT OCCUPY". NOTE1: A seat(s) with an inoperative seat belt is considered inoperative. NOTE2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. NOTE3: Seat(s) facing aft with an inoperative (missing) headrest is considered inoperative. NOTE4: Seat provided with 3-rd Audio System is covered by the MMEL Item 25-21-02 Passenger/ Observer Seat (including 3-rd Audio System) ***		
	1) Recline Mechanism	D	-	-	(M#) May be inoperative and seat(s) occupied provided seat(s) is secured in the up-right position.		
	2) Lazyboy Legrest Mechanism ***	D	-	-	(M#) May be inoperative and seat(s) occupied provided legrest(s) is secured in stowed position.		
(Cont'd)							

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 25-5
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
25 – <u>EQUIPMENT/ FURNISHINGS</u>					
21-01 Passenger Seats (Cont'd)					
3) Track/Swivel Mechanism ***	D	-	-	(M#) May be inoperative and seat(s) occupied provided: a) Affected forward facing seat is secured in fully aft, fully outboard, forward facing position, and b) Affected aft facing seat is secured in fully forward, fully outboard, aft facing position.	
21-02 Observer Seat ***					
1) Jump Seat (Crew closet) (including associated equipment) ***	B	1	0	(M) May be inoperative provided the seat is removed, stowed, or secured in the retracted position. NOTE: An inoperative seat belt renders seat inoperative.	
	D	1	0	(M) May be inoperative provided: a) Seat is removed, stowed, or secured in the retracted position, and b) Seat is not required to be occupied in an official capacity for extended periods of time. NOTE: An inoperative seat belt renders seat inoperative.	
2) Passenger/ Observer Seat (including 3-rd Audio System) ***	B	1	0	(M) May be inoperative provided the seat is not used and is blocked and placarded "DO NOT OCCUPY". NOTE: An inoperative seat belt renders seat inoperative.	
	D	1	0	(M) May be inoperative provided: a) Seat is not used and is blocked and placarded "DO NOT OCCUPY", and b) Seat is not required to be occupied in an official capacity for extended periods of time. NOTE: An inoperative seat belt renders seat inoperative.	
(Cont'd)					

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 25-6
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	4. Remarks or Exceptions Remarques ou exceptions
25 – <u>EQUIPMENT/ FURNISHINGS</u>			
21-02 Observer Seat ***			
2) Passenger/ Observer Seat (including 3-rd Audio System) *** (Cont'd)			
a) Recline Mechanism C	1	0	(M#) May be inoperative and seat occupied provided seat(s) is secured in the up-right position.
b) Lazyboy Legrest Mechanism ***	D 1	0	(M#) May be inoperative and seat occupied provided legrest is secured in stowed position.
c) Track/Swivel Mechanism ***	D 1	0	(M#) May be inoperative and seat occupied provided: a) Affected forward facing seat is secured in fully aft, fully outboard, forward facing position, and b) Affected aft facing seat is secured in fully forward, fully outboard, aft facing position.
3) Observer Seat not required by regulations (including associated equipment) ***	D -	0	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 25-7
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
25 – <u>EQUIPMENT/ FURNISHINGS</u>							
50-01	Cargo Restraint System	C	1	0		May be inoperative provided cargo compartment remains empty.	
	1) Cabin Interior Door Baggage Net	C	1	0		May be inoperative or missing provided no baggage is carried on the baggage compartment floor.	
	2) Baggage Shelf ***	D	1	0		May be inoperative or missing provided shelf is not used. NOTE: An inoperative baggage shelf restraining net renders shelf inoperative.	
61-01	Emergency Locator Transmitter (ELT) ***	A	-	0		May be inoperative for a maximum of 6 flights or 25 flight hours, whichever occurs first.	
		D	-	-		Any in excess of those required may be inoperative.	
62-01	Emergency Medical Equipment						
	1) First Aid Kits	A	-	-		If more than one is required, only one of the required first aid kits may be incomplete for a maximum of 2 calendar days.	
		D	-	-		Any in excess of those required may be incomplete or missing.	
	2) Emergency Medical Kit	A	-	-		The required emergency medical kits may be incomplete for flight to a destination where repairs or replacements can be made but not to exceed a maximum of two calendar days.	
		D	-	-		Any in excess of those required may be inoperative.	

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 25-8
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
25 – <u>EQUIPMENT/ FURNISHINGS</u>							
62-02	Flotation Equipment (Crew and Passengers)	D	-	-		(M) Any in excess of the minimum required may be missing or inoperative provided:	<ul style="list-style-type: none"> a) Affected equipment is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution of serviceable equipment is maintained.
62-03	Flashlights/ Flashlight Holders						
	1) Flashlights	C	-	0		(O) Any or all may be inoperative or missing provided affected crew member has a flashlight of equivalent characteristics readily available.	
	2) Holders	C	-	0		(O) Any or all may be inoperative or missing provided alternate stowage provisions are provided.	

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 25-9
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	4. Number Installed Nombre d'articles installés
25 – <u>EQUIPMENT/ FURNISHINGS</u>			
70-01 Passenger Convenience Items	D	-	0
			<p>Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.</p> <p>NOTE1: Exterior lavatory door ash trays are not considered convenience items.</p> <p>NOTE2: Galley equipment restraining devices such as latches, etc. must be serviceable or the compartment must not be used for storage and placarded "INOPERATIVE -DO NOT USE".</p> <p>NOTE3: Movie equipment individual screens must be capable of being stowed.</p> <p>NOTE4: Audio or audio-visual entertainment equipment which is used as the sole means of providing safety briefings and demonstrations is not considered a passenger convenience item.</p>

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 25-10
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés
25 – <u>EQUIPMENT/ FURNISHINGS</u>		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 26-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
26 – <u>FIRE PROTECTION</u>				
11-01	FIREX System	C 1	1	System redundancy may be degraded as indicated by "FIRE SYS FAULT" advisory message. NOTE: All FIREX System failures causing "FIRE SYS FAULT" advisory message must be repaired within 10 days after appearance of this message on EICAS.
11-02	FIREX Control Unit ARINC Communication	B 1	0	(O) May be inoperative provided FIRE DET test is performed before each flight.
13-01	APU Fire Detection Subsystem	C 1	0	May be inoperative provided APU is considered inoperative (49-11-01).
		C 1	0	(M#) May be inoperative for ground operations only provided: a) APU access panel is opened, b) APU is continuously visually monitored, and c) APU is shut down before taxi.
14-01	Main Landing Gear Bay Overheat Detection Subsystem	B 1	0	May be inoperative provided: a) Landing gear is left extended for a minimum of 5 minutes after takeoff, b) Takeoff performance is in accordance with the AFM Supplement 2 - Supplemental information for the MMEL, and c) Takeoff is not conducted in icing conditions. NOTE: In case of engine failure after V1, performance is the prime consideration and the landing gear should be retracted normally until performance penalty with gear down is not a problem.
15-01	Baggage Compartment Smoke Detection Subsystem	C 1	0	May be inoperative provided baggage compartment remains empty. NOTE: Does not preclude the carriage of ballast. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 26-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
26 – <u>FIRE PROTECTION</u>				
21-01	APU Fire Extinguishing Subsystem	C 1	0	May be inoperative provided APU is considered inoperative (49-11-01).
		C 1	0	(M#) May be inoperative for ground operations only provided: <ul style="list-style-type: none"> a) APU access panel is opened, b) APU is continuously visually monitored, and c) APU is shut down before taxi.
23-01	Portable Fire Extinguishers	D -	-	(M)(O) Any in excess of those required by Regulations may be inoperative or missing provided: <ul style="list-style-type: none"> a) Inoperative fire extinguisher is removed from the passenger cabin or flight compartment and its location is placarded "INOPERATIVE", or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded "INOPERATIVE", b) Required distribution is maintained, and c) Procedures are established to alert crew members of missing or inoperative fire extinguishers.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 27-1
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article		1.	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
<u>27 – FLIGHT CONTROLS</u>						
10-01	EICAS Aileron Control Surface Position Indications	C	2	0	(O) Any or all may be inoperative provided the affected control surface is visually checked for full, free and correct movement before each flight.	
20-01	EICAS Rudder Control Surface Position Indication	C	1	0	(O) May be inoperative provided: a) Rudder Pedal Adjustment Systems are operative, and b) Control surface is visually checked for full, free and correct movement before each flight.	
20-02	Rudder Pedal Adjustment Systems	C	2	0	(M)(O) Any or all may be inoperative provided: a) Actuators are deactivated, b) EICAS Rudder Control Surface Position Indication is operative, c) Pedals position is acceptable to the affected crewmember, and d) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations.	
32-02	STALL PUSHER "OFF" Switch Light (light function only)	C	1	0		
41-01	Pitch Trim System	C	1	1	(O) System redundancy may be degraded as indicated by "STAB TRIM FAULT" advisory message provided pilot and copilot manual trim switches are verified operative before each flight. NOTE: All Pitch Trim System failures causing "STAB TRIM FAULT" advisory message must be repaired within 10 days after appearing of this message on EICAS.	
60-01	Spoiler System					
	1) Ground Lift Dumping AUTO Function	C	1	0	(O) May be inoperative provided: a) GND SPOILERS rotary selector switch is selected to MANUAL ARM before each take off and landing, and b) GND SPOILERS rotary selector switch is selected to OFF after each landing.	

