

TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST

REVISION 3

DHC-6 SERIES 400

Approved: _____

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

Date: 27 February 2014

**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST**

DHC-6 SERIES 400

**Page: - 2 -
Revision: 3
Feb 27, 2014**

List of Effective Pages (LOEP 1 of 2)

Title Page	-	Revision 3	February 27, 2014
List of Effective Pages	2	Revision 3	February 27, 2014
List of Effective Pages	3	Revision 3	February 27, 2014
Log of Revisions	4	Revision 3	February 27, 2014
Reasons for Changes	5	Revision 3	February 27, 2014
Preamble	6	Revision 2	December 9, 2010
Preamble	7	Revision 2	December 9, 2010
Notes and Definitions	8	Revision 2	December 9, 2010
Notes and Definitions	9	Revision 2	December 9, 2010
Notes and Definitions	10	Revision 2	December 9, 2010
Notes and Definitions	11	Revision 2	December 9, 2010
Notes and Definitions	12	Revision 2	December 9, 2010
Pages	21-1	Revision 3	February 27, 2014
	22-1	Revision 2	December 9, 2010
	23-1	Revision 3	February 27, 2014
	23-2	Revision 3	February 27, 2014
	23-3	Revision 3	February 27, 2014
	24-1	Revision 2	December 9, 2010
	25-1	Revision 2	December 9, 2010
	25-2	Revision 2	December 9, 2010
	25-3	Revision 2	December 9, 2010
	26-1	Revision 2	December 9, 2010
	27-1	Revision 2	December 9, 2010
	27-2	Revision 2	December 9, 2010
	27-3	Revision 2	December 9, 2010
	28-1	Revision 2	December 9, 2010
	28-2	Revision 3	February 27, 2014
	29-1	Revision 3	February 27, 2014
	30-1	Revision 3	February 27, 2014
	30-2	Revision 2	December 9, 2010
	30-3	Revision 3	February 27, 2014
	31-1	Revision 3	February 27, 2014
	31-2	Revision 2	December 9, 2010
	31-3	Revision 2	December 9, 2010
	31-4	Revision 2	December 9, 2010
	32-1	Revision 3	February 27, 2014
	33-1	Revision 2	December 9, 2010
	33-2	Revision 2	December 9, 2010
	33-3	Revision 2	December 9, 2010
	33-4	Revision 2	December 9, 2010
	34-1	Revision 2	December 9, 2010
	34-2	Revision 2	December 9, 2010
	34-3	Revision 2	December 9, 2010

**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST**

DHC-6 SERIES 400

**Page: - 3 -
Revision: 3
Feb 27, 2014**

List of Effective Pages (LOEP 2 of 2)

34-4	Revision 2	December 9, 2010
34-5	Revision 2	December 9, 2010
34-6	Revision 2	December 9, 2010
35-1	Revision 2	December 9, 2010
36-1	Revision 2	December 9, 2010
45-1	Revision 2	December 9, 2010
46-1	Revision 2	December 9, 2010
46-2	Revision 2	December 9, 2010
46-3	Revision 2	December 9, 2010
46-4	Revision 2	December 9, 2010
52-1	Revision 2	December 9, 2010
56-1	Revision 2	December 9, 2010
61-1	Revision 2	December 9, 2010
73-1	Revision 2	December 9, 2010
74-1	Revision 2	December 9, 2010
75-1	Revision 2	December 9, 2010
77-1	Revision 2	December 9, 2010
79-1	Revision 2	December 9, 2010

**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST**

DHC-6 SERIES 400

**Page: - 4 -
Revision: 3
Feb 27, 2014**

Log of Revisions

Revision No.	Date	Page Number	Initials
Original Issue	June 30, 2010	All	MM
Revision 1	August 1, 2010	All	MM
Revision 2	December 9, 2010	All	MM
Revision 3	February 27, 2014	2, 3, 4, 5, 21-1, 23-1, 23-2, 23-3 28-2, 29-1, 30-1, 30-3, 31-1 & 32-1	HD

**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST**

DHC-6 SERIES 400

**Page: - 5 -
Revision: 3
Feb 27, 2014**

Reasons for Changes

- Revision 1 Formatting and Editorial prior to initial release of document to public.
- Revision 2 Formatting and Editorial subsequent to first TCCA approval, all page dates set to Dec 9 2010, all page revision status set to Revision 2, CDL removed.
- Revision 3 Edits made to Remarks or Exception columns. CAS Message Lookup Table removed.
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**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST**

DHC-6 SERIES 400

**Page: - 6 -
Revision: 2
Dec 9, 2010**

Preamble

All equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, CAR 605.07 permits the publication 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 the required level of safety.

A Master Minimum Equipment List (MMEL) is developed by Transport Canada, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public.

The approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment Transport Canada finds may be inoperative and yet maintain the required level of safety by applying appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.

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

Equipment not required by the operation being conducted and equipment in excess of the requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity.

In order to maintain the required level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST**

DHC-6 SERIES 400

**Page: - 7 -
Revision: 2
Dec 9, 2010**

Preamble (Cont'd)

When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Journey Logbook. The item is then either repaired or deferred as per the MEL. Alternatively, the aircraft must be in compliance with CAR sections 605.08 (2) or 605.09 (2) which specify the requirements for operating an aircraft subject to the conditions of a flight permit and the subordinate position of a MEL with regard to an Airworthiness Directive (AD) for the same item. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in a safe condition for operation with items of equipment inoperative [see CAR 605.08 (1)].

Operators are responsible for exercising the necessary operational control to ensure that the required level of safety is maintained. When operating with multiple inoperative items the interrelationships between those items and the effect on aircraft operation and crew workload must be considered.

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

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

**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST**

DHC-6 SERIES 400

**Page: - 8 -
Revision: 2
Dec 9, 2010**

Notes and Definitions

1. System Definitions.

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

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control must be approved.

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

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

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane Flight Manual" (AFM) is the document required for type approval and the approved AFM for the specific aircraft is listed on the applicable Type Approval Data Sheet.

3. "As required by regulations", means that the listed item is subject to certain provisions (restrictive or permissive) as expressed in the appropriate Regulations. The items specified by these requirements must be operative. When the listed item is not required by the regulations it may be inoperative for the time specified by the repair category.

4. 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.

**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST**

DHC-6 SERIES 400

**Page: - 9 -
Revision: 2
Dec 9, 2010**

Notes and Definitions (Cont'd)

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an approved alternate means of configuration control.

6. "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.
7. "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.
8. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
9. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
10. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
11. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance but does not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
12. 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).
13. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST**

DHC-6 SERIES 400

**Page: - 10 -
Revision: 2
Dec 9, 2010**

Notes and Definitions (Cont'd)

13. "(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 a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by Transport Canada.

15. "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.
16. "Visual Flight Rules" (VFR) is as defined in the appropriate CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
17. "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.
18. "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.
19. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, stereo equipment, overhead reading lamps, etc.

**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST**

DHC-6 SERIES 400

**Page: - 11 -
Revision: 2
Dec 9, 2010**

Notes and Definitions (Cont'd)

20. Repair Intervals: All users of an MEL must effect repairs or 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 or Exceptions" column of the operator's approved MEL. Whenever the proviso in the "Remarks or Exceptions" column of the MMEL states cycles or flight time, the time interval begins with the next flight. Whenever the time interval is listed as flight days, the time interval begins on the flight day following the day of discovery.

