M I N I M U M E Q U I P M E N T L I S T

DeHAVILLAND DASH 8-100 SERIES.

A/C REG: 5Y-BVO (102),5Y-BXH (102), 5Y-PRV (102), 5Y-STN (102),5Y-BZI (102),5Y-CAU (103),5Y-BXU (106), 5Y-BXI (106)

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ALS LIMITED
MINIMUM EQUIPMENT LIST
DEHAVILLAND DASH 8 – 100 SERIES

Revision: 1
Date: 05/05/2014

Table of Contents

ALS LIMITED
MINIMUM EQUIPMENT LIST
DEHAVILLAND DASH 8 – 100 SERIES

Revision: 1
Date: 05/05/2014

Log of Revisions Inserted.

Rev. No.	Date Inserted	Effective Date	Inserted By.
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
30			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			

ALS LIMITED
MINIMUM EQUIPMENT LIST
DEHAVILLAND DASH 8 – 100 SERIES

Revision: 1
Date: 05/05/2014

Temporary Revision Index.

Retain this in the front of manual. When temporary Revisions are issued or cancelled, enter the relevant information in the columns below.

TR NO.	DATE INSERTED	REV. REMOVED	SUBJECT PAGE NO.	TR NO.	DATE INSERTED	REV. REMOVED	SUBJECT PAGE NO.

List of Effective Pages.

SYSTEM	PAGE	REV. NO.	CURRENT DATE
Cover Page			
Approval Page	L1	1	05/05/2014
Table of Contents	L2	1	05/05/2014
Log of Revisions	L3	1	05/05/2014
Log of Revisions Inserted	L4	1	05/05/2014
Log Temporary Revisions	L5	1	05/05/2014
List of Effective Pages	L6	1	05/05/2014
	L7	1	05/05/2014
	L8	1	05/05/2014
	L9	1	05/05/2014
	L10	1	05/05/2014
Introduction	L11	1	05/05/2014
	L12	1	05/05/2014
Definitions	L13	1	05/05/2014
	L14	1	05/05/2014
Preamble	0	1	05/05/2014
21	2	1	05/05/2014
	3	1	05/05/2014
	18	1	05/05/2014
	19	1	05/05/2014
	20	1	05/05/2014
	21	1	05/05/2014
	22	1	05/05/2014
	23	1	05/05/2014
	24	1	05/05/2014
	25	1	05/05/2014
22	26	1	05/05/2014
	27	1	05/05/2014
	28	1	05/05/2014
	29	1	05/05/2014
	30	1	05/05/2014
	31	1	05/05/2014
	32	1	05/05/2014
	33	1	05/05/2014
	34	1	05/05/2014
23	35	1	05/05/2014
	36	1	05/05/2014
	37	1	05/05/2014
	38	1	05/05/2014
	39	1	05/05/2014

	40	1	05/05/2014
	41	1	05/05/2014
	42	1	05/05/2014
	43	1	05/05/2014
	44	1	05/05/2014
	45	1	05/05/2014
	46	1	05/05/2014
	47	1	05/05/2014
	48	1	05/05/2014
	49	1	05/05/2014
	50	1	05/05/2014
24	51	1	05/05/2014
	52	1	05/05/2014
	53	1	05/05/2014
	54	1	05/05/2014
	55	1	05/05/2014
	56	1	05/05/2014
	57	1	05/05/2014
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	59	1	05/05/2014
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	61	1	05/05/2014
	62	1	05/05/2014
25	63	1	05/05/2014
	64	1	05/05/2014
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	66	1	05/05/2014
	67	1	05/05/2014
	68	1	05/05/2014
	69	1	05/05/2014
	70	1	05/05/2014
	71	1	05/05/2014
	72	1	05/05/2014
	73	1	05/05/2014
	74	1	05/05/2014
	75	1	05/05/2014
	76	1	05/05/2014
	77	1	05/05/2014
26	78	1	05/05/2014
	79	1	05/05/2014
	80	1	05/05/2014
	81	1	05/05/2014
	82	1	05/05/2014
	83	1	05/05/2014
	84	1	05/05/2014
	85	1	05/05/2014
	86	1	05/05/2014

27	87	1	05/05/2014
	88	1	05/05/2014
	89	1	05/05/2014
	90	1	05/05/2014
	91	1	05/05/2014
	92	1	05/05/2014
	93	1	05/05/2014
	94	1	05/05/2014
	95	1	05/05/2014
	96	1	05/05/2014
	97	1	05/05/2014
	98	1	05/05/2014
	99	1	05/05/2014
28	100	1	05/05/2014
	101	1	05/05/2014
	102	1	05/05/2014
	103	1	05/05/2014
	104	1	05/05/2014
	105	1	05/05/2014
	106	1	05/052014
	107	1	05/05/2014
	108	1	05/05/2014
	109	1	05/05/2014
	111	1	05/05/2014
	112	1	05/05/2014
29	113	1	05/05/2014
	114	1	05/05/2014
	115	1	05/05/2014
	116	1	05/05/2014
	117	1	05/05/2014
	118	1	05/05/2014
30	119	1	05/05/2014
	120	1	05/05/2014
	121	1	05/05/2014
	122	1	05/05/2014
	123	1	05/05/2014
	124	1	05/05/2014
	125	1	05/05/2014
	126	1	05/05/2014
	127	1	05/05/2014
	128	1	05/05/2014
	129	1	05/05/2014
	130	1	05/05/2014
	131	1	05/05/2014

	132	1	05/05/2014
31	133	1	05/05/2014
	134	1	05/05/2014
32	135	1	05/05/2014
	136	1	05/05/2014
	137	1	05/05/2014
	138	1	05/05/2014
33	139	1	05/05/2014
	140	1	05/05/2014
	141	1	05/05/2014
	142	1	05/05/2014
	143	1	05/05/2014
	144	1	05/05/2014
	145	1	05/05/2014
	146	1	05/05/2014
	147	1	05/05/2014
	148	1	05/05/2014
	149	1	05/05/2014
	150	1	05/05/2014
	151	1	05/05/2014
34	152	1	05/05/2014
	153	1	05/05/2014
	154	1	05/05/2014
	155	1	05/05/2014
	156	1	05/05/2014
	157	1	05/05/2014
	158	1	05/05/2014
	159	1	05/05/2014
	160	1	05/05/2014
	161	1	05/05/2014
	162	1	05/05/2014
	163	1	05/05/2014
	164	1	05/05/2014
	165	1	05/05/2014
	167	1	05/05/2014
	168	1	05/05/2014
35	169	1	05/05/2014
	170	1	05/05/2014
	171	1	05/05/2014
	172	1	05/05/2014
	173	1	05/05/2014
	174	1	05/05/2014
	175	1	05/05/2014
	176	1	05/05/2014
	177	1	05/05/2014
38	178	1	05/05/2014
49	179	1	05/05/2014
52	180	1	05/05/2014

	181	1	05/05/2014
	182	1	05/05/2014
61	183	1	05/05/2014
	184	1	05/05/2014
71	185	1	05/05/2014
	186	1	05/05/2014
	187	1	05/05/2014
	188	1	05/05/2014
73	189	1	05/05/2014
	190	1	05/05/2014
	191	1	05/05/2014
	192	1	05/05/2014
	193	1	05/05/2014
75	194	1	05/05/2014
76	195	1	05/05/2014
77	196	1	05/05/2014
	197	1	05/05/2014

ALS LIMITED
MINIMUM EQUIPMENT LIST
DEHAVILLAND DASH 8 – 100 SERIES

Revision: 1

Date: 05/05/2014

INTRODUCTION.