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 27-2
	Date: Dec 15/09	

System & Sequence NO NO de système/série		1. Item article	2.	3. Number Installed Nombre d'articles installés	4. Number Required For Dispatch Nombre d'articles à expédier	5. Remarks or Exceptions Remarques ou exceptions
27 – <u>FLIGHT CONTROLS</u>						
61-01	ROLL SPOILERS "OFF" Switch Light (light function only)	C	1	0		

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 28-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
28 – <u>FUEL</u>				
21-01	APU Fuel SOV C	1	0	(M#) May be inoperative provided: a) Valve is deactivated CLOSED, and b) APU is considered inoperative (49-11-01).
21-02	L & R Fuel Boost Pumps A	2	1	(M)(O) May be inoperative provided: a) Inoperative Boost Pump is selected to OFF, b) Inoperative Boost Pump is deactivated, c) Both primary feed ejectors are verified operative, d) Transfer (XFER) Valve is verified operative, e) Gravity cross-flow (XFLOW) valve is verified operative, f) Operations are conducted at or below 18500 ft, g) Bulk Fuel Temperature before takeoff is below or equal to 25 ° C (77 ° F), h) Aircraft has fuel of types Jet A or Jet A1, i) A minimum fuel quantity of 2000 lbs per wing (4000 lbs total) is required for landing and any fuel quantity below this value is considered unusable. j) Cross-side Fuel Boost Pump AUTO function is verified operative, k) Operations are conducted within one hour from a suitable airport, and l) Repairs are made within one flight day.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 28-2
	Date: Dec 15/09	

1. System & Sequence NO 2. Item NO de système/série article	1.	2.	3. Number Installed Nombre d'articles installés	4. Number Required For Dispatch Nombre d'articles à expédier	5. Remarks or Exceptions Remarques ou exceptions
28 – <u>FUEL</u>					
21-03 L & R Fuel Boost Pumps Auto Function					
1) L Fuel Boost Pump AUTO Function	C	1	0		May be inoperative provided FUEL L PUMP rotary selector switch is selected to ON before left engine start and selected to OFF after engine started.
2) R Fuel Boost Pump AUTO Function	C	1	0		May be inoperative provided: a) FUEL R PUMP rotary selector switch is selected to ON before right engine start and selected to OFF after engine started, and b) FUEL R PUMP rotary selector switch is selected to ON before APU start and selected to OFF after right engine started or APU shut down.
22-01 XFER Valve	C	1	0		(M)(O) May be inoperative provided: a) Valve is deactivated CLOSED, b) Gravity XFLOW Valve is verified operative, and c) Operations are conducted within one hour from a suitable airport.
22-02 FUEL XFER “-” Switch Light (light function only)	C	1	0		
22-03 FUEL GRAVITY XFLOW “-” Switch Light (light function only)	C	1	0		
22-04 Gravity XFLOW Valve	C	1	0		(M) May be inoperative provided: a) Valve is deactivated CLOSED, b) XFER Valve is verified operative, and c) Operations are conducted within one hour from a suitable airport.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 28-3
	Date: Apr 16/12	

1. System & Sequence NO Item NO de système/série article		1.	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
28 – <u>FUEL</u>					
23-01	Pressure Refueling System (Refuel/Defuel Control Panel)	C	1	0	(O) May be inoperative provided gravity refueling procedure is used.
	1) Automatic Mode	C	1	0	(O) May be inoperative provided Manual Mode is operative.
	2) Manual Mode	C	1	0	(O) May be inoperative provided Automatic Mode is operative.
	3) Fuel Quantity Display Indications (Left and Right)	C	2	0	(O) Any or all may be inoperative provided Manual Mode is operative and used.
23-02	Refuel/Defuel Valves	C	2	0	(M) Any or all may be inoperative provided: a) Valves are deactivated, b) Affected valve is verified CLOSED, and c) Gravity refueling procedure is used.
23-03	Pressure Relief Valves	C	2	0	(M#) Any or all may be inoperative provided: a) Affected valve is verified CLOSED, and b) Pressure Refueling System Manual Mode is operative and used.
		C	2	0	(M#) Any or all may be inoperative provided: a) Affected valve is verified CLOSED, and b) Gravity refueling procedure is used for the affected tank.
23-04	Refuel/Defuel Adapter Cap	C	1	0	(M) May be inoperative (missing) provided: a) Refuel/defuel adapter is visually checked for contamination before each pressure refueling, b) Check valve is verified CLOSED after each pressure refueling, and c) Refuel/Defuel SOVs are verified CLOSED after each pressure refueling.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 28-4
	Date: Apr 16/12	

System & Sequence NO Item NO de système/série article		1.	2.	Number Installed Nombre d'articles installés	3.	Number Required For Dispatch Nombre d'articles à expédier	4.	Remarks or Exceptions Remarques ou exceptions
28 – <u>FUEL</u>								
40-01	EICAS Bulk Fuel Temperature Indication System	C	1	0			(M) May be inoperative provided fuel temperature is verified to be within limits before each flight.	
41-01	High Level Sensors	C	2	0			(O) Any or all may be inoperative provided: <ul style="list-style-type: none"> a) Pressure Refueling System Manual Mode is operative and used, and b) Maximum allowed fuel quantity in each tank is limited to 5500 lbs (2500 kg). 	
		C	2	0			(O) Any or all may be inoperative provided gravity refueling procedure is used for the affected tank.	
							NOTE: Refer to AFM fuel limitations for the maximum usable fuel load when using gravity refueling.	
41-02	Fuel Quantity Gauging Computer Channels	C	2	1			May be inoperative provided Fuel Used Readout is operative.	

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 29-1
	Date: Apr 16/12	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
29 – <u>HYDRAULIC POWER</u>				
11-01	HYDRAULIC L/R SOV "CLOSED" Switch Light (light function only)	C 2	0	
12-01	L & R DC Motor Pumps (DCMP)			
	1) AUTO Function (Aircraft 20003 to 20190 <u>without</u> SB 100-29-11)	C 2	0	
	2) AUTO Function (Aircraft 20003 to 20190 <u>with</u> SB 100-29-11) Aircraft 20191 and subs.	C 2	0	(O) Any or all may be inoperative provided affected pump HYDRAULIC L/R PUMP rotary selector switch is selected to ON before each take-off and approach.
12-02	Power Transfer System	C 1	0	(M)(O) May be inoperative provided: a) Power transfer unit selector valve is deactivated CLOSED, and b) Takeoff performance is in accordance with the AFM Supplement 2 – Supplemental information for the MMEL (Flight with Landing Gear Down). NOTE: Only take-off and climb performance penalties for Landing Gear Down apply.
	1) AUTO Function	C 1	0	May be inoperative provided: a) HYDRAULIC PTU rotary selector switch is selected to ON before each take off and selected to OFF during each climb, and b) HYDRAULIC PTU rotary selector switch is selected to ON before each approach and selected to OFF after each landing.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page
	Date: Apr 16/12	29-2

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
29 – <u>HYDRAULIC POWER</u>			
31-01 EICAS L & R Hydraulic Pressure Readouts	C 2	0	(O) Any or all may be inoperative provided DCMP Low Pressure Switch and EDP Low Pressure Switch on the affected side are verified operative.
31-02 L & R Hydraulic Pump Low Pressure Switches			
1) DCMP Low Pressure Switches	C 2	0	(O) Any or all may be inoperative provided: <ul style="list-style-type: none"> a) EDP Low Pressure Switch on the affected side is operative, b) Affected hydraulic pump is verified operative before each flight, and c) EICAS Hydraulic Pressure Readout and Hydraulic Reservoir Quantity Readout in the affected system are operative and monitored during flight.
2) EDP Low Pressure Switches	C 2	0	(O) Any or all may be inoperative provided: <ul style="list-style-type: none"> a) DCMP Low Pressure Switch on the affected side is operative, b) Affected hydraulic pump is verified operative before each flight, and c) EICAS Hydraulic Pressure Readout and Hydraulic Reservoir Quantity Readout in the affected system are operative and monitored during flight. <p>NOTE: When aircraft is dispatched with right EDP Low Pressure Switch inoperative, flaps will operate at low rate.</p>

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 29-3
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
29 – <u>HYDRAULIC POWER</u>				
32-01	EICAS Hydraulic Reservoir Quantity Readouts			
1) L & R	C	2	0	(O) Any or all may be inoperative provided: <ul style="list-style-type: none"> a) Hydraulic Reservoir Quantity Gauge in the affected system is operative, b) Quantity in associated reservoir is verified adequate on respective Hydraulic Reservoir Quantity Gauge before each flight, and c) Hydraulic Pump Low Pressure Switches (DCMP and EDP) on the affected side are operative.
2) AUX	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) AUX Hydraulic Reservoir Quantity Gauge is operative, and b) Quantity in auxiliary system reservoir is verified adequate on AUX Hydraulic Reservoir Quantity Gauge before each flight.
32-02	Hydraulic Reservoir Quantity Gauges			
1) L & R	C	2	0	Any or all may be inoperative provided EICAS Hydraulic Reservoir Quantity Readout in the affected system is operative.
2) AUX	C	1	0	May be inoperative provided AUX EICAS Hydraulic Reservoir Quantity Readout is operative.

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 29-4
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés
		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
29 – <u>HYDRAULIC POWER</u>		<p style="text-align: center; margin-top: 200px;">THIS PAGE INTENTIONALLY LEFT BLANK</p>

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 30-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
30 – <u>ICE AND RAIN PROTECTION</u>				
10-01	High Pressure Valves (HPV) C	2	0	(M#) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) ANTI-ICE WING switch is selected OFF, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.
10-02	Anti-Ice Bleed Pressure Indication Systems C	2	0	Any or all may be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.
10-03	Wing Anti-Ice Valves (WAIV) C	2	0	(M#) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) ANTI-ICE WING switch is selected OFF, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.
10-04	Wing Isolation Valve (CBW) C	1	0	May be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.
10-05	ANTI-ICE WING "ON" Switch Light (light function only) C	1	0	

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 30-2
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article		1.	2.	Number Installed Nombre d'articles installés	
				3. Number Required For Dispatch Nombre d'articles à expédier	
				4. Remarks or Exceptions Remarques ou exceptions	
30 – <u>ICE AND RAIN PROTECTION</u>					
10-06	Engine Anti-Ice Valves	C	2	1	(O) May be inoperative CLOSED provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.
		C	2	1	(O) May be inoperative OPEN provided: a) Affected engine ITT margin is checked before each take-off, and b) Operations are conducted in accordance with AFM Performance data for engine anti-ice ON.
10-07	Engine Anti-Ice TT2 Probe Heaters	C	2	1	(O) May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.
10-08	Engine Anti-Ice Low Pressure Switches	C	2	1	(O) May be inoperative provided: a) Operations are conducted in accordance with AFM Performance data for engine anti-ice ON, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.
10-09	ANTI-ICE ENG L & R "ON" Switch Lights (light function only)	C	2	0	
11-01	Wing Anti-Ice Temperature Sensors	C	4	0	Any or all may be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.
	1) Outboard Wing Anti-Ice Temperature Sensor Elements	C	4	2	(M) One sensor element per sensor may be inoperative provided Anti-Ice Bleed Pressure Indication Systems operational status is verified before each flight.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 30-3
	Date: Apr 16/12	