"Category B" Items in this category shall be repaired within three (3) consecutive calendar days, excluding the day of discovery. For example, if it were discovered at 10 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 excluding the day of discovery. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.

"Category D". Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days excluding the day of discovery.

The letter designators are inserted adjacent to Column 2.

21. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatch will normally be at status message level (e.g., Advisory Status) or higher.
22. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL provided no relief is granted, or provided conditions and limitations are contained in an approved document (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 Transport Canada. If the request results in review and approval, the item becomes an MMEL item rather than an administrative control item.

**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST**

DHC-6 SERIES 400

**Page: - 12 -
Revision: 2
Dec 9, 2010**

Notes and Definitions (Cont'd)

23. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft. The "****" symbol may be considered equivalent to the term "if installed".
24. "Excess Items" means those items that have been installed that are in excess of that required by regulations.

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6, SERIES 400				Revision No. 3 Date: February 27, 2014		Page: 21-1 of 1	
System & Sequence Numbers		1.	2.	3. Number Installed			
				3. Number Required for Dispatch			
				4.	Remarks or Exceptions		
21 AIR CONDITIONING							
1	Air Conditioning System (RWM Vapor Cycle – Option)	D	***	0	(M)	GASPER AIR SOURCE handle must be secured in the fully inward (gasper air supply comes from ram air scoop) position.	
2	Vent Fan	C	1	0	(O)	May be inoperative provided cabin heating is not used while on ground.	
3	Individual Punkah Louvers, Instrument Panel	C	2	0			
4	Individual Punkah Louvers, Cabin	D	20	0			
5	Manual Heating Control System (implies cabin heat)	C	1	0	(O)	May be inoperative provided OAT is greater than +15° C at all times and fresh air flow through all parts of the heating and defrost system is not affected.	
6	Avionics Cooling Fan	C	1	0	(M)	May be inoperative provided: a) OAT is less than +35° C at all times, and; b) the circuit breaker (E7) is secured in the open (off) position and; c) both MAU fans operate normally.	
7	DAU Cooling Fan	C	***	0	(M)	May be inoperative provided: a) OAT is less than +35° C at all times, and; b) the circuit breaker (U2) is secured in the open (off) position and; c) vent fan operates normally.	
8	Flight Compartment Temperature Indication	D	1	0			
9	Cabin Temperature Indication	D	1	0			
END SECTION 21							

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400		Revision No. 2 Date: December 9, 2010		Page: 22-1 of 1
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
22 AUTO FLIGHT <i>No Entries</i> END SECTION 22				

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 3 Date: February 27, 2014		Page: 23-1 of 3
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
23 COMMUNICATIONS					
1 VHF Communications Radios (MMDR)	C	2	0		Any in excess of those required by regulation may be inoperative. <i>NOTE: See Section 34 for navigation functionality of MMDR.</i>
2 Passenger Address System	B	1	0	(O)	May be inoperative provided: a) alternate procedures are established, and; b) required safety briefings are given to passengers using a means that ensures the briefings are audible to each passenger.
Cargo only operation.	D	1	0		
3 Static Discharge Wicks	C	-	-		One may be missing from the rudder, and one from the right elevator
3a Rudder	C	3	2		
3b RH Elevator	C	2	1		
4 Right Seat Pilot Headset	C	1	1		May be inoperative or missing provided right pilot seat is unoccupied.
5 Right and/or Left Headset Noise Cancelling Function	D	2	0		May be inoperative provided headset is otherwise operating normally. Non-noise cancelling headsets may be used.
6 Audio Panels (KMA 29)	D	2	1	(O)	Right side may be inoperative provided: a) the pilot's use of all avionics equipment is not affected, and; b) right seat intercom operates normally if right seat will be occupied.

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400					Revision No. 3 Date: February 27, 2014		Page: 23-2 of 3	
System & Sequence Numbers		1.	2.	Number Installed				
				3.	Number Required for Dispatch			
					4.	Remarks or Exceptions		
23 COMMUNICATIONS								
7	Audio Amplifiers (in KMA 29)	-	-	-	For 2 pilot operations, one may be inoperative provided that the Normal function on the opposite side operates normally.			
7a	Normal System	B	2	1				
	7b Emergency System	B	2	1				
8	Voice Activated Intercom				May be inoperative provided right pilot seat is unoccupied.			
8a	Pilot Positions	C	2	0				
8b	Observer Position	D	1	0				
8c	Passenger Positions	D	***	0				
9	Control Yoke 'Press to Transmit' Switch	C	1	0	Right side may be inoperative for single pilot operations.			
		B	1	0				
10	HF Radio	D	***	0	(M)	May be inoperative if not required for long range communication. Must be secured and deactivated.		
11	Cockpit Voice Recorder (CVR)							
	If CVR is required by regulations.	A	1	0				
	If CVR not required by regulations.	C	1	0	May be inoperative provided that the Flight Data Recorder is operating normally.			
12	CVR Area Microphone	C	1	0	May be inoperative provided recording function from both pilot headset microphones and the observer headset microphone is operating normally.			
13	Satellite Telephone System	D	***	0	May be inoperative if not required for long range communication.			

TRANSPORT CANADA
Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 3 Date: February 27, 2014		Page: 23-3 of 3	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
23 COMMUNICATIONS							
14 Satellite Tracking System						See item 31-10	
15 Multifunction Controller		-	-	-		See Sections 46-8 and 46-9	
16 Concentric frequency select knobs and/or volume control knob on PFD controller		B	2	0	(M)	Right hand PFD controller frequency select function and/or volume control function may be inoperative provided: a) Multifunction controller operates normally, and; b) Left hand PFD controller operates normally.	
17 Aircraft Messaging System (e.g. satellite messaging)		D	***	0		If not required by operating regulations.	
END SECTION 23							

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 2 Date: December 9, 2010		Page: 24-1 of 1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
24 ELECTRICAL POWER					
1 Generators	B	2	1		One may be inoperative for a day VMC flight or series of flights to return to a maintenance base provided that a suitable aerodrome is always available enroute within 30 minutes flight time. Aircraft may not depart a maintenance base with an inoperative generator.
2 Main Battery	B	1	0		May be unserviceable for day VMC flight provided that both generators are serviceable. Aircraft may not depart a maintenance base with an unserviceable battery.
3 ESIS Battery	B	1	0		May be unserviceable for day VMC provided no other defects related to the Apex presentation of PFD data are present and the magnetic compass at the top of the windshield centerpost operates normally.
4 Battery Voltage Indication	C	1	0		May be inoperative provided that battery voltage can be observed using right or left bus indications.
5 Generator Voltage Indication	C	2	1		One may be inoperative provided that affected generator voltage can be observed using opposite bus or battery voltage indications, and provided the bus tie remains in the NORMAL (closed) position.
6 External Power Relay	C	1	0	(M)	May be inoperative provided that the relay is confirmed to be in the open position.
7 External Power Voltage Indication and/or annunciation	C	1	0		May be inoperative provided that external power source voltage can be determined by other means.
END SECTION 24					

TRANSPORT CANADA
Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 25-1 of 3	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
25 EQUIPMENT/ FURNISHINGS							
1	Right Pilot Seat Belt	D	1	0		May be inoperative or missing provided that right pilot seat is unoccupied.	
2	Right Pilot Shoulder Harness	D	1	0		May be inoperative or missing provided that right pilot seat is unoccupied.	
3	Left Pilot Shoulder Harness	A	1	0		May be inoperative for a flight or series of flights to return to a maintenance base. Aircraft may not depart a maintenance base with an unserviceable left pilot shoulder harness.	
4	Passenger Seats, Seat Backs, and Seat Belts	D	≤19	0	(M)	Any number of individual seats and/or seat belts may be inoperative, provided that: a) the seat back is secured in the upright position, and; b) the seat is placarded "DO NOT OCCUPY", and; c) the seat does not block or restrict access to any exit The seat back may be inoperative in other than the upright position provided: a) it does not block or restrict access to an emergency exit, and; b) the seat is not used, and is blocked and placarded "DO NOT OCCUPY". <i>NOTE: A seat with an inoperative seat belt is considered inoperative.</i>	
5	Life Vests (flotation devices)	D	***	0		May be missing if not required by operating regulations. Unserviceable life jackets must be removed from the flight compartment and/or passenger cabin.	