This Minimum Equipment List (MEL) is based on the Department of Transport FAA Master Minimum Equipment List (MMEL).

This MEL must be approved by Kenya Civil Aviation Authority (KCAA).

This MEL shall not deviate from the Aircraft Flight Manual Limitations or Emergency Procedures or from any Airworthiness Directive that may be applicable.

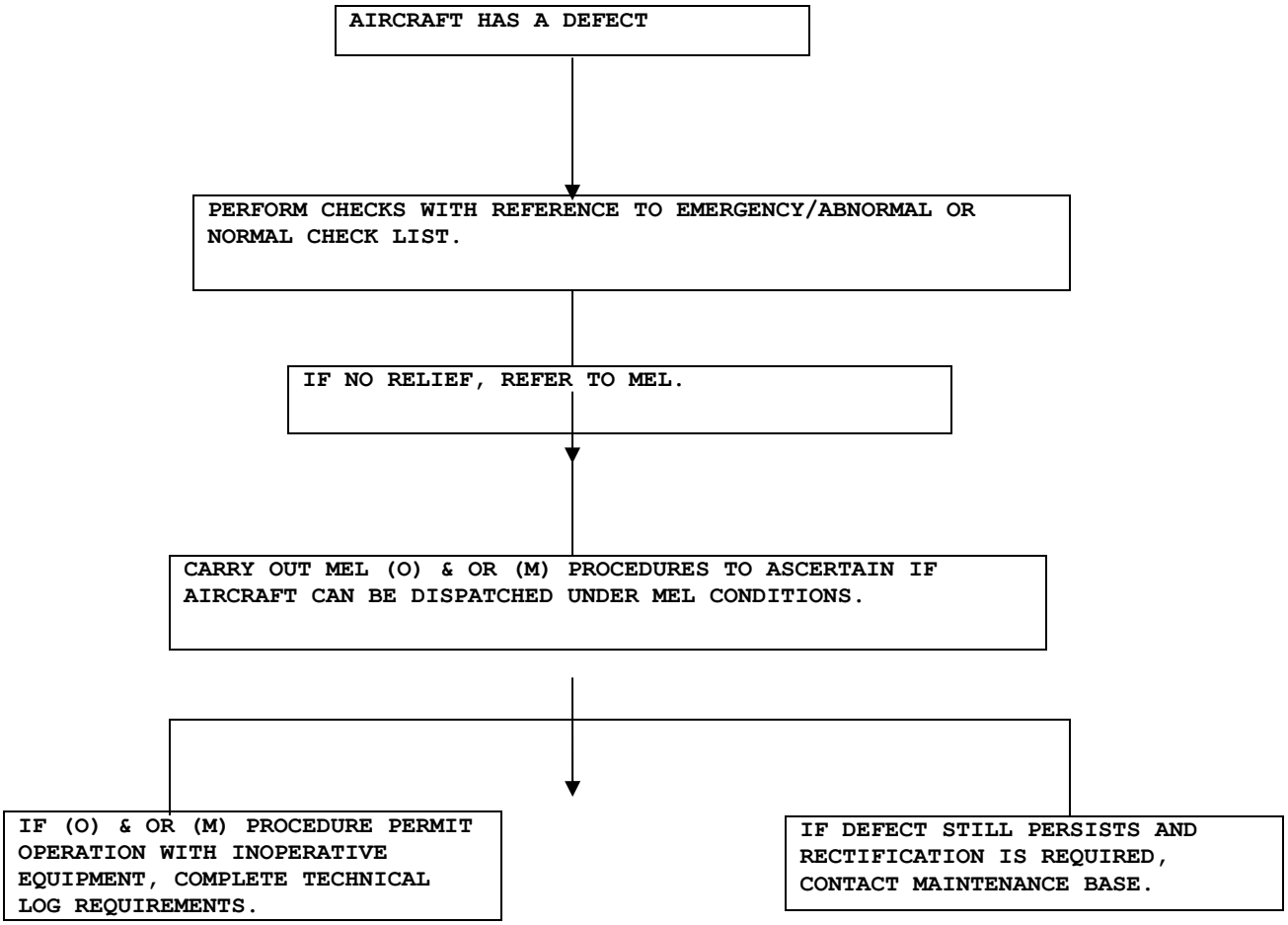
The MEL is intended to permit ALS LTD operate the aircraft with items of equipment inoperative with reference to Repair Interval Criteria – i.e Category 'A', 'B', 'C', and 'D'. It is understood that within this period where the item of equipment remains inoperative, ALS LTD will ensure repairs are accomplished within the stated intervals.

The MEL conditions and limitations do not relieve the Pilot/Captain from the responsibility of ensuring that the aircraft is in a fit state to fly.

Where multiple MEL inoperative items exist, it is inoperative that both maintenance and flight crew assess the unservicebilities and ensure that the inoperative items will not degrade the level of safety of the aircraft.

Defect Flow Chart Status:

Flow chart to determine aircraft dispatch capability with reference to the MEL.



NOTE: **If any failure that does not provide specific relief, aircraft should be routed for maintenance action.**

NOTES AND DEFINITIONS.

1. System Definitions.

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

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A, B, C, and D) are listed on right side of column 1. Repair intervals are described in definition 22.

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.

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 means of configuration control approved by the Administrator.

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 MMEL revision.

f. “Approved” means approved by KCAA.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification.

3. "As required by KCAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the KCAR operating rules. The number of items required by the KCAR must be operative. When the listed item is not required by KCAR it may be inoperative for time specified by repair category. The term “14 CFR” may be substituted for “KCAR” in MMELs or operator MELs.

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.

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

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. As used in MMELs, "ER" refers to Extended Operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.

8. "Kenyan Civil Aviation Regulations" (KCAR) means the applicable portions of the Kenyan Aviation Act and Kenyan Aviation Regulations.

9. "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.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

12. ”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).

13 .”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 do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. 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).

15."(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.

16."(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 the Administrator.

17. "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.

18. "Visual Flight Rules" (VFR) is as defined in KCARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "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.

20. "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.

21. "Passenger Convenience Items" Deleted see NEF #30.

22. Repair Intervals: All users of an MEL approved under KCARs 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. For time intervals specified in “calendar days” or “flight days”, the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc.) repair tracking begins at the point when the malfunction is deferred in accordance with the operator’s approved MEL.

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 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 (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. The letter designators are inserted adjacent to Column 2.

An operator who has the authorization to use an MEL also has the authority to approve extensions to the maximum repair interval for category B and C items provided the KCAA is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use an MEL.
23. Electronic fault alerting system – General
New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status .When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit. "Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciated via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL. "Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciated to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

24. "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 by approval of the Principal Operations Inspector 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 the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item

25. "Excess Items" means those items that have been installed that are redundant to the requirements of the KCARs.

26. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log 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. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

27. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

28. " 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.

29. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

30. As used in MMELs, Heavy Maintenance Visit (HMV) is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.

The following is applicable for authorized certificate holders operating under Kenyan Civil Aviation Regulations (KCARs). The KCAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit 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 an acceptable level of safety .A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator 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 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 by the Administrator. 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 and authorized, permits operation of the aircraft with inoperative equipment.

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

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that 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 repairs can be accomplished. It is important that repairs 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.