1. System & Sequence NO Item NO de système/série article	2.	3.	Number Installed Nombre d'articles installés
			3. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
30 – <u>ICE AND RAIN PROTECTION</u>			
31-01 Air Data Probe Heating System			
1) Pitot/Static Probe & Base Heaters	B	4	2 (M) Except where enroute operations require its use, same side Probe and/or Base Heaters may be inoperative provided: <ul style="list-style-type: none"> a) Affected heater is deactivated, b) Standby Pitot Probe Heater is operative, c) Operations are not conducted in visible moisture (including standing water and slush) in any form, d) Operations are not conducted in known or forecast icing conditions, e) One Ice Detection System is operative, and f) Operations are conducted in day VMC conditions only.
2) Standby Pitot Probe Heater	B	1	0 (M) May be inoperative provided: <ul style="list-style-type: none"> a) Heater is deactivated, b) Pitot/Static Probe & Base Heaters are operative, c) Operations are not conducted in visible moisture (including standing water and slush) in any form, d) Operations are not conducted in known or forecast icing conditions, e) One Ice Detection System is operative, and f) Operations are conducted in day VMC conditions only.
(Cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 30-4
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
30 – <u>ICE AND RAIN PROTECTION</u>				
31-01	Air Data Probe Heating System (Cont'd)			
3)	Static Port Heaters	B 2	1	(M) Except where enroute operations require its use, may be inoperative provided: a) Affected heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in day VMC conditions only.
4)	AOA Sensor Vane & Case Heaters	B 4	2	(M) Same side Vane and/or Case Heaters may be inoperative provided: a) Affected heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in day VMC conditions only.
5)	TAT Sensor Heater	B 1	0	(M) May be inoperative provided: a) Heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in day VMC conditions only.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 30-5
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
30 – <u>ICE AND RAIN PROTECTION</u>				
31-02	ANTI-ICE L/R PROBES “OFF Switch Light (light function only)	C 2	0	
40-01	Drain Mast Heaters	C 2	0	(M) Any or all may be inoperative provided: a) Heaters are deactivated, b) Water System is considered inoperative (38-00-01), c) Galley ice drawers remain empty, and d) Lavatory sink and galley drip tray (sink) are placarded “INOPERATIVE – DO NOT USE”.
41-01	Windshield & Side Window Heating System			
	1) Windshield Heating Channels	C 2	1	(M) May be inoperative provided: a) Affected channel is deactivated, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.
		C 2	0	(M) Any or all may be inoperative provided: a) Affected channel is deactivated, b) Side Window Heating Channels are operative, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.
	2) Side Window Heating Channels	C 2	1	(M) Right may be inoperative provided: a) Channel is deactivated, and b) One Windshield Heating Channel is operative.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 30-6
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article		1.	2.	3.	4.
			Number Installed Nombre d'articles installés	Number Required For Dispatch Nombre d'articles à expédier	Remarks or Exceptions Remarques ou exceptions
30 – <u>ICE AND RAIN PROTECTION</u>					
80-01	Ice Detection Systems	C	2	1	(M) May be inoperative provided: a) Affected detector is deactivated, b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.
		C	2	0	(M) Any or all may be inoperative for day operations provided: a) Affected detector is deactivated, b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.
		C	2	0	(M) Any or all may be inoperative for night operations provided: a) Affected detector is deactivated, b) Anti-ice systems are turned ON when SAT is between +10 °C and –40 °C.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 31-1
	Date: Dec 15/09	

System & Sequence NO NO de système/série article	1. Item	2. C	2. Number Installed Nombre d'articles installés		4. Remarks or Exceptions Remarques ou exceptions
			3. Number Required For Dispatch Nombre d'articles à expédier	3. Number Installed	
31 – <u>INDICATING/RECORDING SYSTEMS</u>					
21-01	Clock	C	1	0	May be inoperative provided a reliable and functioning timepiece is readily available to all flight compartment crew members.
	1) Universal Time Co-ordination Display (UTC)	C	1	0	
	2) Flight Time (FT)	C	1	0	
	3) Chronometer (CHR)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to determine elapsed time.
	4) LCD Display Segments / Mode (Annuns.)	C	-	-	Individual segments or annunciations may be inoperative provided flight crews can readily determine mode of operation.
31-01	Flight Data Recorder (FDR)	A	-	0	One or more may be inoperative provided: <ul style="list-style-type: none"> a) The aeroplane does not exceed 8 further consecutive flights with the FDR inoperative, b) A maximum of 72 hours have elapsed since the FDR was found to be inoperative, and c) Any Cockpit Voice Recorder required to be carried is operative. <p>NOTE 1: The flight data recorder is considered to be inoperative when any of the following conditions exist:</p> <ul style="list-style-type: none"> (i) Loss of the flight recording function is evident to the flight crew during the pre-flight check by means of a "FDR FAIL" advisory message displayed on the EICAS.
(Cont'd)					

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 31-3
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés		4. Remarks or Exceptions Remarques ou exceptions
			3.	Number Required For Dispatch Nombre d'articles à expédier	
31 – <u>INDICATING/ RECORDING SYSTEMS</u>					
41-01	Cursor Control Panel (CCP) (Aircraft with Single CCP) (Aircraft 20000 to 20124)				
	1) L/R Toggle Switch	C	1	0	May be inoperative with CCP control active for right MFD provided right MFD is operative.
		C	1	0	May be inoperative with CCP control active for left MFD.
	2) Joystick	C	1	0	May be inoperative provided: a) Electronic Checklist is considered inoperative (31-60-01), and b) Maintenance Diagnostic Computer is considered inoperative (45-45-01).
	3) CKLST Pushbutton	C	1	0	May be inoperative provided Electronic Checklist is considered inoperative (31-60-01).
	4) SKIP Pushbutton	C	1	0	
	5) FRMT Pushbutton	C	1	0	May be inoperative provided Maintenance Diagnostic Computer is considered inoperative (45-45-01).
					NOTE: Plan Map will not be available unless PLAN pushbutton is installed and operative.
	6) TFC Pushbutton	C	1	0	May be inoperative provided Maintenance Diagnostic Computer is considered inoperative (45-45-01).
	7) TR/WX Pushbutton	C	1	0	May be inoperative provided Maintenance Diagnostic Computer is considered inoperative (45-45-01).
	8) ENTER Pushbutton	C	1	0	May be inoperative provided: a) Electronic Checklist is considered inoperative (31-60-01), and b) Maintenance Diagnostic Computer is considered inoperative (45-45-01).
(Cont'd)					

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 31-4
	Date: Apr 16/12	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés		4. Remarks or Exceptions Remarques ou exceptions
			3. Number Required For Dispatch Nombre d'articles à expédier		
<u>31 – INDICATING/ RECORDING SYSTEMS</u>					
41-01	Cursor Control Panel (CCP) (Aircraft with Single CCP) (Aircraft 20000 to 20124) (Cont'd)				
	9) AUTO Pushbutton	D	1	0	
	10) PLAN Pushbutton	D	1	0	
	11) SHLDR Pushbutton	D	1	0	
	12) SIDE Pushbutton	D	1	0	
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20125 and up)	C	2	1	(O) Right side may be inoperative.
	1) Joystick	C	2	1	
		C	2	0	May be inoperative provided: a) Maintenance Diagnostic Computer (45-45-01) is considered inoperative, b) Electronic Checklist (31-60-01) is considered inoperative, c) If installed, XM Graphical Weather function (46-10-01) is considered inoperative, and d) If installed, Electronic Charts (46-10-01) are considered inoperative.
(Cont'd)					

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 31-5
	Date: Apr 16/12	

1. System & Sequence NO No de système/série article	2. Item article	3. Number Installed Nombre d'articles installés	4. Number Required For Dispatch Nombre d'articles à expédier	5. Remarks or Exceptions Remarques ou exceptions
31 – <u>INDICATING/RECORDING SYSTEMS</u>				
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20125 and up) (Cont'd)			
	2) JSTK Pushbuttons	C 2	0	
	3) MEM Pushbuttons	D 6	0	
	4) CHART Pushbuttons	C 2	1	
		C 2	0	May be inoperative provided Electronic Charts (46-10-01) if installed, are considered inoperative.
	5) ZOOM Pushbuttons	C 2	1	
		C 2	0	May be inoperative provided: a) If installed, XM Graphical Weather function (46-10-01) is considered inoperative, and b) If installed, Electronic Charts (46-10-01) are considered inoperative.
	6) Orient Pushbuttons (located under the CHART pushbutton)	C 2	1	
		C 2	0	May be inoperative provided: a) If installed, XM Graphical Weather function (46-10-01) is considered inoperative, and b) If installed, Electronic Charts (46-10-01) are considered inoperative.
	7) LWR FRMT Pushbuttons	C 2	0	(O)
(Cont'd)				

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 31-6
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
31 – <u>INDICATING/RECORDING SYSTEMS</u>			
41-02 Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20125 and up) (Cont'd)			
8) UPR MENU Pushbuttons	C 2	1	
9) LWR MENU Pushbuttons	C 2	1	
10) ESC Pushbuttons	C 2	0	
11) PUSH SELECT Pushbuttons (Menu)	C 2	1	
12) MENU ADV knobs	C 2	1	
13) DATA knobs (Menu)	C 2	1	
14) TFC Pushbuttons	C 2	0	(O)
15) TR/WX Pushbuttons	C 2	0	
16) ELEC Pushbuttons	C 2	0	
17) FLT Pushbuttons	C 2	0	
18) HYD Pushbutton (Cont'd)	C 2	0	
			NOTE: The Flight Control System (FCS) diagnostics page may not be accessible.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 31-7
	Date: Apr 16/12	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés		4. Remarks or Exceptions Remarques ou exceptions
			3.	Number Required For Dispatch Nombre d'articles à expédier	
31 – <u>INDICATING/ RECORDING SYSTEMS</u>					
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20125 and up)(Cont'd)				
	19) A/ICE Pushbutton	C	2	0	May be inoperative provided Maintenance Diagnostic Computer (45-45-01) is considered inoperative. NOTE: The Flight Control System (FCS) diagnostics page will not be accessible.
	20) ECS Pushbutton	C	2	0	May be inoperative provided Maintenance Diagnostic Computer (45-45-01) is considered inoperative. NOTE: The Flight Control System (FCS) diagnostics page will not be accessible.
	21) FUEL Pushbutton	C	2	0	May be inoperative provided Maintenance Diagnostic Computer (45-45-01) is considered inoperative.
	22) CAS Pushbutton	C	2	1	Right side may be inoperative.
	23) CKLST Pushbutton	C	2	0	May be inoperative provided Electronic Checklist (31-60-01) is considered inoperative.
	24) SKIP Pushbutton	C	2	0	
	25) ENTER Pushbutton	C	2	1	
		C	2	0	May be inoperative provided: a) Maintenance Diagnostic Computer (45-45-01) is considered inoperative. b) Electronic Checklist (31-60-01) is considered inoperative, c) If installed, XM Graphical Weather function (46-10-01) is considered inoperative, and d) If installed, Electronic Charts (46-10-01) are considered inoperative.
	(Cont'd)				NOTE: Flight crew will lose the ability to select waypoint with joysticks.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 31-8
	Date: Apr 16/12	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés		4. Remarks or Exceptions Remarques ou exceptions
			3.	Number Required For Dispatch Nombre d'articles à expédier	
31 – <u>INDICATING/RECORDING SYSTEMS</u>					
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) ((Aircraft 20125 and up) (Cont'd)				
	26) SUMRY Pushbutton	D	2	1	
		C	2	0	May be inoperative provided the Right MFD is operative.
	27) STAT Pushbutton	C	2	1	
		C	2	0	May be inoperative provided both FSU (46-10-01) are considered inoperative.
52-01	BRT/DIM System	C	1	0	May be inoperative provided lighting brightness is acceptable to flight crew for intended flight (day/night) conditions.
60-01	Electronic Checklist	C	1	0	(O) May be inoperative provided alternate procedures are established and used. Note: A paper copy of the checklist must be onboard at all time.
60-02	Digital Voice Checklist ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided normal procedures do not require its use.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 31-9
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
31 – <u>INDICATING/ RECORDING SYSTEMS</u>			
61-01 Adaptive Flight Displays (AFD)			
1) Aircraft with Single Cursor Control Panel	B 4	3	(O) Right MFD may be inoperative provided: <ul style="list-style-type: none"> a) Cursor Control Panel L/R Toggle Switch is operative to select CCP control to left MFD, b) Two Control Display Units are installed and operative, c) Two airspeed tapes are operative, d) Two altitude tapes are operative, e) Unaffected displays reversion capabilities are verified operative before each flight, and f) Radio tuning reversion capabilities are verified operative before each flight. <p>NOTE: If right side radio tuning is required, the RIGHT DISPLAYS reversion switch must be selected to PFD REV or the TUNE reversion switch must be selected to CDU ONLY.</p>
2) Aircraft with Dual Cursor Control Panel (Aircraft 20125 and up)	B 4	3	(O) Right MFD may be inoperative provided: <ul style="list-style-type: none"> a) Two Control Display Units are installed and operative, b) Two airspeed tapes are operative, c) Two altitude tapes are operative, d) Unaffected displays reversion capabilities are verified operative before each flight, and e) Radio tuning reversion capabilities are verified operative before each flight. <p>NOTE: If right side radio tuning is required, the RIGHT DISPLAYS reversion switch must be selected to PFD REV or the TUNE reversion switch must be selected to CDU ONLY.</p>