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 25-2 of 3	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
25 EQUIPMENT/ FURNISHINGS							
6	Pilot Seat (left or right) Vertical Adjustment	B	2	2	(M)	May be inoperative provided that the seat is secured in a position that permits the pilot to correctly align with the Eye Height Reference Device (no additional cushions are acceptable).	
7	Pilot Seat (left or right) Fore and Aft Adjustment	B	2	2	(M)	May be inoperative provided that the seat is secured in a position that permits the pilot to correctly align with the Eye Height Reference Device (no additional cushions are acceptable).	
8	First Aid Kit	D	1	0		May be missing or incomplete if not required by operating regulations.	
		A	1	0		If required by operating regulations, maybe incomplete as a result of unanticipated usage, for a flight or series of flights to return to a maintenance base. Aircraft may not depart a maintenance base with an incomplete or unserviceable First Aid Kit.	
9	Key Locks of Doors	D	6	0	(M)	One or more may be inoperative provided that the door is not locked.	
10	Non-essential furnishings (NEF) in passenger cabin (e.g. seat back pockets, entertainment systems, and similar)	D	***	0		May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program and inoperative or damaged furnishings do not present a hazard to occupants. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
11	Flight Compartment Sun Visor	D	***	0		Sunvisor(s) may be missing. Broken or chipped visors must be removed from aircraft.	
12	Emergency Locator Transmitter (ELT)	D	1	0		May be inoperative if not required by operating regulations.	

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 25-3 of 3	
System & Sequence Numbers			1.	2.	Number Installed		
					3. Number Required for Dispatch		
					4. Remarks or Exceptions		
25 EQUIPMENT/ FURNISHINGS							
13 Eye Height Reference Device			C	1	0	(O)	May be missing or damaged provided crew seats are adjusted to ensure that: - a). top exterior surface of nose baggage compartment can be seen by each pilot without stretching, and; - b). on-side PFD and both MFD displays are not obscured by control column when control column is in elevator neutral position, and; - c). each pilot can operate the lowest off-side bezel button of the lower MFD with seat belt and shoulder harness fastened.
END SECTION 25							

TRANSPORT CANADA
Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 26-1 of 1	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
26 FIRE PROTECTION							
1	Portable Fire Extinguishers	D	-	-		Any in excess of those required by regulations may be inoperative or missing provided: a) the inoperative fire extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and; b) required distribution is maintained.	
2	Engine Fire Extinguisher Pressure/ Thermal Indicators	C	4	0	(M)	One or more may be unserviceable provided fire bottles are checked for proper charge once each flight day.	
3	Fire Pushbutton Visual Annunciation	C	1	0	(O)	Illumination (visual annunciation) within one pushbutton may be inoperative provided that the audible fire warning is operating normally, the visual fire warnings within the T ₅ gauge in the engine window of the PFD are operating normally, there are no deferred defects associated with the Master Warning annunciators, and the 'push to discharge' function of the pushbutton is operating normally.	
4	Engine Fire Detection – Primary Circuit	B	2	0	(O)	One or both may be inoperative provided that the fire detection system tests satisfactorily when the 'Fire Detection Fault Indication' circuit breaker for the affected side(s) is out.	
END SECTION 26							

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 27-1 of 3	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
27 FLIGHT CONTROLS							
1	Aileron Trim Tab Indicator (MFD)	C	1	0	(O)	May be inoperative provided the aileron trim tab is visually checked for full and free movement, and is confirmed neutral prior to each flight.	
2	Aileron Trim Control	C	1	0	(O)(M)	May be inoperative provided: a) the aileron trim tab is confirmed neutral prior to each flight, and; b) the aileron trim circuit breaker is pulled.	
3	Rudder Trim Tab Indicator (MFD)	C	1	0	(O)	May be inoperative provided: a) rudder trim tab is visually checked for full and free movement once per flying day, and is confirmed to be in the take-off position prior to each flight, and; b) mechanical rudder trim tab position indicator pointer on flight compartment trim panel operates normally, and; c) Takeoff Configuration Warning System annunciations are not generated when tab is properly positioned for takeoff.	
4	Rudder Trim Tab Indicator (Mechanical Pointer)	D	1	0	(O)	May be inoperative provided: a) the electronic display of rudder trim tab position on the MFD operates normally, and; b) the Takeoff Configuration Warning System operates normally.	

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400					Revision No. 2 Date: December 9, 2010		Page: 27-2 of 3	
System & Sequence Numbers			1.	2.	Number Installed			
					3.	Number Required for Dispatch		
						4.	Remarks or Exceptions	
27 FLIGHT CONTROLS								
5	Elevator Trim Tab Indicator (MFD)	C	1	0	(O)	May be inoperative provided: a) elevator trim tab is visually checked for full and free movement once per flying day, and is confirmed to be in the take-off position prior to each flight, and; b) mechanical elevator trim tab position indicator pointer on flight compartment trim panel operates normally, and; c) Takeoff Configuration Warning System annunciations are not generated when the tab is properly positioned for takeoff.		
6	Elevator Trim Tab Indicator (Mechanical Pointer)	D	1	0	(O)	May be inoperative provided: a) the electronic display of elevator trim tab position on the MFD operates normally, and; b) the Takeoff Configuration Warning System operates normally.		
7	Stall Warning Light (below ESIS)	C	1	0		May be inoperative provided: a) all PFD and MFD display panels operate normally, and; b) both channels of the aural warning system operate normally, and; c) stall warning indications within both PFDs operate normally, and; (M) d) light is covered up and placarded inoperative.		