ALS LIMITED

MINIMUM EQUIPMENT LIST

DEHAVILLAND DASH 8 – 100 SERIES

Revision: 1
Date: 05/05/2014

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by KCAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in 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 KCAR. 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. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

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

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

ALS LIMITED

MINIMUM EQUIPMENT LIST
DEHAVILLAND DASH 8 – 100 SERIES

Revision: 1
Date: 05/05/2014

PREAMBLE

All equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, KCARs permits the publication of a Master Minimum Equipment List (MMEL) where compliance with certain equipment is not necessary under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide the required level of safety.

A Master Minimum Equipment List (MMEL) is developed by Department Transport FAA , with participation by the aviation industry, to improve aircraft utilization and thereby provided more convenient and economic air transport for the public. The approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment Department Transport FAA finds may be in-operative 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 Limitation, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and 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 equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at earliest opportunity. In order to maintain the required level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. When an item is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Journey Logbook. The item is then either repaired or may be deferred per the MEL. Alternatively, the aircraft must be

ALS LIMITED
MINIMUM EQUIPMENT LIST
DEHAVILLAND DASH 8 – 100 SERIES

Revision 1
Date:05/05/2014

in compliance with KCARs which specify the requirements for operating an aircraft subject to the conditions of flight permit and subordinate position of a MEL with regard to an Airworthiness directive (AD) for the same item .

MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a safe condition for operation with items of equipment inoperative.

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

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

Unless otherwise specified, each MMEL item contained herein is applicable to all Dash 8 100,200 and 300 aircraft. If an item is applicable to a specific series and /or models only, it will be specified below the item in brackets in the item column; example "(series100)".

When using the, compliance with the stated intent of the Preamble, Definitions and Conditions and Limitations specified in the MEL is required.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	21 -1
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING			
1. Cabin Pressure Control			
1) Automatic C	1	0	(M)(0) May be inoperative provided manual control operates normally.

O) OPERATING PROCEDURES;

Case 1: Automatic Control Inoperative

1. Select the following on the CABIN ALTITUDE selector panel:
a) AUTO/MAN/DAMP switch – MAN.
b) MAN knob – Rotate fully clockwise (towards INCR).

2. Ensure all doors are closed, start No. 2 engine and select power lever to FLT IDLE.

3. Select the following on the AIR CONDITIONING panel:
   a) BLEED 2 switch – BLEED 2.
   b) BLEED flow control selector – MAX.

4. Pressurize aircraft by rotating MAN knob on the CABIN ALTITUDE selector panel counterclockwise and stabilize cabin differential pressure at 3 psi as indicated on CABIN diff PRESSURE indicator.

   CAUTION: ENSURE THAT CABIN DIFFAERENTIAL PRESSURE DOES NOT EXCEED 5.5 PSI.

5. Select FWD OUTFLOW VALVE selector on co-pilot's side console panel to OPEN and check that the cabin begins to depressurize as indicated on CAPIN DIFF pressure indicator.

6. Return FWS OUTFLOW VALVE selector on copilot's side console panel to NORMAL and check that the cabin starts to pressurize as shown on the CABIN DIFF indicator.

7. Depressurize aircraft.

8. Monitor manual mode function during flight.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	21 -2
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING				
1. Cabin Pressure Control (Cont'd)				
2) Manual	C	1	0	(M) May be inoperative provided automatic control and the forward outflow valve control operate normally.

(M) MAINTENANCE PROCEDURES;

Case 2: (Manual Control Inoperative)
NOTE: Verification of Automatic Control must be accomplished by Method A or B on the ground if the Discovery Flight Procedure above was not accomplished.

METHOD A

1. Select the following on the CABIN ALTITUDE selector panel:
   a) AUTO/MAN/DUMP switch – AUTO.
   b) CAB/SET/NORM switch – NORM.
   c) RATE – Ø (index mark).
   d) BAR – 29.92.
   e) ALT - -250 ft.

2. Ensure all doors are closed, start No 2 engine select power lever to FTL IDLE.

3. Ensure that CAB ALT on indicator panel is at field altitude ± 100 ft and record ALT reading.

4. Make the following selections on AIR CONDITIONING panel.
   a) BLEED 2 switches – BLEED 2
   b) BLEED flow control selector – MIN.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	21-2a
	Date 05/05/2014	

1. System & Sequence Numbers	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING (Cont'd).			Revision 0

5. Check that CABIN ALT indicator reads 30±20 ft less than reading taken in step (3).

6. Select BLEED flow control selector to MAX and check that CAB ALT indicator reads 300 ± 75 ft less than the reading taken in step (3) and record reading.

7. Advance No. 1 power lever more than 12 degrees above FTL IDLE.

8. Check that CAB ALT indicator reads 250 ± 300 ft less than value taken in step (6) and record ALT reading.

9. Open and clip the following circuit breakers:
   a) LDG GEAR CONT IND on left main DC panel.
   b) LDG GEAR CONT IND on left essential panel.

. 10.Check for the following indications:
   a) CABIN ALT – Steady for 60± 10 seconds.
   b) RATE (FPM) – up to 400 ft/min DOWN, then steady.
   c) DIFF (PSI) – (field altitude (step 3) + 250) is within +/-0.1 psi and steady.

11. Select FWD OUTFLOW VALVE selector on copilot's side console panel to OPEN and check that cabin begins to depressurize as indicated on CABIN DIFF indicator.

12. Select FWD OUTCLOW VALVE selector to NORMAL position and check that aircraft begins to pressurize as indicated on CABIN DIFF indicator.

13. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	21 -2b
	Date 05/05/2014	

1. System & Sequence Numbers	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING			

13. Select power lever to FLT IDLE and depressurize aircraft.

14. Close circuit breakers opened in step 9.

OR

Case 2: (Manual Control Inoperative)METHOD "B"

Maintenance personnel Required.

Equipment and Materials: Suction source up to 5 inches water (Barfield tester or equivalent). Hose ¼ inch bore.
Flashlight.

1. Select the MAN.INCR dial on the Cabin Altitude panel fully clockwise

2. Select the forward dump valve manual selector valve on the copilot's outboard panel to NORMAL. (See Figure 21-1-1).

3. Open the left upper access door 212AL in the nose compartment.

4. Locate the forward outflow valve suction line (scarfed ¼ inch pipe protruding from the lower outer skin RHS. (See figure 21-1-2).

5. Apply 5 inch water suction to the scarfed pipe utilizing hose and suction source. (see figure 21-1-2)

6. Using flashlight, locate the forward outflow valve in the nose compartment (LHS) above the contactor box and behind ducting. (See Figure 21-1-2).

7. Note operation of the outflow valve as the manual selector valve is switched alternately from NORMAL to OPEN.

8. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	21 -3
	Date 05/05/2014	

1. System & Sequence Numbers	1. Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING				
1. Cabin Pressure Control (Cont'd				
3) Automatic and manual	C	1	0	(O)(M) Both may be inoperative for unpressurized flight provided: a) operations are conducted in compliance with the AFM; section A.16.6, and, b) the forward outflow valve operates normally.

CASE 3 (AUTOMATIC AND MANUAL CONTROL INOPERATIVE)

(O) OPERATING INSTRUCTIONS:

Flight planning considerations for unpressurized flight regarding weather, fuel, oxygen and climb and descent are required.

Flight operations are conducted in compliance with AFM section 4.16.6.

(M) MAINTENANCE PROCEDURES;

NOTE 1: Flight must be conducted in an unpressurized configuration.
NOTE 2: Verification of forward outflow valve operation must be accomplished by Method A or B on the ground if Discovery Flight Procedure above was not accomplished.