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 31-10
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier		
31 – <u>INDICATING/ RECORDING SYSTEMS</u>		<table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 10%;">4. Remarks or Exceptions Remarques ou exceptions</th> </tr> </thead> <tbody> <tr> <td style="height: 400px; vertical-align: middle; text-align: center;">THIS PAGE INTENTIONALLY LEFT BLANK</td> </tr> </tbody> </table>	4. Remarks or Exceptions Remarques ou exceptions	THIS PAGE INTENTIONALLY LEFT BLANK
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EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page
	Date: Dec 15/09	32-1

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés	3.	Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
32 – LANDING GEAR						
30-01 Landing Gear Retraction System	B	1	0	0	(M) May be inoperative provided:	<ul style="list-style-type: none"> a) Ground lock pins are installed, b) Operations are not conducted in known or forecast icing conditions, c) Extended overwater operations are prohibited, and d) Operations are conducted in accordance with AFM Supplement 2 - Supplemental information for the MMEL.
43-01 Brake Accumulator Pressure Gauges	C	2	0	0	(M#) Any or all may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge.	
50-01 Nosewheel Steering System	C	1	0	0	(M)(O) May be inoperative provided:	<ul style="list-style-type: none"> a) Nosewheel steering limits are not exceeded, b) LANDING GEAR NWS switch is selected OFF, c) Solenoid selector valve is verified CLOSED, d) Operations are not conducted on contaminated runways, and e) Operations are conducted in accordance with AFM Supplement 2 - Supplemental information for the MMEL.

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 32-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier		
32 – <u>LANDING GEAR</u>		<table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 10%;">4. Remarks or Exceptions Remarques ou exceptions</th> </tr> </thead> <tbody> <tr> <td style="text-align: center; vertical-align: middle;">THIS PAGE INTENTIONALLY LEFT BLANK</td> </tr> </tbody> </table>	4. Remarks or Exceptions Remarques ou exceptions	THIS PAGE INTENTIONALLY LEFT BLANK
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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 33-1
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
33 – LIGHTS					
10-01	Cockpit and Instrument Lighting Systems				
	1) Reading, Stowage Lights, and Panels Backlighting	C	-	-	Individual lights may be inoperative for night operations provided remaining lights are: a) Sufficient to clearly illuminate all instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew members' eyes, and c) Lighting configuration and intensity is acceptable to flight crew.
		C	-	0	May be inoperative for day operations.
	2) Dome Light LEDs	C	-	-	May be inoperative provided lighting from remaining LEDs is acceptable to flight crew for night operations.
		C	-	0	May be inoperative for day operations.
20-01	Cabin Lighting System (Overhead & Sidewall)	C	-	-	Individual lighting sources may be inoperative provided cabin lighting is sufficient for crew members to perform their duties.
20-02	Floor Accent Lighting System ***	D	-	0	
21-01	Airstair Lights	D	-	0	
23-01	Passenger Notice System (No Smoking / Fasten Seat Belt)				
	1) Cabin Signs ('Fasten Seat Belt' & 'No Smoking' Signs)	C	-	-	(M) One or more may be inoperative provided no passenger seat, crew member seat or lavatory is occupied from which a 'No Smoking/Fasten Seat Belt' sign is not readily legible.
(Cont'd)					

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 33-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions
33 – <u>LIGHTS</u>				
23-01 Passenger Notice System (No Smoking / Fasten Seat Belt) (Cont'd)	C	-	-	(O) No Smoking/Fasten Seat Belt' signs may be inoperative and the affected passenger seat(s), cabin crew seat(s) or lavatory may be occupied provided: <ul style="list-style-type: none"> a) The Passenger Address system is operative and can be clearly heard throughout the cabin during flight, and b) A procedure is used to notify passengers when the seat belts must be fastened and smoking is prohibited as appropriate.
	C	-	-	May be inoperative provided passengers are not carried.
2) Aural tone Function	C	1	0	(O) May be inoperative provided alternative procedures are established and used.
31-01 Service Lighting				
1) Aft Compartment Lights	D	2	0	
2) Cargo Loading Light	D	1	0	
3) Service Panel Lights ***	D	4	0	
41-01 Landing Lights				
1) Belly Fairing Lights	B	2	1	May be inoperative for night operations provided Nose Light is operative.
	B	2	1	May be inoperative for night operations provided Taxi Light is operative.
(Cont'd)				

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 33-3
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
33 – <u>LIGHTS</u>			
41-01 Landing Lights (Cont'd)			
	B 2	0	Any or all may be inoperative for night operations provided: a) Nose Light is operative, and b) Taxi Light is operative.
	C 2	0	Any or all may be inoperative for day operations.
a) Belly Fairing Lights Pulse Function ***	D 2	0	
2) Nose Light	C 1	0	May be inoperative for night operations provided: a) One Belly Fairing Light is operative, and b) Taxi Light is operative.
	C 1	0	May be inoperative for night operations provided Belly Fairing Lights are operative.
	C 1	0	May be inoperative for day operations.
41-02 Taxi Light	C 1	0	May be inoperative for night operations provided: a) Nose Landing Light is operative, and b) One Belly Fairing Landing Light is operative.
	C 1	0	May be inoperative for night operations provided Belly Fairing Landing Lights are operative.
	C 1	0	May be inoperative for day operations.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 33-4
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions
33 – LIGHTS				
42-01 Navigation Lights (Halogen or LED types)				
1) Wing Tip Navigation Lights	C	-	2	(M) One on each side must be operative and enabled for night operations.
	C	-	0	Any or all may be inoperative for day operations.
2) Tail Navigation Lights	C	-	1	(M) One must be operative and enabled for night operations.
	C	-	0	Any or all may be inoperative for day operations.
43-01 Dual Function Anti - Collision Lights				
1) White Strobes (Upper / Lower)	C	2	0	(O) Any or all may be inoperative for day operations.
2) Red Beacons (Upper / Lower)	C	2	0	(M)(O) Any or all may be inoperative provided adequate precautions are taken to clear danger areas before engine start and while engines are running.
43-02 Wing Tip Strobe Lights ***	D	2	0	
45-01 Logo Lights ***	D	2	0	

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision:	3	Page 33-5
	Date:	Apr 16/12	

System & Sequence NO Item NO de système/série article	1.	2.	3.	4.
		Number Installed Nombre d'articles installés	Number Required For Dispatch Nombre d'articles à expédier	Remarks or Exceptions Remarques ou exceptions
33 – <u>LIGHTS</u>				
45-02 Wing Inspection Lights	B	2	0	Any or all may be inoperative for night operations provided a portable lamp/light of adequate capacity for wing inspection is available for operations in icing conditions.
	C	2	0	Any or all may be inoperative for night operations provided operations are not conducted in known or forecast icing conditions.
	C	2	0	Any or all may be inoperative for day operations.
50-01 Exterior Emergency Lights	C	3	0	Any or all may be inoperative for day operations.
	A	3	0	(O) Any or all may be inoperative for night operations provided: <ul style="list-style-type: none"> a) Aircraft crew are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day. NOTE: For the purpose of this item "aircraft crew" is considered to be flight attendants, aircraft maintenance engineers and supervisory crew members.
50-02 Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System)				
1) Passengers are carried		1	1	System must be operative
a) Path Marking Light Fixtures (Bruce Industries Lights STC ST01569LA)	C	-	-	A minimum of one out of two bulbs in each fixture must be operative.
(Cont'd)				

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 33-6
	Date: Apr 16/12	

1. System & Sequence NO Item NO de système/série article	2.	3.	Number Installed Nombre d'articles installés
33 – <u>LIGHTS</u>			
50-02 Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System) (Cont'd)			
b) Exit Identifiers			
I) Bruce Industries C	2	2	A minimum of two out of five bulbs within each fixture must be operative.
Light Model BR9661-series STC ST01569LA			
II) EMTEQ LED C	3	3	A minimum of three full LED rows out of four within each fixture must be operative.
type (P/N C300-ELES-001 and C300-ELES-002 only) Aircraft, 20139,20143, 20146,20148 and up.			
2) passengers are B	1	0	System may be inoperative.
not carried			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 34-1
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés		4. Remarks or Exceptions Remarques ou exceptions
			3.	Number Required For Dispatch Nombre d'articles à expédier	
34 – <u>NAVIGATION</u>					
10-01 Integrated Standby Instrument System (ISIS)					
1) ILS Function	C	1	0		
2) Attitude Function	B	1	0		(M) May be inoperative provided: a) Operations conducted in day VMC, and b) Instrument attitude display is covered.
10-02 Non-stabilized Magnetic Compass (Standby Compass)	B	1	0		(O) May be inoperative provided operations are conducted under positive radar control by ATC during the enroute flight phase.
	C	1	0		(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided operations are conducted in conjunction with approved Free Gyro Navigation Techniques.
11-01 Altitude Alerting Systems	A	2	0		(O) Except where enroute operations require its use, any or all may be inoperative provided: a) Autopilot with altitude hold is operative, and b) Repairs are made within three flight days. NOTE: Altitude Alerting System is required for RVSM Operations.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 34-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
34 – <u>NAVIGATION</u>				
21-01	Attitude Heading Reference System (AHRS) B	2	1	(M)(O) AHRS 2 may be inoperative provided: a) Integrated Standby Instrument System is operative, b) Flight Director 2 is considered inoperative 22-10-02), c) Autopilot System is considered inoperative (22-10-01), d) Reversion Switch Panel ATT/HDG rotary switch is selected to 1, e) Operations are conducted in day VMC only, f) Operations are not conducted into known or forecast VFR-On-Top conditions, g) Operations are conducted within one hour from a suitable airport, and h) Operations are conducted in accordance with AFM Supplement 2-Supplemental information for the MMEL.
41-01	Weather Radar System(s) (Antenna(s), XCVR(s), Display Overlay(s)) C	1	0	May be inoperative provided the weather reports or forecasts available to the commander indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which could be detected by the system(s) when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom.
42-01	Terrain Awareness Warning System (TAWS) A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 6 further consecutive flights or 25 flights hours or 2 flight days, whichever occurs first.
	1) Glideslope Deviation (Mode 5) B	1	0	
	2) Advisory Callouts C	1	0	(O) May be inoperative provided alternate procedures are established and used.
(Cont'd)				