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 27-3 of 3	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
27 FLIGHT CONTROLS							
8	Flap Position Sensor or Indicator	C	1	0	(O)	May be inoperative provided:	
					a)	flap system is visually checked for full and free movement once per flying day, and flaps are visually confirmed to be in the take-off position prior to each flight, and;	
					b)	Takeoff Configuration Warning System annunciations are not generated when flaps are properly positioned for takeoff.	
9	Aileron Position Sensor (FDR sending unit)	C	1	0		May be inoperative provided elevator trim tab, rudder trim tab, aileron trim tab and flap position sensors operate normally and CVR operates normally.	
10	Rudder Position Sensor (FDR sending unit)	C	1	0		May be inoperative provided elevator trim tab, rudder trim tab, aileron trim tab and flap position sensors operate normally and CVR operates normally.	
11	Elevator Position Sensor (FDR sending unit)	C	1	0		May be inoperative provided elevator trim tab, rudder trim tab, aileron trim tab and flap position sensors operate normally and CVR operates normally.	
12	Rudder Pedal assembly fore/aft adjustment	C	2	0		May be inoperative provided:	
					a)	rudder pedal position is acceptable to pilot(s), and;	
					b)	pilot can achieve satisfactory eye position with reference to eye height reference device, and;	
					b)	rudder pedal assembly is secured in position.	
		D	2	1		Right side may be inoperative for single pilot operation, provided right pilot seat is unoccupied.	
END SECTION 27							

TRANSPORT CANADA
Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 28-1 of 2	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
				4.	Remarks or Exceptions		
28 FUEL							
1	Fuel Boost Pumps	C	4	2	(M)	One pump in each tank may be inoperative provided: a) the associated circuit breaker is pulled, and; b) flight is restricted to 10,000 feet pressure altitude or below, and; c) departure airport elevation is less than 8,000 feet pressure altitude. NOTE: Four functional pumps are required when operating with 100 percent aviation gasoline.	
2	Fuel Boost Pump Low Pressure Detection Switches	C	4	3	(O)	One may be inoperative provided: a) corresponding fuel boost pump is operating normally, and; b) the corresponding PUMP 2 switch is moved to the ON position whenever pump 1 in the affected tank is in use.	
3	Fuel Quantity Gauging System (FQGS)						
	(FWD and AFT)	C	2	1	(M)(O)	May be inoperative provided: a) the fuel quantity on board is determined by other approved means prior to each flight, and; b) both fuel flow indicators operate normally, and; c) the AFT FUEL LOW LEVEL and FWD FUEL LOW LEVEL caution CAS system operates normally.	
	Auxiliary Wing Tank Fuel Gauges	C	***	0	(O)	One or both may be inoperative provided the tanks are verified empty.	

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 3 Date: February 27, 2014		Page: 28-2 of 2	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
28 FUEL							
4	FUEL LOW LEVEL Float Sensors	C	2	0	(O)	One or both may be inoperative, provided: a) there are no other deferred defects of any kind relating to the fuel system, and, if a "Low Fuel Quantity" CAS message is present; b) the fuel quantity on board is confirmed by other approved means prior to each flight.	
5	Fuel Control Sensor Tube Heaters	C	2	0	(O)	One or both may be inoperative provided: a) the aircraft is not operated at an OAT below 5° C, and; b) the corresponding circuit breaker is pulled.	
6	Fuel Flow Indication	B	2	0	(O)	May be inoperative provided: a) all other engine indicators operate normally, and; b) the fuel quantity indicators operate normally and no deferred defects related to FQGS are present, and; c) FMS is not used for fuel quantity monitoring. <i>NOTE: Expect that the 'CHECK FUEL QUANTITY' message will be displayed within the FMS map window.</i>	
7	FMS Fuel Quantity Monitoring	C	1	0		May be inoperative provided there are no other deferred defects related to fuel quantity measurement.	
8	Auxiliary Fuel (Wing Tanks) System	D	***	0	(M)	May be inoperative provided the auxiliary wing tank fuel system is deactivated.	
END SECTION 28							

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400					Revision No. 3 Date: February 27, 2014		Page: 29-1 of 1	
System & Sequence Numbers			1.	2.	Number Installed			
					3.	Number Required for Dispatch		
					4.	Remarks or Exceptions		
29 HYDRAULIC POWER								
1	'System' Hydraulic System Pressure Indicator	C	1	0	(M)	May be inoperative provided the Brake System Pressure Indicator operates normally.		
2	'Brake' Hydraulic System Pressure Indicator	C	1	0	(M)	May be inoperative provided the System Pressure Indicator operates normally.		
3	Hydraulic Accumulator Gauges	C	2	0	(M)	May be inoperative provided the accumulator pressure is confirmed to be satisfactory by use of an externally applied pressure gauge when necessary.		
END SECTION 29								

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 3 Date: February 27, 2014		Page: 30-1 of 3
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
30 ICE AND RAIN PROTECTION					
1 Surface Deicing Systems (Wing and Horizontal Stabilizer)	C	***	0		May be inoperative provided flight is not conducted in known or forecast icing conditions.
2 Intake Deflectors					
2a) if extended	C	2	0	(O)	One or both may be inoperative provided: a) the inoperative deflector(s) is visually confirmed to be in the extended position, and; b) operations are conducted in accordance with the AFM, and; c) OAT is below ISA + 22° C during takeoff and cruise flight.
2b) if retracted	C	2	0	(O)	One or both may be inoperative provided: a) the inoperative deflector(s) is visually confirmed to be in the retracted position, and; b) flight is not conducted in known or forecast icing conditions or an environment of sand or dust, and; c) aircraft is not operated in visible moisture at an indicated OAT of less than +5° C.
3 Intake Deflector Indication	C	2	0	(O)	One or both may be inoperative provided: a) the associated deflector operates normally, and; b) desired deflector position is visually confirmed prior to each flight, and; c) deflector actuation can be confirmed by observation of the torque indicator.

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 30-2 of 3	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
30 ICE AND RAIN PROTECTION							
4	Propeller Deicing Systems	C	***	0		One or both may be inoperative provided flight is not conducted in known or forecast icing conditions.	
5	Windshield Heat	C	***	0		One or both windshield panels may be inoperative provided flight is not conducted in known or forecast icing conditions.	
6	Windshield Wipers	C	2	0		One or both may be inoperative provided flight is not conducted in precipitation within five nautical miles of the airport of take-off or intended landing.	
	Windshield Wiper Modes	C	2	1		Either the fast or the slow mode may be inoperative.	
7	Windshield Defrost Air Supply	C	2	0		Supply of warm air from the aircraft heating system to the left and right windshield defrost outlets may be inoperative provided that the optional electrically heated windshield is fitted and the electric windshield heat (both sides) and the windshield wipers (both sides) are operating normally.	
8	Pitot Tube Heaters	B	2	1		One may be inoperative for day VMC flight provided: a) flight is not conducted in known or forecast icing conditions, and; b1) there is no visible moisture, or; b2) OAT is above +5° C at all times.	

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400		Revision No. 3 Date: February 27, 2014		Page: 30-3 of 3	
System & Sequence Numbers	1.	2.	3. Number Installed	4. Number Required for Dispatch	5. Remarks or Exceptions
30 ICE AND RAIN PROTECTION					
8 Manual Mode Control of Surface De-ice System	C	***	0		Manual inflation control of one or more boots may be inoperative provided that the system operates normally in both the auto-fast and auto-slow timer modes.
9 Automatic Mode Control of Surface De-ice System	C	***	0		The auto-slow mode may be inoperative.
10 Stabilizer Boot Deicing Pressure Annunciation	B	***	0		One or both may be inoperative provided flight is not conducted in known or forecast icing conditions.
11 Stall Warning Vane Heater	C	1	0		May be inoperative provided flight is not conducted in known or forecast icing conditions.
	D	1	0		May be inoperative for extensive periods of day VFR operations provided flight is not conducted in known or forecast icing conditions.
12 Valve Heaters	C	***	0		May be inoperative provided flight is not conducted in known or forecast icing conditions.
	D	1	0		May be inoperative for extensive periods of day VFR operations provided flight is not conducted in known or forecast icing conditions.
13 'PNEUMATIC LOW PRESS' Annunciation	C	***	0		May be inoperative provided flight is not conducted in known or forecast icing conditions.
	D	1	0		May be inoperative for extensive periods of day VFR operations provided flight is not conducted in known or forecast icing conditions.
END SECTION 30					<i>NOTE: Pneumatic Low Pressure annunciation is not provided on aircraft that are not fitted with surface de-ice boots.</i>