METHOD "A"

1. Select AUTO/MANUAL/DUMP switch to MANUAL position.

2. Ensure all doors are closed, start No. 2 select power lever to FLT IDLE.

3. Select the following on the AIR CONDITIONING due panel:
   a) No. 2 bleed switch – BLEED 2.
   b) BLEED flow control selector – MAX.

4. Pressurize aircraft cabin (not to exceed 3 psi differential pressure as indicated on CABIN DIFF pressure indicator).

CAUTION: ENSURE THAT CABIN DIFFERENTIAL PRESSURE DOES NOT EXCEED 5.5 PSI.

5. Select AUTO/MANUAL/DUMP switch to DUMP position and check that cabin begins to depressurize as indicated on CABIN DIFF indicator.

6. Select AUTO/MANUAL/DUMP switch to MANUAL position and check that aircraft begins to pressurize as indicated on CABIN DIFF indicator.

7. Select FWD OUTFLOW VALAVE selector on copilot's side console panel to OPEN and check that cabin begins to depressurize as indicated on CABIN DIFF indicator.

8. Return FWD OUTFLOW VALVE selector on copilot's side console panel to NORMAL and check that cabin starts to pressurize as indicated on CABIN DIFF indicator.

9. Depressurize aircraft by selecting AUTO/MANUAL/DUMP switch position.

CASE 3: (AUTOMATIC AND MANUAL CONTROL INOPERATIVE)
METHOD "B"
Maintenance Personnel Required.

Equipment and Materials: Suction source up to 5 inches water (Barfield tester or equivalent) Hose ¼ inch bore, and Flashlight.

1. Select the MAN.INCR. Dial on the Cabin Altitude panel fully clockwise.

2. Select the forward dump valve manual selector valve on the copilot's outboard panel to NORMAL.

3. Open the left upper access door 212AL (See figure 21-1-1) in the nose compartment.
4. Locate the forward outflow valve suction line (scarfed ¼ inch pipe protruding from the lower outer skin RHS.(See figure 21-1-2).

5. Apply 5 inches water suction to the scarfed pipe utilizing hose and suction source. (See figure 21-1-2).

6. Using flashlight, locate the forward outflow valve in the nose compartment (LHS) above the contractor box and behind ducting. (See figure 21-1-2).
7. Note operation of the outflow valve as the manual selector valve is switched alternately from NORMAL to OPEN.
8. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	21-4
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21. AIR CONDITIONING (Cont'd)				
2. Cabin Differential Pressure Indicator	C	1	0	(O) May be inoperative provided: a) the Cabin ALT Indicator is verified operative; and; b) a chart is provided to convert cabin altitude to cabin differential pressure.
	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurised configuration.

21-2 OPERATING PROCEDURES:

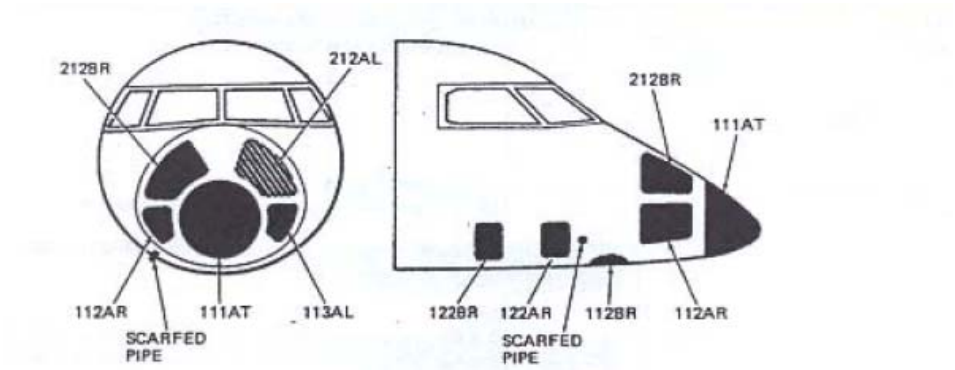
CASE 1:

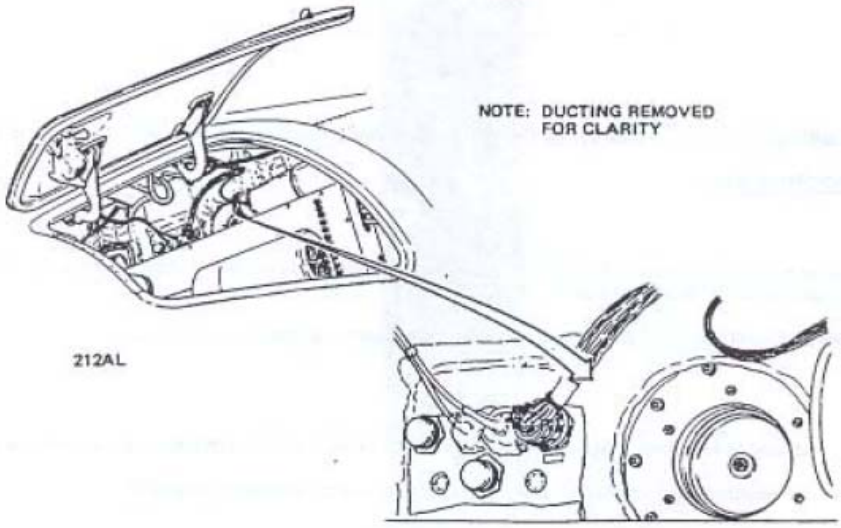
Monitor cabin altitude in flight. Using chart, figure 21-2-1, ensure that differential pressure is at or below maximum by comparing aircraft altitude with indicated altitude.
Example: At an aircraft altitude of 20,000 feet, cabin altitude must be no lower than 5,000 feet.

Case 2:
Flight planning considerations for unpressurized flight regarding weather, fuel, oxygen and climb and descent are required.
When conducting unpressurized flight, operations are to be conducted in accordance with the AFM.

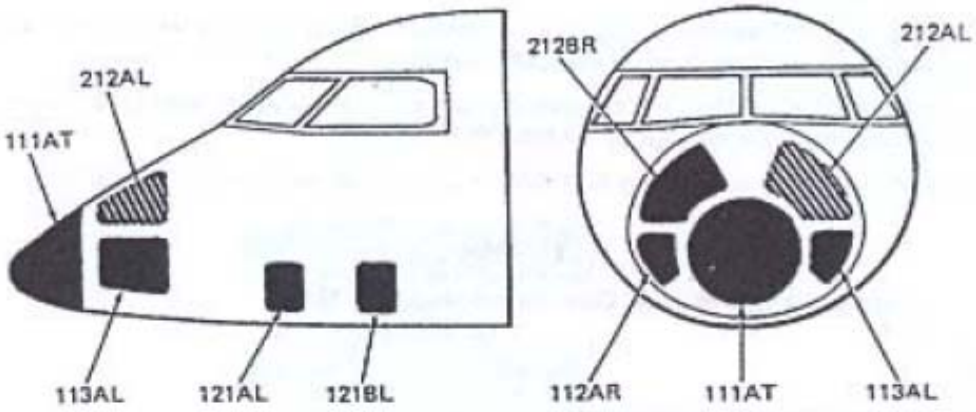
MAINTENANCE PROCEDURES:

CASE 1:
Placard the Cabin Differential Pressure Indicator on the CABIN pressurization indicator panel and make an appropriate entry in the Tech Log.
CASE 2:
Placard the Pressurization Controller "THE AIRCRAFT IS BEING OPERATED UNPRESSURIZED" and make an appropriate entry in the Tech Log