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 34-3
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
34 – <u>NAVIGATION</u>							
42-01	Terrain Awareness Warning System (TAWS) (Cont'd)						
	3) Windshear Mode	C	1	0	(O) May be inoperative provided:	a) Alternate procedures are established and used, and	b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
	4) Terrain/Obstacle Awareness	C	1	0			
43-01	Traffic Alert Collision Avoidance System (TCAS II)	A	1	0	(M) May be inoperative for a maximum of 10 calendar days provided the system is deactivated and secured.		
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays (on PFD)	C	2	1	(O) May be inoperative on non-flying pilot side provided:	a) TA and RA elements and audio functions are operative on flying pilot side, and	b) TA and RA display indications are visible to the non-flying pilot.
	2) Resolution Advisory (RA) Display Systems	C	2	1	(O) May be inoperative on the non-flying pilot side.		
		C	2	0	(O) Any or all may be inoperative provided:	a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and	b) TA only mode is selected by the crew.
	3) Traffic Alert (TA) Display Systems	C	2	0	(O) One or more may be inoperative provided all installed RA display and audio functions are operative.		

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 34-4
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	3.	Number Installed Nombre d'articles installés
				Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
34 – <u>NAVIGATION</u>				
44-01 Radio Altimeter	A	1	0	(M)(O) May be inoperative provided: a) Altimeter is deactivated, b) Spoiler system is verified operative before each flight, c) TAWS is considered inoperative (34-42-01), d) TCAS is considered inoperative (34-43-01), e) Approach minimums or operating procedures do not depend on its use, f) Operations are conducted in accordance with AFM Supplement 2 - Supplemental information for the MMEL, and g) Repairs are made within three flight days.
46-01 Lightning Detection System ***	D	1	0	
51-01 VHF Navigation Systems (VOR/ILS)	C	2	1	NAV 2 may be inoperative provided: a) One Automatic Direction Finding System is operative, b) One Distance Measuring Equipment System is operative, and c) Operational procedures are not based only on VOR signals.
	C	2	1	(O) NAV 2 may be inoperative provided: a) One Automatic Direction Finding System is operative, b) One Distance Measuring Equipment System is operative, and c) Alternative navigational equipment approved for the route being flown is installed and operative.
				NOTE : The use of GPS requires that at least one FMS be operative.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 34-5
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
34 – <u>NAVIGATION</u>							
51-02	Automatic Direction Finding (ADF) System	B	-	0	(O) One or more may be inoperative provided alternate approved navigational equipment is operative and used.		
		C	-	0	NOTE : The use of GPS requires that at least one FMS be operative. One or more may be inoperative provided navigation procedures for the planned routes to be flown are not dependent upon the use of affected ADF.		
		D	-	-	Any in excess of those required by regulations may be inoperative.		
51-03	Marker Beacon System	B	2	0	One or more may be inoperative provided approach procedures do not require marker fixes.		
		D	2	0	One or more may be inoperative for VFR operations.		
53-01	Distance Measuring Equipment (DME)	B	-	0	(O) One or more may be inoperative provided alternate approved navigational equipment is operative and used.		
		C	-	0	NOTE 1: Operators should consider if the in-flight failure of any FMS sensor allows safe navigation with the remaining operative sensors and equipment. NOTE 2: The use of GPS requires at least one operative FMS.		
		D	-	-	One or more may be inoperative provided navigation procedures for the planned routes to be flown are not dependant upon the use of affected DME. Any in excess of those required may be inoperative.		

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 34-6
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés		4. Remarks or Exceptions Remarques ou exceptions
			3.	Number Required For Dispatch Nombre d'articles à expédier	
34 – <u>NAVIGATION</u>					
54-01 ATC Transponders and Automatic Altitude Reporting Systems (Mode S)	C	2	0		<p>One or more may be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended route.</p> <p>NOTE 1 : An SSR transponder with an operative Mode S function is defined as a transponder which can provide, at least, Elementary Surveillance capability.</p> <p>NOTE 2 : Altitude reporting, provided by an SSR transponder Mode S function, is required for TCAS II operation.</p> <p>NOTE 3 : Altitude reporting, provided by an SSR transponder Mode S function, is required for flight into RVSM airspace.</p> <p>NOTE 4 : Transponder and Flight Director/Autopilot must use same side ADC data for RVSM operations.</p>
	D	2	-		<p>Any in excess of those required for the intended route, may be inoperative.</p> <p>NOTE 1 : A SSR transponder with an operative Mode S function is defined as a transponder, which can provide, at least, Elementary Surveillance capability.</p> <p>NOTE 2 : Transponder and Flight Director/Autopilot must use same side ADC data for RVSM operations.</p>
1) Enhanced Surveillance Functions (if installed)	C	-	0		<p>One or more Downlinked Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when required for the intended route.</p>
	D	-	0		<p>One or more Downlinked Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when <u>not</u> required for the intended route.</p>

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 34-7
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
34 – NAVIGATION					
55-01 Global Positioning System (GPS)	C	-	0	Except where enroute operations or approach procedures require its use, may be inoperative provided:	<ul style="list-style-type: none"> a) Terrain/Obstacle Awareness functions of Terrain Awareness Warning System are considered inoperative (34-42-01), and b) Alternate procedures are established and used.
	D	-	1	Except where enroute operations or approach procedures require dual GPS.	
61-01 Flight Management Systems					NOTE: (Aircraft with Dual FMS V-speed Option SB 100-34-10) When operating with one FMS inoperative, FMS-computed take off and approach performance must be verified using applicable AFM data.
1) Flight Management Computers	C	-	1	May be inoperative on the non-flying pilot side.	
	C	-	0	(O) Except where enroute operations or approach procedures require its use, may be inoperative provided:	<ul style="list-style-type: none"> a) Fuel Used Readout is considered inoperative (73-30-02), and b) Alternate procedures are established and used.
2) Control Display Units	C	-	1	May be inoperative on the non-flying pilot side.	
(Cont'd)					

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef	Revision NO - NO de révision: 2	Page
BD-100-1A10	Date: Dec 15/09	34-8

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
34 – <u>NAVIGATION</u>					
61-01 Flight Management Systems (Cont'd)					
3) Navigation Databases	C	-	-	(O) May be out of currency provided:	
				a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch,	
				b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight,	
				c) Approach Navigation Radios are manually tuned and identified, and	
				d) Approaches are not conducted using Flight Management Systems.	
62-01 Data Base Unit ***	D	1	0		

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 35-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
35 – <u>OXYGEN</u>				
12-01	EICAS Oxygen Quantity Readout	C 1	0	(O) May be inoperative provided: a) Ground Service Panel Pressure Gauge is operative and checked before each flight, and b) Operations are conducted within one hour from a suitable airport.
12-02	Oxygen Overpressure Relief Indicator	C 1	0	(O) May be inoperative (missing) provided alternate procedure is used to ensure that oxygen supply is at or above minimum requirements for flight.
13-01	Ground Service Panel Pressure Gauge	C 1	0	May be inoperative provided EICAS Oxygen Quantity Readout is operative.
13-02	Bottle(s) Pressure Gauge	C -	0	
13-03	Filler Valve (Service Panel)	C 1	0	(M#) May be inoperative provided replenished bottle(s) is installed with adequate oxygen for flight.
20-02	Passenger Oxygen Circuit	B 1	0	(O) May be inoperative provided: a) PAX OXYGEN Control Panel rotary selector switch is selected to OFF, b) Operations are conducted so that minimum enroute altitude (MEA) is at or below 13 000 ft MSL, c) Aeroplane is able to descend within four minutes to a cabin pressure altitude of 13,000ft at all points along the route to be flown, d) The air-conditioning pack and trim air systems operate normally, e) All other components of the pressurization system operate normally, f) Operations are conducted at or below FL 250, g) Portable oxygen units are provided for all crew members and for 10 percent of passengers for half an hour (supplemental oxygen), and h) Procedures are established to ensure that passengers are appropriately briefed.
(Cont'd)				

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 35-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
35 – <u>OXYGEN</u>				
20-02	Passenger Oxygen Circuit (Cont'd)	C 1	0	May be inoperative provided: a) PAX OXYGEN Control Panel rotary selector switch is selected to OFF, and b) Passengers are not carried.
	1) Automatic Presentation System	B 1	0	(M)(O) May be inoperative provided: a) Manual deployment is verified operative, and b) Operations are conducted at or below FL 300. NOTE: Flight planning has to take into account higher oxygen consumption in manual Deploy Mode.
20-03	Therapeutic Oxygen Circuit	C 1	0	May be inoperative provided PAX OXYGEN THERAPEUTIC switch is selected OFF.
30-01	Protective Breathing Equipment	D -	-	(M)(O) Any in excess of those required by Regulations may be missing or inoperative provided: a) Required distribution of operative units is maintained throughout the aircraft, b) Inoperative PBE unit is removed from passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the PBE unit and its installed location are placarded INOPERATIVE, and c) Procedures are established to alert crew members of inoperative or missing equipment.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>			
10-01 Bleed Valves (IPV) 1) Aircraft <u>without</u> SB 100-21-05	B 2	0	(M#)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) XBLEED Valve is operative and selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is verified operative once each flight day, f) Pack Inlet Temperature Sensor is verified operative once each flight day, g) Bleed Loops are verified operative before each flight, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport.
	B 2	0	(M#)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) XBLEED Valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is verified operative once each flight day, f) Right Bleed Loop is verified operative before each flight, g) Right Flow Control Valve is operative, h) Trim Air System is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.

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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	4. Number Installed Nombre d'articles installés
36 – PNEUMATICS			
10-01 Bleed Valves (IPV) (Cont'd)			
1) Aircraft <u>without</u> SB 100-21-05 (Cont'd)	C	2	0 (M#)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.
a) L/H Bleed Valve	B	1	0 (M#)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED Valve is operative and selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is verified operative once each flight day, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.
(cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-3
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
<p>36 – <u>PNEUMATICS</u></p> <p>10-01 Bleed Valves (IPV) (cont'd)</p> <p>a) L/H Bleed Valve (Cont'd)</p>	<p align="center">B</p>	<p align="center">1</p>	<p align="center">0</p>	<p>(M#)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Valve is secured CLOSED, b) XBLEED Valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.