TRANSPORT CANADA
Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 3 Date: February 27, 2014		Page: 31-1 of 4
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
31 INDICATING/RECORDING SYSTEMS					
1 Analogue clock with sweep second hand	C	1	-	(O)	May be inoperative provided: a) that a wristwatch with similar functionality (analogue hour and minute indications and sweep second hand) is available to the pilot(s), and; b) clock is covered up to prevent inadvertent reference to an inaccurate indication, or, clock is removed, and; c) it is not necessary to pull the circuit breaker that supplies power to the clock and the flight compartment dome light, and; d) the inoperative clock is physically disconnected from the aircraft electrical system prior to next departure from a maintenance base.
2 Flight Data Recorder (FDR)	- A	- 1	- 0		If required by operating regulations, may be inoperative for a flight or series of flights to return to a maintenance base if the CVR operates normally. Aircraft may not depart a maintenance base with an unserviceable FDR.
	A	1	0		If not required by operating regulations, may be inoperative for 48 hours, provided the CVR operates normally.
3 Cockpit Voice Recorder (CVR)	-	-	-		See Section 23-11
4 Deleted					

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 31-2 of 4	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
31 INDICATING/RECORDING SYSTEMS							
5	Aural Warning Channels	B	2	1	(O)	One channel may be inoperative, provided: a) affected channel is muted using the appropriate configuration switch, and; b) All four Master Caution and Master Warning visual annunciators are operating normally, and; c) no other defects related to visual or aural annunciation or indications exist, and; d) the left PFD and both MFDs are operating normally (no defects related to displays, except failure of the right PFD panel during single pilot operations only, are permitted).	
6	***Electronic Checklist System	D	1	0	(O)(M)	May be inoperative, out of revision, or deactivated. "Do Not Use" placard must be provided if ECL content is not in agreement with approved normal operating checklists.	
7	OAT Sensor	-	-	-			
	Single Channel Inoperative	B	2	1		One channel may be inoperative provided there are no other deferred defects related to the MAU or the ADAHRS.	
	Both Channels Inoperative	A	2	0	(O)	Both channels may be inoperative for a flight or series of flights to return to a maintenance base in day VMC provided: a) OAT is forecast to be above +5° C at all times, and; b) there are no other deferred defects related to the MAU, ADAHRS, or displays.	

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400		Revision No. 2 Date: December 9, 2010		Page: 31-3 of 4
System & Sequence Numbers	1.	2.	3. Number Installed	4. Number Required for Dispatch
				4. Remarks or Exceptions
31 INDICATING/RECORDING SYSTEMS				
8 Data Acquisition Units (DAU)	-	-	-	Dispatch may only be possible in the event of a single channel failure of only one DAU. If both channels of a DAU are failed, the aircraft may not be dispatched. If one channel has failed on each DAU, the aircraft may not be dispatched. Dispatch is only permitted if the Takeoff Configuration Warning System does not generate an inappropriate annunciation when power levers are advanced. The aircraft may not depart a maintenance base with DAU failures of any kind present, other than a cyan DAU Maintenance advisory message. (O) Refer to the AFM for details of what services are lost when a DAU channel fails. The consequences are unique to each of the 4 channels (2 left, 2 right).
DAU 1A	A	1	0	Day or Night VFR or IFR flight is permitted, for a flight or series of flights to return to a maintenance base, provided there are no other deferred defects related to any system window indications.
DAU 1B	A	1	0	Day or Night VFR or IFR flight is permitted, for a flight or series of flights to return to a maintenance base, provided there are no other deferred defects related to any system window indications.
DAU 2A	A	1	0	Day VFR flight is permitted, for a flight or series of flights to return to a maintenance base, provided there are no other deferred defects related to any system window indications.
DAU 2B	-	1	1	Dispatch is forbidden if DAU 2B is inoperative.

TRANSPORT CANADA
Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400		Revision No. 2 Date: December 9, 2010		Page: 31-4 of 4	
System & Sequence Numbers	1.	2.	3.	4.	Remarks or Exceptions
Number Installed					
Number Required for Dispatch					
Remarks or Exceptions					
31 INDICATING/RECORDING SYSTEMS					
9 Master Warning and/or Master Caution Annunciators	C	4	3		For 2 crew operations, any one annunciator may be inoperative provided: a) the aural warning system is operating normally (no defects related to item 31-5 are permitted), and; b) the inoperative annunciator is both placarded and covered up, and; c) all four display units (PFDs and MFDs) operate normally.
	C	4	2		For single crew operations, one or both right hand side annunciators may be inoperative provided: a) proper operation of the left hand side annunciators is not affected, and; b) the aural warning system is operating normally (no defects related to item 31-5 are permitted), and; c) the inoperative annunciator(s) is placarded and covered up, and; d) the left PFD and both MFDs operate normally (no defects related to displays, except failure of the right PFD panel during single pilot operations only, are permitted).
10 Aircraft tracking system (e.g. satellite tracking)	D	***	0		If not required by operating regulations.
END SECTION 31					

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 3 Date: February 27, 2014		Page: 32-1 of 1	
System & Sequence Numbers			1.	2.	Number Installed		
					3.	Number Required for Dispatch	
						4.	Remarks or Exceptions
32 LANDING GEAR							
1	Brake System Pressure Indicator	-	-	-	-		See section 29-2
2	Parking Brake	C	1	0	(O)		May be inoperative provided the braking system is otherwise operating normally.
3	***Amphibian Wheel Gear System (Extension and Retraction)	C		0	(M)(O)		May be inoperative provided: a) gear position indication system is fully operational, and; b) all four wheels are confirmed to be fully retracted, and; c) amphibian is operated as a floatplane only OR a) gear position indication system is fully operational, and; b) all four wheels are confirmed to be fully extended and locked in position, and; c) amphibian is operated as a landplane only.
END SECTION 32							

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 33-1 of 4
System & Sequence Numbers	1.	2.	Number Installed			
			3.	Number Required for Dispatch		
				4.	Remarks or Exceptions	
33 LIGHTS						
1 Flood (thunderstorm) lighting	C	6	<6	Individual lights within a LED array, or individual arrays may be inoperative provided the remaining lights are sufficient to illuminate the FUEL EMERGENCY switches.		
2 Instrument (bezel) lighting	C	-	-	All may be inoperative for day operation. Some may be inoperative for night operation provided: a) the flood (thunderstorm) lighting system operates normally, and; b) light from the flood (thunderstorm) lighting system is sufficient to illuminate the affected component.		
4 Avionics circuit breaker panel and footwell lighting	D	4	0	All may be inoperative for day operation.		
	C	4	<4	May be inoperative for night operation provided ESIS static selector is adequately illuminated.		
5 Aisle light on aft face of control column	D	1	0	May be inoperative for day operation.		
	C	1	0	May be inoperative for night operation if dome light operates normally.		
6 Flight compartment dome light	C	1	0	May be inoperative for day operation.		
	C	1	0	May be inoperative for night operation provided: a) there are no other deferred defects related to flight compartment lighting, and; b) there are no deferred defects related to the aircraft electrical system, and; c) it is not necessary to pull circuit breaker S1 "clock and dome light".		