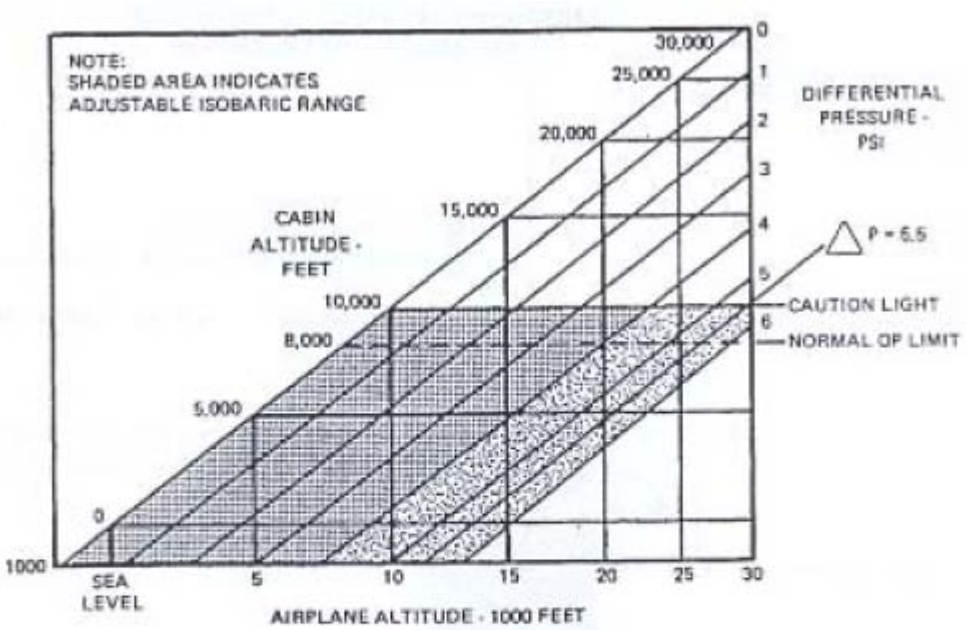


PRESSURE DUMP VALVE
FIGURE 21-1-2



ACCESS PANELS AND DOORS – FRONT FUSELAGE

FIGURE 21–1–1



PRESSURIZATION ENVELOPE
FIGURE 21-2-1

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	21-5
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21. AIR CONDITIONING (Cont'd)			
3. Cabin Altitude Indicator C	1	0	(O) May be inoperative provided: a) the Cabin Differential Pressure Indicator is operative, and b) a chart is provided to convert cabin differential pressure to cabin altitude.
C	1	0	(O) May be inoperative provided flight is conducted in an unpressurised configuration.

21-3 (O) OPERATING PROCEDURES;

Case 1:

A) Verify that the differential pressure indicator operates normally:

1. Select AUTO/MAN/DUMP switch to MANUAL position.
2. Pressurize the aircraft to a differential pressure of 3 psi as indicated on the CABIN DIFF indicator.

CAUTION: ENSURE THAT CABIN DIFFERENTIAL PRESSURE DOES NOT EXCEED 5.5 PSI.

3. Rotate the MAN knob on the CABIN ALTITUDE selector panel clockwise. Check that the reading on the CABIN DIFF indicator begins to fall. Stabilize cabin differential pressure at 1.5 psi.
4. Rotate the MAN knob on the CABIN ALTITUDE selector panel counterclockwise. Check that the reading on the CABIN DIFF indicator starts to increase. Stabilize cabin differential pressure at 3 psi.
5. Depressurize the aircraft.

B) In flight: Monitor differential pressure indicator during the flight.
Use chart, Figure 21-2-1, for converting differential pressure and aircraft altitude to cabin altitude.

(O) OPERATING INSTRUCTIONS:

Case 2: Unpressurized

Flight planning considerations for unpressurized flight regarding weather, fuel, oxygen and climb and descent are required. Flight Operations are conducted in compliance with AFM section 4.16.6.

(M) MAINTENANCE PROCEDURES;

Placard the Cabin Altitude Indicator on the CABIN pressurization panel and make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	21-6
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21. AIR CONDITIONING (Cont'd)			
4. Cabin Rate of Climb Indicator C	1	0	May be inoperative provided all other components and functions of the pressurization system operate normally.
C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.
5. CABIN PRESS Warning Light C	1	0	May be inoperative for flight at or below 10,000 ft MSL.

21-04 (O) OPERATING INSTRUCTIONS:

Case 2:
Flight planning considerations for unpressurized flight regarding weather, fuel, oxygen and climb and descent are required. Carry out unpressurized flight in accordance with AFM section 4.16.6.

(M) MAINTENANCE PROCEDURES:
Placard the Cabin Rate of Climb Indicator on the CABIN pressurization panel. Make an appropriate entry in the Tech Log.

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21-05 (O) OPERATING INSTRUCTIONS:

Flight planning considerations regarding weather and fuel for flight at 10,000 feet MSL iaw AFM Section 4.16.6.

(M) MAINTENANCE PROCEDURES:

Placard the CABIN PRESS warning Light on the WARNING LIGHT panel. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	21-7
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21. AIR CONDITIONING (Cont'd)				
6. Cabin Temperature Control				
1) Automatic	C	1	0	(M) May be inoperative provided manual control operates normally.

21-6 (O) OPERATING PROCEDURES;

None

(M) MAINTENANCE PROCEDURES:

Case 1: Automatic Control Inoperative.

Confirm Manual Control operates normally,

1. Start either No. 1 or No. 2 engine and select power lever to FLT IDLE.

2. Select AIR CONDITIONING controls as follows;
   a) Applicable BLEED 1 or 2 switch-BLEED 1 or 2.
   b) AUTO-MAN switches – AUTO.
   C) TEMP CONTROL selectors to mid positions.
   d) BLEED flow selector – MAX.
   e) RECIRC fan – ON.

3. Allow the air conditioning system to stabilize. Note CABIN DUCT temperature on indicator.

4. Select AUTO-MAN switch to MAN position.

5. Select the manual temperature toggle switch to WARM and release when CABIN DUCT HOT caution light comes on. Check that the caution light comes on at approximately 88 deg C.

6) Check that cabin duct temperature starts to decrease and CABIN DUCT HOT light goes out.

7) Select manual temperature toggle switch to COOL position and check that the cabin duct temperature continues to decrease on CABIN DUCT temperature indicator.
8) Select appropriate BLEED switch to OFF position.
9) Placard Cabin Temperature Control on AIRCONDITIONING PANEL.
Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	21-8
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21. AIR CONDITIONING (Cont'd)				
6. Cabin Temperature Control				
2) Manual	C	1	0	(O) May be inoperative provided automatic control operates normally.
3) Flight Attendant Trim Bias	C	1	0	May be inoperative provided manual or automatic control operates normally from the flight deck.

CASE 2: MANUAL CONTROL INOPERATIVE

Confirm Automatic Control operates normally.

1. Start either No. 1 or No. 2 engine or select power lever to FLT IDLE.

2. Select AIR CONDITIONING controls as follows:
   a) Applicable Bleed 1 or 2 switch–BLEED 1 OR 2.
   b) AUTO-MAN switches – AUTO.
   c) TEMP CONTROL selector to mid positions.
   d) BLEED flow selector – MAX.
   e) RECIRC fan – ON.

3. Allow the air conditioning system to stabilize. NOTE CABIN DUCT temperature on gauge.

4. Rotate CABIN TEMP CONTROL selector to WARM. Check that the cabin duct temperature reading increases on CABIN DUCT temperature gauge.

5. Rotate CABIN TEMP CONTROL selector to COOL and note that cabin duct temperature decreases on CABIN DUCT temperature gauge.