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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-4
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	Number Installed Nombre d'articles installés
			3. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>			
10-01 Bleed Valves (IPV) (cont'd)			
b) R/H Bleed Valve	B	1	0
			(M#)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED Valve is operative and selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is verified operative once each flight day, g) Pack Inlet temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.
	B	1	0
			(M#)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED Valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport,

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-5
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>			
10-01 Bleed Valves (IPV)(Cont'd)			
2) Aircraft with SB 100-21-05	C 2	0	(M#)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) XBLEED Valve is operative and selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is verified operative once each flight day, f) Pack Inlet Temperature Sensor is verified operative once each flight day, g) Bleed Loops are verified operative before each flight, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport.
	C 2	0	(M#)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) XBLEED Valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is verified operative once each flight day, f) Right Bleed Loop is verified operative before each flight, g) Right Flow Control Valve is operative, h) Trim Air System is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.

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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-6
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	Number Installed Nombre d'articles installés
			3. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>			
10-01 Bleed Valves (IPV) (cont'd)			
2) Aircraft <u>with</u> SB 100-21-05 (Cont'd)	C	2	0 (M#)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.
a) L/H Bleed Valve	C	1	0 (M#)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED Valve is operative and selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is verified operative once each flight day, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.

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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-7
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
<p>36 – <u>PNEUMATICS</u></p> <p>10-01 Bleed Valves (IPV) (cont'd)</p> <p>2) Aircraft <u>with</u> SB 100-21-05 (Cont'd)</p> <p>a) L/H Bleed Valve (Cont'd)</p>	C	1	0	<p>(M#)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Valve is secured CLOSED, b) XBLEED Valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.
				(cont'd)

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-8
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	Number Installed Nombre d'articles installés
			3. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>			
10-01 Bleed Valves (IPV) (cont'd) 2) Aircraft <u>with</u> SB 100-21-05 (Cont'd) b) R/H Bleed Valve	C	1	0
	C	1	0
			(M#)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED Valve is operative and selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is verified operative once each flight day, g) Pack Inlet temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.
			(M#)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED Valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-9
	Date: Dec 15/09	

1. System & Sequence NO NO de système/série	2. Item article	3. Number Installed Nombre d'articles installés	4. Number Required For Dispatch Nombre d'articles à expédier	5. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>				
10-02	Environmental Control Bleed Pressure Indication Systems			
	1) Aircraft <u>without</u> SB 100-21-05	B 2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED Valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.
		B 2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED Valve is operative and selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is operative, f) Pack Inlet Temperature Sensor is operative, g) Bleed Loops are operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport.

(cont'd)

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-10
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	4. Number Installed Nombre d'articles installés
36 – PNEUMATICS			
10-02 Environmental Control Bleed Pressure Indication Systems (cont'd)			
1) Aircraft <u>without</u> SB 100-21-05 (Cont'd)	C	2	0 (O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft MSL.
a) L/H Bleed Pressure Indication System	B	1	0 (O) May be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED Valve is operative and selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.
(cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-11
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
<p>36 – <u>PNEUMATICS</u></p> <p>10-02 Environmental Control Bleed Pressure Indication Systems (cont'd)</p> <p>1) Aircraft <u>without</u> SB 100-21-05 (Cont'd)</p> <p>a) L/H Bleed Pressure Indication System (cont'd)</p>	<p align="center">B</p>	<p align="center">1</p>	<p align="center">0</p>	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) L/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.
(cont'd)				

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-12
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>			
10-02 Environmental Control Bleed Pressure Indication Systems (cont'd)			
1) Aircraft <u>without</u> SB 100-21-05 (Cont'd)			
b) R/H Bleed Pressure Indication System	B 1	0	(O) May be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED Valve is operative and selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.
	B 1	0	(O) May be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-13
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>			
10-02 Environmental Control Bleed Pressure Indication Systems (Cont'd)			
2) Aircraft with SB 100-21-05 (Cont'd)	C 2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED Valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.
	C 2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED Valve is operative and selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is operative, f) Pack Inlet Temperature Sensor is operative, g) Bleed Loops are operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport.

(cont'd)

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-14
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	4. Number Installed Nombre d'articles installés
36 – PNEUMATICS			
10-02 Environmental Control Bleed Pressure Indication Systems (cont'd)			
2) Aircraft with SB 100-21-05 (Cont'd)	C	2	0
			(O) Any or all may be inoperative provided: <ul style="list-style-type: none"> a) Bleed Valves are selected CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.
a) L/H Bleed Pressure Indication System	C	1	0
			(O) May be inoperative provided: <ul style="list-style-type: none"> a) L/H Bleed Valve is selected CLOSED, b) XBLEED Valve is operative and selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.
(cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-15
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
<p>36 – <u>PNEUMATICS</u></p> <p>10-02 Environmental Control Bleed Pressure Indication Systems (cont'd)</p> <p>2) Aircraft with SB 100-21-05 (Cont'd)</p> <p>a) L/H Bleed Pressure Indication System (cont'd)</p>	<p>C</p> <p>1</p>	<p>0</p>	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) L/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport. 	
				(cont'd)

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-16
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>					
10-02 Environmental Control Bleed Pressure Indication Systems (cont'd)					
2) Aircraft with SB 100-21-05					
b) R/H Bleed Pressure Indication System	C	1	0	(O) May be inoperative provided:	<ul style="list-style-type: none"> a) R/H Bleed Valve is selected CLOSED, b) XBLEED Valve is operative and selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.
	C	1	0	(O) May be inoperative provided:	<ul style="list-style-type: none"> a) R/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-17
	Date: Dec 15/09	

System & Sequence NO NO de système/série article	1.	2.	Number Installed Nombre d'articles installés		4. Remarks or Exceptions Remarques ou exceptions
			3.	Number Required For Dispatch Nombre d'articles à expédier	
36 – <u>PNEUMATICS</u>					
10-03	XBLEED Valve (CBV)	C	1	0	(M#) May be inoperative provided valve is secured CLOSED. NOTE: XBLEED Valve must be manually OPEN before left engine start and secured CLOSED again after engine start.
10-04	AIR COND/BLEED L/R BLEED "OFF" Switch Light. (light function only)	C	2	0	(O)
10-05	AIR COND/BLEED XBLEED " " Switch Light (light function only)	C	1	0	
20-01	Leak Detection Loops				
	1) Environmental Control System	C	7	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) Anti-Ice System Wing/Pylon Leak Detection Loops are operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, d) Ram Air Valve is selected OPEN, e) PRESSURIZATION EMER DEPRESS switch is selected ON, f) APU bleed is used for engines start only, g) Cross bleed start procedure is not used for engine start, and h) Operations are conducted unpressurized at or below 9000 ft. MSL.
(Cont'd)					

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-18
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	4. Number Installed Nombre d'articles installés
36 – PNEUMATICS			
20-01 Leak Detection Loops (Cont'd)			
a) Pylon Loops	B	2	0
			Any or all may be inoperative provided Anti-Ice System Wing/Pylon Leak Detection Loop on the affected side is operative.
			NOTE: Pylon loops include powerplant interface to the right Bleed Valve (IPV).
b) Bleed Loops Aircraft <u>without</u> SB 100-21-05	B	2	1
			(O) Right may be inoperative provided:
			a) R/H Bleed Valve is selected CLOSED,
			b) XBLEED Valve is selected CLOSED,
			c) L/H Bleed Valve is operative,
			d) L/H Environmental Control Bleed Pressure Indication System is operative,
			e) Left Flow Control Valve is operative,
			f) Pack Inlet Temperature Sensor is operative,
			g) APU bleed is used for engines start only,
			h) Cross bleed start procedure is not used for engine start,
			i) Ram Air Valve is verified operative,
			j) Operations are conducted at or below FL 250, and
			k) Operations are conducted within one hour from a suitable airport.
			NOTE: The right bleed ducting loop includes all the ducting downstream of the right Bleed Valve down to the Flow Control Valve (FCV), the ATS duct. The right bleed loop also includes the APU and high pressure ground connection ducting.
			(cont'd)

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-19
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
<p>36 – <u>PNEUMATICS</u></p> <p>20-01 Leak Detection Loops (Cont'd)</p> <p>b) Bleed Loops Aircraft <u>without</u> SB 100-21-05 (Cont'd)</p>	<p align="center">B</p>	<p align="center">2</p>	<p align="center">1</p>	<p>(O) Left may be inoperative provided:</p> <ul style="list-style-type: none"> a) L/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Flow Control Valve is operative, f) Trim Air System is operative, g) Trim Air Inlet Temperature Sensor is operative, h) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, i) Cross bleed start procedure is not used for engine start, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport. <p>NOTE: The left bleed ducting loop includes all the ducting downstream of the left Intermediate Pressure Valve (IPV) down to the Flow Control Valve (FCV) and the Air Turbine Starter (ATS) duct.</p> <p align="right">(cont'd)</p>

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-20
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
<p>36 – <u>PNEUMATICS</u></p> <p>20-01 Leak Detection Loops (Cont'd)</p> <p>b) Bleed Loops Aircraft <u>without</u> SB 100-21-05 (Cont'd)</p>	<p>B</p> <p>2</p>	<p>1</p>	<p>(O) Left may be inoperative provided:</p> <ul style="list-style-type: none"> a) L/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) R/H Environmental Control Bleed Pressure Indication System is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Cross bleed start procedure is not used for engine start, k) Ram Air Valve is verified operative, l) Operations are conducted at or below FL 190, and m) Operations are conducted within one hour from a suitable airport. <p>NOTE: The left bleed ducting loop includes all the ducting downstream of the left Intermediate Pressure Valve (IPV) down to the Flow Control Valve (FCV) and the Air Turbine Starter (ATS) duct.</p>	

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-21
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
<p>36 – <u>PNEUMATICS</u></p> <p>20-01 Leak Detection Loops (Cont'd)</p> <p>c) Bleed Loops Aircraft with SB 100-21-05</p>	<p>C</p> <p>2</p>	<p>1</p>	<p>(O) Right may be inoperative provided:</p> <ul style="list-style-type: none"> a) R/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Flow Control Valve is operative, f) Pack Inlet Temperature Sensor is operative, g) APU bleed is used for engines start only, h) Cross bleed start procedure is not used for engine start, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport. <p>NOTE: The right bleed ducting loop includes all the ducting downstream of the right Bleed Valve down to the Flow Control Valve (FCV), the ATS duct. The right bleed loop also includes the APU and high pressure ground connection ducting.</p>	

(cont'd)

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-22
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
<p>36 – <u>PNEUMATICS</u></p> <p>20-01 Leak Detection Loops (Cont'd)</p> <p>c) Bleed Loops Aircraft with SB 100-21-05 (Cont'd)</p>	<p>C</p> <p>2</p>	<p>1</p>	<p>(O) Left may be inoperative provided:</p> <ul style="list-style-type: none"> a) L/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Flow Control Valve is operative, f) Trim Air System is operative, g) Trim Air Inlet Temperature Sensor is operative, h) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, i) Cross bleed start procedure is not used for engine start, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport. <p>NOTE: The left bleed ducting loop includes all the ducting downstream of the left Intermediate Pressure Valve (IPV) down to the Flow Control Valve (FCV) and the Air Turbine Starter (ATS) duct.</p>	<p>(cont'd)</p>