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 33-2 of 4
System & Sequence Numbers	1.	2.	Number Installed			
			3.	Number Required for Dispatch		
				4.	Remarks or Exceptions	
33 LIGHTS						
7 Flight compartment map lights	C	2	0	May be inoperative for day operation.		
	C	2	0	May be inoperative for night operation provided that no other defects related to flight compartment lighting are present.		
8 Cabin General Lights	C	6	3	Individual lights may be inoperative provided:		
				a) the adjacent light is operating normally, and;		
				b) inoperative lights do not exceed 50 percent of the total number installed, and;		
				c) there is sufficient lighting for crew members to perform their required duties.		
9 Cabin Emergency Lighting System	D	1	0	If not required by operating regulations.		
	C	1	0	If required by operating regulations, may be inoperative for day operation.		
	C	1	1	Individual lamp assemblies may be inoperative for night operations provided compliance is shown with minimum acceptable lighting levels specified in certification documents.		
	C	1	0	Not required for night all cargo operations provided the flight deck crew are the only occupants of the aircraft.		
10 Passenger Reading Lights	D	20	0	Any number may be inoperative.		
11 Boarding Light	D	1	0			
12 Baggage Compartment Lights	D	3	0			

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 2 Date: December 9, 2010		Page: 33-3 of 4
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
33 LIGHTS					
13 Wing Inspection Lights	C	2	0		May be inoperative for day operations.
	C	2	1		For single pilot operation, the left light is required for night flight in known or forecast icing conditions.
	C	2	0		For two pilot operation, both lights may be inoperative provided a portable lamp/light of adequate capacity for wing inspection is available for night operations in known or forecast icing conditions.
	D	2	0		May be inoperative for extensive periods of day VFR operations provided flight is not conducted in known or forecast icing conditions.
14 Landing Lights	C	2	0		One or both may be inoperative for daylight operations.
	C	2	1		One may be inoperative for night operations provided the taxi light operates normally.
15 Pulse Light Function of Landing Lights	D	1	0		May be inoperative provided STEADY on and off control of landing lights operates normally.
16 Taxi Light	C	1	0		May be inoperative or missing.
17 Position Lights	C	3	0		One or more may be inoperative for daylight operations.
18 Beacon Light	C	1	0		May be inoperative for day operations.
	C	1	0		May be inoperative for night operations provided strobe lights operate normally.
19 Strobe Lights	C	1	0		May be inoperative for day operations.
	C	1	0		May be inoperative for night operations provided beacon light operates normally .

TRANSPORT CANADA
Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 2 Date: December 9, 2010		Page: 33-4 of 4
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
20 Eye Height Reference Device (internal lighting)	D	3	0		Lights within spheres may be inoperative provided pilot seats are correctly adjusted prior to flight.
21 "Fasten Seat Belt" Cabin Annunciation	D	1	0	(O)	May be inoperative provided: a) alternate procedures are established for normal, abnormal, and emergency situations, and; b) cabin address system is operational.
22 "No Smoking" Cabin Annunciator	D	1	0	(M)(O)	May be inoperative provided: a) A 'no smoking' placard is provided nearby that is visible to all passengers and can be comprehended by all passengers, and b) passengers are advised during the pre-flight safety briefing that smoking is not permitted at any time.
END SECTION 33					

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 2 Date: December 9, 2010		Page: 34-1 of 6
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
34 NAVIGATION					
1 Nonstabilized Magnetic (Standby) Compass	D	1	0		May be unserviceable provided that the ESIS compass and both ADAHRS compass systems operate normally.
2 ESIS Compass (heading functionality only)	D	1	0		May be inoperative provided that the Magnetic (Standby) Compass and both ADAHRS compass systems operate normally.
3 ESIS Instrument (all functionality)	B	1	0		May be inoperative for day VMC provided no other defects related to the Apex presentation of PFD data are present and the magnetic compass at the top of the windshield centerpost operates normally.
4 ESIS Battery (ESIS independent power supply)	-	-	-		See item 24-3
5 ADAHRS Compass and Heading reference systems	A	2	1		Compass and heading function of one channel may be inoperative for a flight or series of flights to return to a maintenance base provided: a) the Standby Magnetic Compass at top center of windshield and the ESIS compass systems are operating normally, and; b) operation of ADHRS button on PFD controller permits the output of the functional channel to be displayed on both PFDs (or, the left PFD during single pilot operations), and; c) no other defects related to PFD controllers or PFD and/or MFD display screens (except inoperative right PFD during single pilot operations) or other ADAHRS functions are present.

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 34-2 of 6	
System & Sequence Numbers			1.	2.	Number Installed		
					3.	Number Required for Dispatch	
						4.	Remarks or Exceptions
34 NAVIGATION							
6	ADAHRS Attitude reference systems	A	2	1			Attitude function of one channel may be inoperative for a flight or series of flights to return to a maintenance base provided: a) the ESIS is operating normally, and; b) operation of ADHRS button on PFD controller permits the output of the functional channel to be displayed on both PFDs (left PFD only during single pilot operations), and; c) no other defects related to PFD controllers or PFD and/or MFD display screens (except inoperative right PFD during single pilot operations) or other ADAHRS functions are present.
7	ADAHRS System	A	2	1			One channel may be completely inoperative for a flight or series of flights to return to a maintenance base provided: a) the ESIS and ESIS battery are operating normally, and; b) the nonstabilized magnetic (standby) compass is serviceable, and; c) operation of ADHRS button on PFD controller permits the output of the functional channel to be displayed on both PFDs (left PFD only during single pilot operations), and; d) flight is day VMC only. <i>NOTE: Aircraft may not depart a maintenance base with any form of ADAHRS defect.</i>

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 34-3 of 6
System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4.	Remarks or Exceptions
34 NAVIGATION						
9	Advanced Graphic Module (AGM)	A	2	1		One AGM may be inoperative for a flight or series of flights in day VMC to return to a maintenance base provided: a) left PFD operates satisfactorily for single pilot operations (AGM reversion may be used), or; b) both PFDs operate satisfactory for two pilot operations (AGM reversion may be used), and; c) no other deferred defects affecting PFDs, MFDs, or ESIS are present.
10	Electronic Display of Jeppesen charts	D	***	0		May be inoperative, deactivated, or out of date provided system is not used.
11	FMS Navigation Databases (purple and blue CDs)	C	2	0	(O)	One or both may be out of date provided: a) long range navigation (LRN) system and FMS is not used and all navigation is based on short range navigation (SRN) and/or pilotage, and; b) radios are manually tuned.
12	Primary Flight Display (PFD) Controller	A	2	1		One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects related to PFD or MFD systems are present. For single pilot operations, the left controller must be operating normally.
13	Multifunction Controller	-	-	-		See section 46-8 and 46-9
14	MMDR (VOR/ILS functionality)	C	2	0		Both may be inoperative for VFR flight.
		B	2	1		One may be inoperative for IFR flight provided that a single VOR/ILS is sufficient for navigation.