6. Select BLEED switch to OFF position.

7. Placard Cabin Temperature Control inoperative and make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	21-9
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21. AIR CONDITIONING				
7. Flight Compartment Temperature Control				
1). Automatic	C	1	0	(M) May be inoperative provided manual control operates normally.

21-7 (O) OPERATIONAL PROCEDURES;

None

(M) MAINTENANCE PROCEDURES:

Case 1: Automatic Control Inoperative confirm Manual Control operates normally.

1. Start either No. 1 or No. 2 engine and select power lever to FLT IDLE.

2. Select AIR CONDITIONING controls as follows;
   a) Applicable BLEED 1 or 2 switch-BLEED 1 or 2.
   b) AUTO-MAN switches – AUTO.
   c) TEMP CONTROL selectors to mid positions.
   d) BLEED flow selector – MAX.
   e) RECIRC fan – ON.

3. Allow the air conditioning system to stabilize.

4. Select AUTO-MAN switch to MAN position.

5. Select the manual temperature toggle switch to WARM and hold. Check that a warmer temperature is felt from flight compartment outlet grilles.

6. Select manual temperature toggle switch to COOL position and hold. Check that a cooler temperature is felt from flight compartment outlet grilles.

7. Select applicable BLEED switch to OFF position.

8. Placard Flight Compartment Temp Control on AIRCONDITIONING PANEL and make an appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	21-10
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. remarks or Exceptions
21. AIR CONDITIONING (Cont'd)				
7. Flight Compartment Temperature Control				
2) Manual	C	1	0	(O) May be inoperative provided automatic control operates normally.

CASE 2: MANUAL CONTROL INOPERATIVE CONFIRM AUTOMATIC CONTROL OPERATES NORMALLY.

1. Start either No. 1 or No. 2 engine and select power lever to FLT IDLE.

2. Select AIR CONDITIONING controls as follows;
   a) Applicable BLEED 1 or 2 switch-BLEED 1 or 2.
   b) AUTO-MAN switches – AUTO.
   C) TEMP CONTROL selector to mid positions.
   d) BLEED flow selector – MAX.
   e) RECIRC fan – ON.

3. Allow the air conditioning system to stabilize.

4. Rotate FLT COMP TEMP CONTROL selectors to WARM position. Check that a warmer temperature is felt from flight compartment outlet grilles.

5. Rotate FLT COMP TEMP CONTROL selector to COOL and check that a cooler temperature is felt from flight compartment outlet grilles.

6. Select BLEED switch to OFF position.

7. Placard FLT Compartment Temperature compartment inoperative and make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	21-11
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21. AIR CONDITIONING(Cont'd)			
8. Cabin Duct Temperature Gauge C	1	0	May be inoperative.
9. Flight Compartment Fan C	1	0	(M) May be inoperative provided Flight Compartment Fan is deactivated.
10. Recirculation Fans C	1	0	(M) May be inoperative provided the Recirculation Fan is deactivated.

21-08 (O) OPERATING PROCEDURES;
None Required.

(M) MAINTENANCE PROCEDURES;
Placard CABIN DUCT TEMPERATURE GUAGE "Inoperative" make Tech Log entry.

21-09 (O) OPERATING PROCEDURES;
None Required.

(M) MAINTENANCE PROCEDURES;
Open and clip the following circuit breakers on the right DC secondary circuit breaker panel, F/C FAN PWR and F/C FAN CONT and make Tech Log entry.

21-10 (O) OPERATING INSTRUCTIONS;
Conditioned air must be provided within 30 minutes for OAT above 30°C, aircraft on ground and power on.

(M) MAINTENANCE PROCEDURES;
1. Open and clip the associated circuit breaker on the left DC secondary circuit breaker panel:
   i) RECIRC FAN PWR
   ii) RECIRC FAN CONT
2. Placard RECIRC CABIN switch on the Air Condition Panel.
3. Make the appropriate entry in the journey log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	21-12
	Date 05/05/2014	

1. System & Sequence Numbers item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
21. AIR CONDITIONING(Cont'd)				
11. Equipment Cooling Fan (Wardrobe)	C	1	0	(M) Maybe inoperative provided the Equipment Cooling Fan is deactivated.
12. Air Cycle Machine	C	1	1	Applicable to 300 series
13. Advisory Display Cooling Fans (Non EFIS Aircraft)	C	2	0	(M)May be inoperative provided fan is deactivated.

21-11 (O) OPERATING PROCEDURES;

Conditioned air must be provided within 30 minutes for AOT above 30°C, aircraft on ground and power on.

(M) MAINTENANCE PROCEDURES;

1. Open and clip the associate FAN circuit breaker at right 130 VAC BUS on avionics circuit breaker panel.
2. Conditioned air is made available within 30 minutes for OAT above 30°C, aircraft on ground and power on.
3. Placard Equipment Cooling Fan on avionics bay door above wardrobe.
4. Make appropriate entry in the aircraft Technical Log.

21-12 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

None Required.

21-13 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Open and clip the associated circuit breaker(s) ADVSY FAN 1 or (and) ADVSY FAN 2 on the avionics breaker panel.
Placard Air Conditioning Panel and open an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1 Date 05/05/2014	21-13

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
21. AIR CONDITIONING				
14. Gasper Fan (Series 300)	C	-	-	Applicable to 300 Series.

21-15 (O) OPERATING INSTRUCTIONS;

Conditioned air must be provided within 30 minutes for OAT above 30°C, aircraft on ground and power on.

(M) MAINTENANCE PROCEDURES;

1. Open and clip the associated CLG FAN circuit breaker at 28 VDC L MAIN BUS on avionics circuit breaker panel.

2. Conditioned air is made available within 30 minutes for OAT above 30°C,aircraft on ground and power on.

3. Placard Avionics Bay Cooling Fan on the avionics bay door above the wardrobe.

4. Make an appropriate entry in the Tech Log.

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 - 100 SERIES	Date 05/05/2014	21-14

1. System & Sequence Numbers / Item	C	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21. AIR CONDITIONING (Cont'd)				
15. Temperature Trim Valves (Series 100/200)				
1) Cabin Trim	C	1	0	(O)(M) May be inoperative provided: a) Cabin trim linkage is locked in the closed position; and, b) Cabin and flight compartment automatic or manual control operates normally.
2) Flight Compartment Trim	C	2	0	(O)(M) May be inoperative provided: a) Flight Compartment Trim linkage is locked in the closed position; and, b) Cabin automatic or manual temperature control operates normally.
3) Cabin and Flight Compartment Trims	C	2	0	(O)(M) Both may be inoperative provided: a) Cabin and Flight compartment trim valves are locked in the closed position: and, b) Automatic or manual temperature control operates normally.
16. Equipment Cooling Fan (Wardrobe)	C	1	0	(M) May be inoperative provided fan is deactivated.

21-16 (O) OPERATING PROCEDURES;

Case 1 and 3

Verify that Cabin and Flight Compartment manual OR automatic temperature controls operate normally as per MELP item 21-6 and MELP 21-7

Case 2;

Verify that Cabin manual OR automatic temperature control operates normally as per MELP item 21-6.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	21 -14a
	Date 05/05/2014	

1. System & Sequence Numbers	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING			

(M) MAINTENANCE PROCEDURES;

Case 1: Secure Cabin trim linkage in CABIN LOCKING POSITION as shown in Figure 21-16-1.

Case 2.

Secure Cabin and Flight Compartment trim linkage FLIGHT COMPARTMENT LOCKING POSITION as shown in Figure 21-16-1.