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-23
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	3.	Number Installed Nombre d'articles installés
			3. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>			
20-01 Leak Detection Loops (Cont'd)			
c) Bleed Loops Aircraft with SB 100-21-05 (Cont'd)	C	2	1
			(O) Left may be inoperative provided: <ul style="list-style-type: none"> a) L/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) R/H Environmental Control Bleed Pressure Indication System is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Cross bleed start procedure is not used for engine start, k) Ram Air Valve is verified operative, l) Operations are conducted at or below FL 190, and m) Operations are conducted within one hour from a suitable airport. <p>NOTE: The left bleed ducting loop includes all the ducting downstream of the left Intermediate Pressure Valve (IPV) down to the Flow Control Valve (FCV) and the Air Turbine Starter (ATS) duct.</p>
d) Pack Loops	B	2	1
	B	2	0
			All may be inoperative provided left and right Flow Control Valves are considered inoperative (21-51-01).
			NOTE: The Air Conditioning System (ACS) pack ducting loop includes all the ducting downstream of the FCV to the ACS pack and Pre-cooler Cross-over Valve.
(Cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-24
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>					
20-01 Leak Detection Loops (Cont'd)					
e) Trim Loop	B	1	0	May be inoperative provided Trim Air System is considered inoperative (21-61-03).	
				NOTE: The trim air ducting loop includes all the ducting downstream of the left FCV to the bulkhead check valves.	
2) Anti-Ice System					
a) Wing/Pylon Loops	C	2	0	Any or all may be inoperative provided: a) Environmental Control System Leak Detection Pylon Loop on affected side is operative, and b) Anti-Ice System Leak Detection Fuselage/Wing Loop on affected side is operative.	
				NOTE: The Wing/Pylon loops include the powerplant interface to the IPV (part of ACS system) and HPV.	
	C	2	0	Any or all may be inoperative provided: a) Environmental Control System Leak Detection Pylon Loop on the affected side is operative, b) ANTI-ICE WING switch is selected OFF, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.	
				NOTE: The Wing/Pylon loops include the powerplant interface to the IPV (part of ACS system) and HPV.	
(Cont'd)					

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-25
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	2.	Number Installed Nombre d'articles installés
				3. Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>				
20-01 Leak Detection Loops (Cont'd)				
b) Fuselage / Wing Loops	C	2	0	Any or all may be inoperative provided Anti-Ice System Leak Detection Wing/Pylon Loop on affected side is operative. NOTE: The Fuselage / Wing loops include the ducting downstream of the HPV down to the end of the piccolo (including the Wing Isolation Valve).
	C	2	0	Any or all may be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative. NOTE: The Fuselage / Wing loops include the ducting downstream of the HPV down to the end of the piccolo (including the Wing Isolation Valve).

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 36-26
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés
36 – <u>PNEUMATICS</u>		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 38-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
38 – <u>WATER/WASTE</u>			
00-01 Water System			
1) Lavatory Water System	C 1	0	(M#) Individual components may be inoperative provided: a) Affected components are deactivated or isolated, and b) Affected components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
	C 1	0	(M#) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
2) Galley Water System	C 1	0	(M#) Individual components may be inoperative provided: a) Affected components are deactivated or isolated, and b) Affected components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
	C 1	0	(M#) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
30-01 Lavatory Waste System	C 1	0	(M#) Individual components may be inoperative provided: a) Affected components are deactivated or isolated, and b) Affected components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
(Cont'd)			

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 38-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
<p>38 – <u>WATER/WASTE</u></p> <p>30-01 Lavatory Waste System (Cont'd)</p>	<p align="center">C</p>	<p align="center">1</p>	<p align="center">0</p>	<p>(M#) May be inoperative provided:</p> <ul style="list-style-type: none"> a) System is drained, b) Pilot-in-Command will determine if flight duration is acceptable, and c) Toilet lid is secured CLOSED and placarded, "INOPERATIVE – DO NOT USE".

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 45-1
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
45 – <u>CENTRAL</u> <u>MAINTENANCE SYSTEMS</u>					
45-01 Maintenance Diagnostic Computer (MDC)	C	1	0		May be inoperative provided alternate procedures are established and used.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 45-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés
45 – <u>CENTRAL</u> <u>MAINTENANCE SYSTEMS</u>		3. Number Required For Dispatch Nombre d'articles à expédier
		<th data-bbox="776 506 1489 573">4. Remarks or Exceptions Remarques ou exceptions</th>
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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 46-1
	Date: Apr 16/12	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
46 – INFORMATION SYSTEMS							
10-01	Integrated Flight Information System (IFIS)						
	1) File Server Unit (FSU) (Aircraft 20125 to 20181 with SB 100-46-02) (Aircraft 20182 and up) (Aircraft 20182 and up with SB 100-46-01)	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. NOTE: Any function which operates normally, may be used.		
	2) Electronic Chart Displays (Aircraft 20125 to 20181 with SB 100-46-02) (Aircraft 20182 and up) (Aircraft 20182 and up with SB 100-46-01)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	2	0	May be inoperative provided procedures do not require its use.		
	3) XM Graphical Weather Function (Aircraft 20125 and up with SB 100-46-03)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		
		D	1	0	May be inoperative provided procedures do not require its use.		
(cont'd)							

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 46-2
	Date: Apr 16/12	

1. System & Sequence NO Item NO de système/série article	2.	3.	4. Number Installed Nombre d'articles installés
46 – INFORMATION SYSTEMS			
10-01 Integrated Flight Information System (IFIS) (Cont'd)			
4) Enhanced Map Overlay Function (Aircraft 20125 to 20181 with SB 100-46-02) (Aircraft 20182 and up with SB 100-46-01)	C	1	0 (O) May be inoperative on either or both MFDs provided alternate procedures are established and used.
	D	1	0 May be inoperative on either or both MFDs provided procedures do not require its use.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Page 49-1
	Date: Apr 16/12	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
49 – <u>APU</u>				
11-01	Auxiliary Power Unit (APU) C	1	0	(M) May be inoperative provided: a) Auxiliary Power Unit is deactivated, and b) Engine Driven Generator Channels are operative. NOTE: Appropriate bleed source performance data must be used.
11-02	APU Hour Meter C	1	0	(M) May be inoperative provided alternate method for checking APU hour is used.
51-01	APU Load Control Valve C	1	0	(M#) May be inoperative provided it is deactivated CLOSED. NOTE1: The APU is still available as source of electrical power, if required. NOTE2: Appropriate bleed source performance data must be used.
51-02	AIR COND/BLEED APU "ON" Switch Light (light function only) C	1	0	(O)

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 49-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier		
49 – <u>APU</u>		<table border="1" style="width: 100%;"> <thead> <tr> <th style="width: 10%;">4. Remarks or Exceptions Remarques ou exceptions</th> </tr> </thead> <tbody> <tr> <td style="text-align: center; vertical-align: middle;">THIS PAGE INTENTIONALLY LEFT BLANK</td> </tr> </tbody> </table>	4. Remarks or Exceptions Remarques ou exceptions	THIS PAGE INTENTIONALLY LEFT BLANK
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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 52-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
52 – <u>DOORS</u>							
00-01	Exterior Door Keyable Locks ***	D	-	0		May be inoperative provided affected lock does not affect associated door normal operation.	
10-01	Passenger Door Power Assist System	C	1	0	(M)(O)	May be inoperative provided: a) Door is verified manually operative, and b) Opening damping feature is verified operative.	
30-01	Baggage Door Counterbalance Systems	C	2	0	(M)	Any or all may be inoperative provided: a) Baggage door is verified closed, latched and not used, and b) Baggage door is placarded "BAGGAGE DOOR INOPERATIVE - DO NOT OPEN". NOTE: Baggage compartment is accessible through the door located in cabin.	
70-01	Door Indication Systems						
	1) Passenger Door Indication System	C	1	0	(O)	May be inoperative provided: a) Door is CLOSED and LOCKED before each departure, b) External handle is verified STOWED before each departure, c) External pressure vent flap is verified CLOSED before each departure, and d) Internal mechanism indicator flag is verified green before each flight.	
	2) Emergency Exit Indication System	C	1	0	(O)	May be inoperative provided: a) Door is CLOSED and LOCKED before each departure, and b) External pressure vent flap is verified CLOSED before each departure.	
(Cont'd)							

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 52-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
52 – <u>DOORS</u>							
70-01	Door Indication Systems (cont'd)						
3)	Cargo Door Indication System	C	1	0	(O) May be inoperative provided:		
					a) Door is CLOSED and LOCKED before each departure,		
					b) External handle is verified STOWED before each departure, and		
					c) External pressure vent flap is verified CLOSED before each departure.		
4)	Aft Equipment Bay Door Indication System	C	1	0	(O) May be inoperative provided door is CLOSED and LOCKED before each departure.		
5)	Battery Bay Door Indication System	C	1	0	(O) May be inoperative provided door is CLOSED and LOCKED before each departure.		

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 73-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
73 – <u>ENGINE FUEL & CONTROL</u>				
00-01	Engine Control Systems	A 2	2	Left or right engine system redundancy may be degraded as indicated by "L or R ENGINE MINOR FAULT" advisory message provided all Engine Control System failures causing "L or R ENGINE MINOR FAULT" advisory message must be repaired within 125 flight hours after appearance of this message on EICAS.
30-01	Fuel Flow Readouts	B 2	1	(O) May be inoperative provided Fuel Used Readout is considered inoperative (73-30-02).
30-02	Fuel Used Readout	C 1	0	May be inoperative provided Fuel Quantity Gauging Computer Channels are operative.
40-02	Fuel Filter Impending Bypass Indication Systems	C 2	1	(M#) May be inoperative provided fuel filter element on the affected engine is replaced before the first flight after failure occurred and every 20 flight hours thereafter.
40-03	Fuel Low Temperature Indication Systems	C 2	1	May be inoperative provided icing inhibitor is added to the fuel.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 73-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés
73 – <u>ENGINE FUEL & CONTROL</u>		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 74-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
74 – <u>IGNITION</u>				
21-01	Engine Ignition Systems B	2	2	System(s) redundancy may be degraded as indicated by "L/R ENG IGN FAULT" advisory message. NOTE: All Engine Ignition System(s) failures causing "L/R ENG IGN FAULT" advisory message must be repaired within 3 days after appearance of this message on EICAS.
31-01	ENGINE IGNITION "ON" Switch Light (light function only) C	1	0	

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 74-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés
74 – <u>IGNITION</u>		3. Number Required For Dispatch Nombre d'articles à expédier
		<th data-bbox="776 506 1489 573">4. Remarks or Exceptions Remarques ou exceptions</th>
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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 76-1
	Date: Dec 15/09	