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 2 Date: December 9, 2010		Page: 34-4 of 6
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
34 NAVIGATION					
15 MMDR (ADF functionality)	C	1	0		May be inoperative provided ADF reception is not needed for navigation.
16 MMDR (Marker Beacon functionality)	C	2	0		May be inoperative provided marker beacon reception is not needed for navigation.
16 DME	C	2	0		May be inoperative provided: a) DME reception is not needed for navigation, and; b) both GPS receivers and the FMS are operating normally.
15 GPS receivers	C	2	1		One may be inoperative provided that flight can be carried out by reference to short range navigation (SRN) and/or pilotage.
	A	2	0	(O)	Both may be inoperative for a flight or series of flights to return to a maintenance base provided that: a) the flight(s) can be carried out by reference to short range navigation (SRN) and/or pilotage, and; b) procedures are established to ensure that the crew do not refer to the INAV map for position determination.
16 Flight Management System	B	1	0		May be inoperative provided: a) no defects relating to fuel quantity gauging system or fuel flow measurement are present, and; b) navigation does not require LRN (GPS navigation) functionality, and c) operating regulations permit FMS to be inoperative.

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400		Revision No. 2 Date: December 9, 2010		Page: 34-5 of 6
System & Sequence Numbers	1.	2.	3. Number Installed	4. Number Required for Dispatch
				Remarks or Exceptions
34 NAVIGATION				
17 Transponders	C	2	1	One transponder may be inoperative provided second (standby) transponder operates normally.
	B	2	0	Both may be inoperative if not required by operating regulations.
ADS-B OUT DAPs (1090 MHz extended squitter)	A	2	0	May be inoperative provided: a) ELS or EHS capability is not required by operating regulations or ATC authorities having jurisdiction over the route of flight, and; b) repairs are made prior to completion of next EMMA check (or within 125 hours, whichever comes first).
18 Radar Altimeter	C	1	0	May be inoperative provided: a) approach procedures do not require its use, and; b) radar altimeter minimums function is not used, and; c) degradation of TAWS functionality is permitted by operating regulations.
19 Altitude Alerter	C	1	0	May be inoperative for day VMC flight. May be inoperative for other flight conditions if operation regulations permit.
20 INAV Topographic database (INAV Map topography, the Green CD, updated approximately annually)	D	1	1	May be out of currency up to 90 days following issue of most recent database provided no SL, SB, or AD pertaining to database errors exists. <i>NOTE: The INAV map topographic information is not in any way related to the MK VI TAWS (EGPWS) terrain database.</i>

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 34-6 of 6	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
34 NAVIGATION							
21	Terrain database (MK VI TAWS [EGPWS] database, updated approximately quarterly)	D	1	1		May be out of currency up to 90 days following issue of most recent database as advised by Honeywell service letter, provided no SL, SB, or AD pertaining to database errors exists.	
22	Weather Radar	C	1	0		May be inoperative if not required by operating regulations.	
23	Stormscope	D	***	0			
24	Flight Controller (channel)	C	2	1		One channel may be inoperative. No functionality is lost.	
25	TCAS	B	1	0	(M)	If TCAS functionality is required by operating regulations, may be inoperative provided system is deactivated and secured.	
		C	1	0	(M)	If TCAS functionality is not required by operating regulations, may be inoperative provided system is deactivated and secured.	
26	TAWS	B	1	0	(M)	If TAWS functionality is required by operating regulations, may be inoperative provided system is deactivated and secured.	
		C	1	0	(M)	If TAWS functionality is not required by operating regulations, may be inoperative provided system is deactivated and secured.	
END SECTION 34							

TRANSPORT CANADA
Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400		Revision No. 2 Date: December 9, 2010	
		Page: 35-1 of 1	
System & Sequence Numbers	1.	2.	Number Installed
			3. Number Required for Dispatch
			4. Remarks or Exceptions
35 OXYGEN No entries END SECTION 35			

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 36-1 of 1	
System & Sequence Numbers			1.	2.	Number Installed		
					3.	Number Required for Dispatch	
					4.	Remarks or Exceptions	
36 PNEUMATIC							
1	Bleed Air Valves	C	2	1	(M)	One may be inoperative provided: a) the corresponding bleed valve is secured closed, b) the flight is not conducted in known or forecast icing conditions.	
		C	2	0	(M)	Both may be inoperative provided: a) both bleed valves are secured closed, and; b) the flight is not conducted in known or forecast icing conditions, and; c) OAT in flight is not less than +15° C.	
2	Low Pressure Monitoring System ('PNEUMATIC LOW PRESS' Annunciation)					See section 30-13	
END SECTION 36							

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400		Revision No. 2 Date: December 9, 2010		Page: 45-1 of 1	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
45 CENTRAL MAINTENANCE COMPUTER					
1	Central Maintenance Computer Function	C	1	0	
2	Engine Condition Trend Monitoring System (ECTM) Reader	D	***	0	
3	SD Card Reader	-	-	-	See item 46-8
END SECTION 45					

TRANSPORT CANADA
Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 2 Date: December 9, 2010		Page: 46-1 of 4
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
46 INFORMATION SYSTEMS					
1	Modular Avionics Unit (MAU) Actuator Input/Output Processor (AIOP) channels	A	2	1	(O)(M) One channel may be inoperative flight or series of flights to return to a maintenance base provided that consequences of inoperative channel are evaluated individually in accordance with each section of this MEL.
2	Advanced Graphic Module (AGM) channels	-	-	-	See section 34-9
3	Display Unit 1 (Left PFD)	A	1	0	(O) May be inoperative for a flight or series of flights to return to a maintenance base provided: a) both MFDs operate normally, and; b) flight is two-crew operation with right seat pilot performing the 'flying pilot' (handling pilot) functions, and; c) ESIS operates normally, and; d) no other deferred defects related to PFD or MFD systems are present.
4	Display Unit 2 (Upper MFD)	A	1	0	May be inoperative for a flight or series of flights to return to a maintenance base provided: a) lower MFD operates normally, and; b) both PFDs operate normally, and; c) ESIS operates normally, and; d) no other deferred defects related to PFD or MFD systems are present, and; e) IFR or IMC flight must be two-crew operation.
<i>NOTE: Jeppesen charts will be unavailable.</i>					

TRANSPORT CANADA
Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 2 Date: December 9, 2010		Page: 46-2 of 4
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
46 INFORMATION SYSTEMS					
5 Display Unit 3 (Lower MFD)	A	1	0		May be inoperative for a flight or series of flights (if single pilot, VFR in VMC only) to return to a maintenance base provided: a) upper MFD operates normally, and; b) both PFDs operate normally, and; c) ESIS operates normally, and; d) no other deferred defects related to PFD or MFD systems are present.
6 Display Unit 4 (Right PFD)	A	1	0		For two crew operations, may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects related to PFD or MFD systems are present.
	C	1	0		For single pilot operations, may be inoperative provided no other deferred defects related to PFD or MFD systems are present.
7 MAU Cooling Fans	C	2	1		One may be inoperative provided: a) there are no other defects that affect the supply of air circulation to the nose avionics compartment or the flight compartment, and; b) the avionics compartment fan(s) operate normally, and; c) the Vent Fan operates normally.