Case 3.

Secure Cabin and Flight Compartment trim linkages in CABIN and FLIGHT COMPARTMENT LOCKING POSITIONS respectively as shown in Figure 21-16-1.

Make appropriate entry in the aircraft technical log.

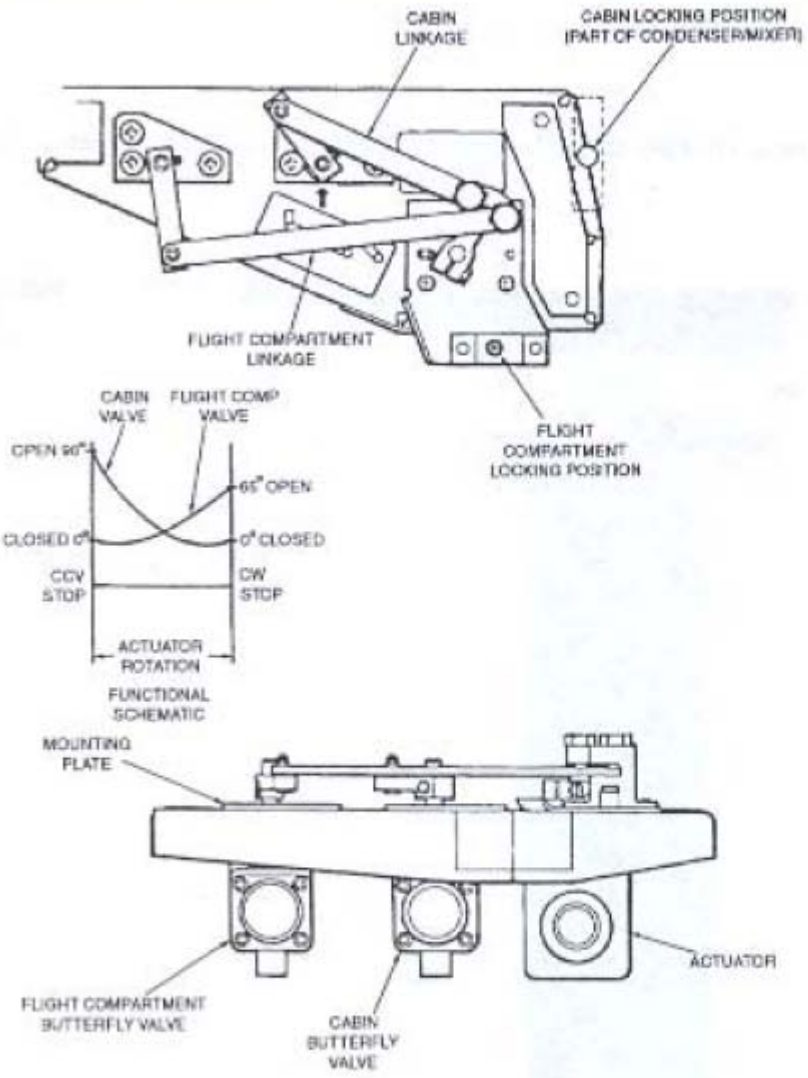


Figure 21 – 16 – 1
CABIN AND FLIGHT COMPARTMENT TEMPERATURE TRIM LINKAGES

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1 Date 05/05/2014	21-15

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21. AIR CONDITIONING (Cont'd)				
17. Pack Temperature Control Valves (TCVs)(Series 300)	C	-	-	Applicable to series 300 only.
19. Side Window Demist Vent Controls	A	2	1	One may be inoperative provided: a) Aircraft is dispatched for three flight days. b) Airflow from sided window vent on the inoperative side is confirmed by the pilot.
	C	2	0	(M) May be inoperative provided the affected side(s)is failed in open position.
20. Low Level Vent Controls	A	2	1	One may be inoperative provided: a) Aircraft is dispatched for three Flight days. b) Airflow from the side window vent, on the side with the inoperative low level vent, is confirmed by the pilot.
	C	2	0	(M) May be inoperative provided the Low Level Vent position is confirmed and the lever moved to closed position.
21. Flight Compartment Gaspers (Small and Large)	A	2	0	May be inoperative provided for one flight day.

21-18 (O)OPERATING PROCEDURES;

None

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	21 -15a
	Date 05/05/2014	

1.System & Sequence Item Numbers	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
21 AIR CONDITIONING			

(M)MAINTENANCE PROCEDURES;

CASE 1:

Placard inoperative Side Window Demist Vent.

Case 2:

Gain Access to the Side Window Outlet flow control valve as follows:

a)Remove the screws from the lower sidewall panel in the cockpit to detach it from the aircraft structure.

b)Carefully pull the lower sidewall panel to disengage the tape fastener at the bottom from the aircraft structure.

c)Remove the lower sidewall panel and place it on a clean dry surface.

d)Gain access to the Side Window Demist Outlet Flow Control Valve and move lever to the fully open position.

e)Replace the lower sidewall panel in position, align the screw holes and engage the tape fastener at the bottom of the panel.

f)Install the screws.

Make an appropriate entry in the Tech Log

21-19(O)OPERATING PROCEDURES;

None

(M)MAINTENANCE PROCEDURES;

CASE 1:

Placard inoperative Low Level Vent and make the appropriate Tech Log entry.

CASE 2:

1.Placard inoperative Low Level Vent

2. Gain access to the Low Level Vent control valve as follows:

a)On the nose fuselage, remove access panels 121BL (for left) or 122BR (for right).

b)On the Low Level Vent control valve move the lever to the fully closed position.

c)Re-install the panel removed in a) above.

3. Make the appropriate Tech Log entry.

21-20(O)OPERATING INSTRUCTIONS;

None

(M)MAINTENANCE PROCEDURES;

Placard inoperative Gaspers and Make an appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	22-1
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
22. AUTOMATIC FLIGHT CONTROL				
1. Autopilot	B	1	0	(M) May be inoperative provided: a) STBY ELEVATOR TRIM system operates normally, b) SAT/TAS display on Advisory Panel functions normally, and c) Approach minimums are not dependent on its use.

22-1 (O) OPERATING PROCEDURES

None Required.

(M) MAINTENANCE PROCEDURES;

1. Placard AFCS Control Panel (Autopilot switch)on glare shield panel.

2. Apply electrical power to DC Bus System (Refer to Chapter 12).

3. Ensure the following circuit breaker panel is closed.
   a) On the left DC Circuit Breaker Panel: ELEV TRIM STBH (H7)

4. At the pilot's side console, raise the guard on the STDBY ELEVATOR TRIM toggle switch select switch to ARM.

5. Select the STDBY ELEVATOR TRIM toggle switch to NOSE DOWN, observe that left and right elevator trim tabs move to full travel.
6. Select the STDBY ELEVATOR TRIM toggle switch to NOSE UP; observe that left and right elevator trim tab move to full travel.

7. Release the STDBY ELEVATOR TRIM toggle switch and check that it returns to the neutral position. Select STDBY ELEVATOR TRIM toggle switch to NOSE DOWN until tabs are in the TAKE-OFF position. Release the switch.

8. Carry out steps (4) (5) and (6) using the co-pilots STDBY ELEVATOR TRIM toggle switch.

9. At the pilot's side console select the STDBY ELEVATOR TRIM guarded toggle switch to OFF and lower the switch guard.

10. Disconnect electrical power.
11. Make appropriate entry in the aircraft Technical Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	22-2

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
22. AUTOMATIC FLIGHT CONTROL (Cont'd)				
2. A/P Disengage switches (on control wheels)	C	2	1	(M) May be inoperative provided: a) The autopilot is not used below 1,500 ft. AGL,and b) Approach minimums do not require it's use. c) The pilot flying has the operative disconnect.
	B	2	0	May be inoperative provided the autopilot is considered inoperative and not used

22-2 (O) OPERATING PROCEDURES.