1. System & Sequence NO NO de système/série article	2.	3. Number Installed Nombre d'articles installés		4. Remarks or Exceptions Remarques ou exceptions
		3.	Number Required For Dispatch Nombre d'articles à expédier	
76 – ENGINE CONTROL				
11-01 FADECs Automatic Engine Control Functions				
1) SYNC Function	C	1	0	
2) MACH HOLD Function	C	1	0	
20-01 ENGINE AUTO APR "OFF" Switch Light (light function only)	C	1	0	
20-02 ENGINE MACH HOLD "ON" Switch Light (light function only)	C	1	0	

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 76-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés
76 – <u>ENGINE CONTROL</u>		3. Number Required For Dispatch Nombre d'articles à expédier
		<th data-bbox="776 506 1487 575">4. Remarks or Exceptions Remarques ou exceptions</th>
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EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 77-1
	Date: Dec 15/09	

System & Sequence NO Item NO de système/série article	1.	2.	3.	Number Installed Nombre d'articles installés
				Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
77 – <u>ENGINE INDICATING</u>				
31-01 Engine Vibration Indications	B	2	1	May be inoperative provided: <ul style="list-style-type: none"> a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 77-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
77 – <u>ENGINE INDICATING</u>			THIS PAGE INTENTIONALLY LEFT BLANK

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 78-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
78 – <u>EXHAUST</u>				
30-01	Thrust Reverser Systems	C 2	1	(M#) May be inoperative provided: a) Affected Thrust Reverser is stowed and locked, and b) Operations are conducted in accordance with AFM performance data.
		C 2	0	(M#) Any or all may be inoperative provided: a) Affected Thrust Reverser is stowed and locked, and b) Operations are not conducted on wet or contaminated runways.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 78-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés
78 – <u>EXHAUST</u>		3. Number Required For Dispatch Nombre d'articles à expédier
		4. Remarks or Exceptions Remarques ou exceptions
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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 79-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
79 – <u>OIL</u>				
30-01	Remote Oil Level Indications (Refuel/Defuel Panel)	C 2	0	Any or all may be inoperative provided associated oil tank sight gauge is used to determine oil level.
30-02	Oil Filter Impending Bypass Indication Systems	A 2	1	(M#) May be inoperative provided: a) Affected oil filter element is replaced, and b) Repairs are made within three flight days.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 79-2
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article	2.	Number Installed Nombre d'articles installés
79 – <u>OIL</u>		3. Number Required For Dispatch Nombre d'articles à expédier
		<th data-bbox="678 506 776 573">4. Remarks or Exceptions Remarques ou exceptions</th>
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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 80-1
	Date: Dec 15/09	

1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
80 – <u>STARTING</u>				
11-01	Air Turbine Starter Valve	C 2	1	(M#)(O) May be inoperative provided: a) Valve is deactivated, and b) Alternate starting procedures are established and used to start the affected engine.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 2	Page 80-2
	Date: Dec 15/09	

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EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision:	3	Section	Page
	Date:	Apr 16/12	2	TITLE-1

SECTION TWO

CAS MESSAGE ORIENTED MMEL RELIEF

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Section	Page
	Date: Apr 16/12	2	TITLE-2

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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Section	Page
	Date: Apr 16/12	2	INT-1

INTRODUCTION

The following section has been authorized as an alternative to the standard method of MMEL dispatch relief, as is normally achieved through fault isolation procedures, and subsequent dispatch under the LRU/Component MMEL relief. Section 2, herein, has been developed with the objective of allowing flight crews to dispatch from the displayed CAS (Crew Alerting System) message, without specifically identifying failed LRUs or components.

As Section 2 is intended as an alternative dispatch relief methodology, the LRU/Component (Section 1) relief will be retained in order to provide maximum flexibility for relief. Flight crews /operators may dispatch failures with reference to either Section 1 or Section 2 of this MMEL to the advantage that either may provide.

Upon comparison, it may be recognized in many cases that when comparing dispatch relief provisos for posted CAS messages to those of the related LRU / Component dispatch relief, the provisos associated with dispatching the CAS message will generally be more restrictive in content and relief interval. Without the opportunity for fault isolation through maintenance, it must be assumed that worst-case failure conditions always underlie the posted message -commensurately, dispatch must be more restrictive. However, where maintenance personnel are available and fault isolation conducted, relief provisos in Section 1 may be found to provide fewer or less stringent restrictions upon operations and offer a longer relief interval.

Section 2 has been arranged in alphabetical order of the indicated CAS message, without association to ATA Chapter. However, to avoid any possible mis-identification, each message is identified beneath as to its alert level. Repair intervals (A, B, C & D) associated with CAS message reliefs herein, remain consistent with those of Section 1, and as described in the Definitions section in the front matter of this MMEL.

In conjunction with Section 2, a new separate O&M Procedures section has also been developed, also arranged in alphabetical order of the indicated CAS message. Where deemed necessary, the familiar "(O)" indicates the need for such supporting tasks, the scope of which shall be at the discretion of the approval authority.

Acceptable tasks include, but are not necessarily limited to the following duties:

- a) Procedures described which exercise cockpit (or cabin) system controls utilized in normal flight operations,
- b) Deactivation of affected systems, as achieved by pulling system breaker or use of remote electronic system isolation,
- c) Visual inspection behind panels (internal or external) which are accessible without tools via quick-release latches and which clearly indicate their unlocked or unsafe state; (red/green safe window; flush fit latches) (candidates to be verified by OEB),
- d) Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators.

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Section	Page
	Date: Apr 16/12	2	INT-2

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EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Section	Page
	Date: Apr 16/12	2	TOC-1

TABLE OF CONTENTS

SECTION 2 Cover..... TITLE-1
INTRODUCTION.....INT1
TABLE of CONTENTS.....TOC1
MESSAGES.....2-1

CAS MESSAGES	PAGE
AIR COND FAULT (Advisory)	2-1
AUTO PRESS FAIL (Caution)	2-1
AUX HYD PUMP FAIL ON (Advisory)	2-1
CABIN PRESS FAULT (Caution)	2-1
ELECTRICAL FAULT (Advisory)	2-2
ICE DETECTOR FAIL (Caution)	2-2
ICE DETECTOR FAULT (Advisory)	2-2
L AUX BUS FAIL (Advisory)	2-2
L WSHLD HEAT FAIL (Caution)	2-2
MANUAL PRESS FAIL (Advisory)	2-2
NOSE GEAR DOOR (Caution)	2-3
R WINDOW HEAT FAIL (Caution)	2-3
R WSHLD HEAT FAIL (Caution)	2-3
STBY INST BATT FAULT (Advisory)	2-3
TRIM AIR FAIL (Caution)	2-3

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef BD-100-1A10	Revision NO - NO de révision: 3	Section	Page
	Date: Apr 16/12	2	TOC-2

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EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef	Revision N° - N° de révision:	3	Section	Page
BD-100-1A10	Date:	Apr 16/12	2	2-1
CAS Indication	1.	2.		
<p>AIR COND FAULT (Advisory)</p>	C	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL. 		
<p>AUTO PRESS FAIL (Caution)</p>	C	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL. 		
<p>AUX HYD PUMP FAIL ON (Advisory)</p>	B	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) The AUX pump is verified to stop when selected to OFF, and b) The AUX pump is selected OFF after takeoff, selected to AUTO before approach and OFF after landing. 		
<p>CABIN PRESS FAULT (Caution)</p>	B	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Manual pressurization is verified operative before flight, b) No other CAS messages related to air conditioning or pressurization is posted, c) PRESSURIZATION EMER DEPRESS is verified operative, d) Ram Air Valve is verified operative, and e) Operations are conducted at or below FL 250. 		
	C	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL. 		

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef	Revision N° - N° de révision:	Section	Page
BD-100-1A10	3	2	2-2
CAS Indication	1.	2.	
ELECTRICAL FAULT (Advisory)	B	(O) Aircraft may be dispatched provided Battery temperature indications are verified operative before each flight.	
ICE DETECTOR FAIL (Caution)	C	(O) Aircraft may be dispatched for day operations provided:	
		a) Affected detector is deactivated, and	
		b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.	
	C	(O) Aircraft may be dispatched for night operations provided:	
		a) Affected detector is deactivated, and	
		b) Anti-ice systems are turned ON when SAT is between +10 °C and –40 °C.	
ICE DETECTOR FAULT (Advisory)	C	(O) Aircraft may be dispatched provided:	
		a) Affected detector is deactivated, and	
		b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.	
L AUX BUS FAIL (Advisory)	C	(O)	
L WSHLD HEAT FAIL (Caution)	C	(O) Aircraft may be dispatched provided:	
		a) None of following messages are displayed: L or R WINDOW HEAT FAIL R WSHLD HEAT FAIL ICE DETECTOR FAIL	
		b) Left windshield channel is deactivated, and	
		c) Operations are not conducted in known or forecast icing conditions.	
		NOTE : Moving the COCKPIT and CABIN COLD-HOT knobs to HOT may help reduce fogging.	
MANUAL PRESS FAIL (Advisory)	C	(O) Aircraft may be dispatched provided:	
		a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF,	
		b) Manual Pressurization switch is selected OFF,	
		c) Ram Air Valve is selected OPEN,	
		d) Pressurization EMER DEPRESS switch is selected ON, and	
		e) Operations are conducted unpressurized at or below 9000 ft. MSL.	

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

Aircraft – Aéronef	Revision N ^o - N ^o de révision:	Section	Page
BD-100-1A10	3 Date: Apr 16/12	2	2-3
CAS Indication	1.	2.	
<p>NOSE GEAR DOOR (Caution)</p>	A	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Flight is conducted with Landing Gear Down and Landing Gear Retraction System is considered inoperative(Section1 Item 32-30-01), and b) Repairs are made within three flight days. <p>NOTE: Fuel Planning Data is contained in Flight Planning and Cruise Control Manual– Special Operation Data – Gear Down Operation.</p>	
<p>R WINDOW HEAT FAIL (Caution)</p>	C	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Right Side Window Heating Channel is deactivated, b) No more than one of the following messages is displayed: L WSHLD HEAT FAIL R WSHLD HEAT FAIL, and c) Operations are not conducted in known or forecast icing conditions. <p>NOTE : Moving the COCKPIT and CABIN COLD-HOT knobs to HOT may help reduce fogging.</p>	
<p>R WSHLD HEAT FAIL (Caution)</p>	C	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) None of following messages are displayed: L or R WINDOW HEAT FAIL L WSHLD HEAT FAIL ICE DETECTOR FAIL b) Right windshield channel is deactivated, and c) Operations are not conducted in known or forecast icing conditions. <p>NOTE : Moving the COCKPIT and CABIN COLD-HOT knobs to HOT may help reduce fogging.</p>	
<p>STBY INST BATT FAULT (Advisory)</p>	B	<p>Aircraft may be dispatched provided operations are not conducted more than one hour from a suitable airport.</p>	
<p>TRIM AIR FAIL (Caution)</p>	C	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL. 	