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 2 Date: December 9, 2010		Page: 46-3 of 4
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
46 INFORMATION SYSTEMS					
8 Multifunction Controller	-	-	-		
Shortcut Keys (two top rows of pushbuttons)	C	12	0		Any or all may be inoperative provided crew are familiar with alternate means of accomplishing tasks.
SD Card Reader	D	1	0		
Joystick	A	1	0	(O)	May be inoperative for a flight or series of flights to return to a maintenance base provided: a) operations do not require RNAV capability, and; b) the flight(s) can be carried out by reference to short range navigation (SRN) and/or pilotage. <i>NOTE: The FMS will not be usable.</i>
ENT keys	C	-	-		One of the two ENT keys may be inoperative.
Alphanumeric keys	C	38	-	(O)	One or more be inoperative provided: a) operations do not require RNAV capability, and; b) flights can be carried out without use of the FMS, by reference to short range navigation (SRN) and/or pilotage, and; c) joystick and data set knob surrounding joystick operate normally.
Weather Radar Controls					See item 34-22

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 2 Date: December 9, 2010		Page: 46-4 of 4
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
46 INFORMATION SYSTEMS					
9 Multifunction Controller (entire controller, or, any functions not specifically listed in item 46-8)	A	1	0		May be inoperative for a flight or series of flights to return to a maintenance base provided: a) the flight(s) can be carried out by reference to short range navigation (SRN) and/or pilotage, and; b) no defects related to fuel quantity measurement are present. <i>NOTE: The UNABLE FMS-GPS MON amber CAS message will be present until after takeoff if FMS position cannot be initialized.</i>
10 Flight Controller Panel	-	-	-		
Minima knob	C	1	0		May be inoperative provided takeoff and landing is conducted in VMC.
Heading/Track collar	C	1	0		May be inoperative provided: a) operations are not conducted in polar areas, and; b) either the heading or the track bug functions normally.
Heading and/or track bug setting knob	B	1	0		May be inoperative for day VFR flight
Altitude Select knob	C	1	0		May be inoperative if altitude alerter not required by operating regulations.
11 Flight Controller Panel (entire controller)	B	1	0		May be inoperative for day VFR flight outside of polar regions, provided operating regulations permit Altitude Select to be inoperative.
END SECTION 46					

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 52-1 of 1	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
52 DOORS							
1	Doors Unlocked Annunciation	C	1	0		May be inoperative provided:	
						a) a flight crewmember visually confirms that all doors are latched prior to each takeoff, and;	
						b) the fasten seat belt sign remains on throughout the flight.	
2	Airstair Door Damping Strut (‘doorsaver’)	D	1	1	(M)	May be missing or inoperative provided a placard is provided on both sides of the door indicating that the dampening strut is missing or inoperative.	
3	Key Locks of Doors	-	-	-	-	See item 25-9.	
END SECTION 52							

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 56-1 of 1	
System & Sequence Numbers			1.	2.	Number Installed		
					3.	Number Required for Dispatch	
						4.	Remarks or Exceptions
56 WINDOWS							
1	Flight Compartment Door Sliding Window	C	2	0	(M)	May be inoperative provided window is secured in closed position.	
2	Passenger Cabin Inner Window Panels	C	≤21	0	(M)	Any number of inner window panels may be missing. Damaged inner window panels that obscure the view of the exterior of the aircraft must be removed.	
END SECTION 56							

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 61-1 of 1	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
				4.	Remarks or Exceptions		
61 PROPELLERS							
1	Autofeather system switchlight assembly	C	2	1	(M)	One may be inoperative provided: a) opposite side switchlight operates normally, and; b) the functionality of the autofeather system is not affected, and; c) CAS annunciation of 'autofeather selected' and 'autofeather armed' operates normally.	
2	Propeller Reset Annunciation	C	1	0		May be inoperative provided the mechanical interlock preventing throttle movement aft of idle unless propeller levers are fully forward is functioning properly.	
3	Autofeather System	C	1	0	(O)	May be inoperative provided: a) operations are conducted IAW AFM supplement 19 (this will require increased take-off distances), and; b) operations are not conducted IAW supplement 37, and; c) Takeoff Configuration Warning System does not generate an inappropriate annunciation when power levers are advanced.	
<i>NOTE: Extension of MEL relief for the autofeather system beyond 10 days is strictly forbidden.</i>							
4	Ground Fine Range ("Beta") annunciation	B	2	1		Annunciation of ground fine ("beta") range from one propeller may be inoperative provided annunciation from the other propeller operates normally.	
END SECTION 61							

TRANSPORT CANADA
Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 73-1 of 1	
System & Sequence Numbers			1.	2.	Number Installed		
					3.	Number Required for Dispatch	
						4.	Remarks or Exceptions
73 ENGINE FUEL AND CONTROL							
1	P _Y Tube Heaters (fuel control sensor tube)	C	2	0	(M)	One or both may be inoperative provided: a) the corresponding circuit breaker is pulled, and; b) the aircraft is not operated where the air temperature is less than +5° C.	
2	Fuel Flow Indication	-	-	-		Refer to section 29.	
END SECTION 73							

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400			Revision No. 2 Date: December 9, 2010		Page: 74-1 of 1
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
74 IGNITION					
1 Manual Engine Ignition	D	1	0	(O)	May be inoperative provided flight is not conducted in known or forecast icing conditions.
2 Spark Igniters	A	4	2		One per engine may be inoperative for a flight or series of flights to return to a maintenance base.
END SECTION 74					

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400		Revision No. 2 Date: December 9, 2010		Page: 75-1 of 1
System & Sequence Numbers	1.	2.	Number Installed	
		3.	Number Required for Dispatch	
		4.	Remarks or Exceptions	
75 BLEED AIR <i>Refer to section 36.</i> END SECTION 75				

TRANSPORT CANADA
Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400		Revision No. 2 Date: December 9, 2010		Page: 77-1 of 1	
System & Sequence Numbers	1.	2.	3.	4.	
			Number Installed	Number Required for Dispatch	Remarks or Exceptions
77 ENGINE INDICATING					
1 N _P Indication	A	2	1		One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.
2 N _G Indication	A	2	1		One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.
3 Torque Indication	A	2	1		One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.
4 T ₅ Indication	A	2	1		One may be inoperative for a flight or series of flights to return to a maintenance base provided no other deferred defects relating to either engine indication system are present.
END SECTION 77					

TRANSPORT CANADA

Master Minimum Equipment List

Aircraft: VIKING DHC-6 SERIES 400				Revision No. 2 Date: December 9, 2010		Page: 79-1 of 1	
System & Sequence Numbers			1.	2.	Number Installed		
					3.	Number Required for Dispatch	
						4.	Remarks or Exceptions
79 ENGINE OIL							
1	Engine Oil Temperature	B	2	1	(O)	One may be inoperative provided that the engine with the inoperative indication is started first.	
2	Oil Pressure Sensor (40 PSI discrete)	B	2	1		One may be inoperative provided: a) oil pressure is correctly displayed in engine window, and; b) low oil pressure CAS message is not present when oil pressure is within acceptable range, and; c) both oil pressure sensors on opposite side engine are operating normally.	
2	Oil Pressure Sensor (transducer)	B	2	1		One may be inoperative provided: a) low oil pressure sensor (discrete 40 PSI sensor) of affected engine posts low oil pressure CAS message when pressure is below 40 PSI, and, b) low oil pressure CAS message is not posted when oil pressure is greater than 40 PSI, and; c) both oil pressure sensors on opposite side engine are operating normally.	
END SECTION 79							

TRANSPORT CANADA
Master Minimum Equipment List

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