None Required.

(M) MAINTENANCE PROCEDURES:

CASE1

Placard Control Wheel Switch on control wheel/wheels. Placard Flight Guidance Controller (Auto-Pilot Switch)on glare shield panel if both switches are inoperative an make an appropriate Tech Log entry.

CASE 2

One Control Wheel Disengage Switch Inoperative.

1. Apply electrical power to aircraft DC bus system and 400 Hz AC system.

2. After AHRS system initialization, open WOW SYS 1 and WOW SYS 2 Circuit breakers, (right DC circuit breaker panel M6 and N6; left DC circuit breaker panel E6 and F6).

3. Confirm operation of Control Wheel Switch as follows:
   a) At FGC press AP push-button to engage the autopilot.
   b) Press the unaffected AP DISC push-button. Check that autopilot disengages and yaw damper remains engaged, and left AP arrow indicator on FGC goes off.
   c) Press the unaffected AP DISC push-button again and check that "AP DISENGAGE" message and RESET light on the advisory display goes off.
   d) At FGC press AP push-button to re-engage the autopilot.
   e) Press the AP push-button a second time to disengage the autopilot.
   f) Press the YD push – button to disengage the yaw damper.
4. Close Circuit breakers opened in Step (2).
5. Remove electrical power.
6. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	22-3
	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
22. AUTOMATIC FLIGHT CONTROL (Cont'd)				
3. A/P Disengage Lights	B	2	0	May be inoperative provided autopilot is not used.
4. Yaw Damper Channels	C	2	1`	
	B	2	0	May be inoperative provided the autopilot is considered inoperative and not used.

22-03 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Placard Flight Guidance Controller (Auto-Pilot Switch) on the glareshield panel and make the appropriate Tech Log entry.

22-04 (O) OPERATING INSTRUCTIONS.

For Operations without a serviceable Yaw Damper

Operational Crosswind Limitation:
- 30 Kts, steady state, maximum gust to 20 kts. (90 degrees cross wing).

Turbulence Limitation:- Continuous Light with occasional Moderate.

(M) MAINTENANCE PROCEDURES:

Placard Yaw Damper Switch on the glareshield panel and make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1 Date 05/05/2014	22-4

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
22. AUTOMATIC FLIGHT CONTROL Cont'd				
5. Advisory Display Panels	C	2	1	(O) One may be inoperative provided: a) All functions on remaining Display operate normally, and b) Approach minimums do not require its use.
6. Flight Guidance Computers (FGCs)	B	2	1	(O)(M) One may be inoperative provided: a) Approach minimums do not require dual FGCs. b) Operations are conducted in compliance with AFM Supplement 16 CATEGORY II OPERATIONS, and c) Autopilot is considered inoperative and not used.

22-05 (O) OPERATING INSTRUCTIONS:

Both ID-802 Advisory Displays must operate normally where weather minimums are Dependent on their use,

(M) MAINTENANCE PROCEDURES:

Placard ID-802 Advisory Display on the instrument panel and make an appropriate entry in the Tech Log.

22-06 (O) OPERATING INSTRUCTIONS:

Operations are to be conducted in accordance with the AFM Supplement 16 CATEGORY II OPERATIONS, and Autopilot is considered inoperative and not used.

(M) MAINTENANCE PROCEDURES;

NOTE: Do not remove or isolate inoperative FGC.
Make the appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	22-5
	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
22. AUTOMATIC FLIGHT CONTROL (Cont'd).				
7. Touch Control Steering (TCS) Switches	C	2	0	May be inoperative provided the autopilot is disengaged prior to making any rudder trim and/or manual control column adjustments.
	C	2	1	May be inoperative provided the pilot with the inoperative switch disengages the autopilot prior to making any rudder trim and/or manual control column adjustments.
8. A/P Disengage Aural Warning Unit	A	1	0	May be inoperative for two flight days provided: An operational Disengage Aural Warning Unit is not required by regulatory requirements; and, Pilot and Co-pilot A/P DISENG Lights on the Glareshield Panel are operative.
9. Go-Around (GA) Switches	C	2	1	(O) May be inoperative.
	A	2	0	(O) May be inoperative for one flight day.

22-07/08 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Placard TCS switches/AP DISENGAGE AURAL WARNING UNIT INOP and make appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	22 -5a

1. System & Sequence Numbers	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
22AUTOMATIC FLIGHT CONTROL			

22-9 (O)OPERATING PROCEDURES;

CASE 1 (One "GO-AROUND Switch Inoperative)
Prior to departure, press the operating Go-Around switch and check that the "GO AROUND" mode is annunciated on the Advisory Display Panel, the pitch command is set to the appropriate pitch angle and the lateral command is "wings level".

CASE 2 (Both Switches Inoperative)
Establish Procedures to direct the Pilot/Co-Pilot to use means other than the Go-Around switches to disconnect the Auto Pilot.

(M)MAINTENANCE PROCEDURES;

Placard "Go-Around Switch(es)" INOP on Power lever(s)
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	22-6
	Date 05/05/2014	

		3. Number required for dispatch		
22. AUTOMATIC FLIGHT CONTROL (Cont'd).				4. Remarks or Exceptions
10. AP Pitch Trim	***A***	1	0	(M) (O) May be inoperative provided: a) Autopilot is considered inoperative and not used, and b) Repairs are made within one flight day.
11. Flight Guidance Control Panel				
1) IAS Selector	***B***	1	0	(O) May be inoperative Note: VS to be used for descent only when using autopilot.
2) VS Selector	***B***	1	0	(O) May be inoperative provided: a) Both Inertial Vertical Speed Indicators are operative, and b) IAS is used for altitude changes when using autopilot.
	B	1	0	(O) May be inoperative provided autopilot is disengaged for altitude changes.
3) ALT Selector	***B***	1	0	(O) May be inoperative

22-10 (O) OPERATING PROCEDURES;
Do not engage the Autopilot.
(M) MAINTENANCE PROCEDURES;
1. Using the pilot's manual trim switch set the Elevator Trim NOSE UP, confirm the trim occurs using the pitch trim indicator and confirm the trim tab follows the trim switch input. Repeat the test for NOSE DOWN Elevator Trim. Return the trim to center and confirm trim tab comes back to the neutral position.
2. Repeat step 1 using co-pilot's manual trim switch.
3. Placard the inoperative Autopilot.
4. Make an appropriate entry in the Tech Log

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	22-7
	Date 05/05/2014	

22. AUTOMATIC FLIGHT CONTROL (Cont'd).		3. Number required for dispatch		4. Remarks or Exceptions
4) ALT SEL	A	1	0	(O) May be inoperative provided: a) Altitude Alerter is considered inoperative, and b) Repairs are made within three flight days.
5) Pitch/Rate Thumb Wheel	B	1	0	May be inoperative
6) Heading Selector	B	1	0	(O) May be inoperative provided basic Heading mode and Heading bugs are operative
7) NAV Selector	B	1	0	(O) May be inoperative provided Nav Source selectors and Course selectors are operative

22-11 (O) OPERATING PROCEDURES;

Take note of the lost autopilot function.

(M) MAINTENANCE PROCEDURES;

Placard the applicable function.
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	22-8
	Date 05/05/2014	

22. AUTOMATIC FLIGHT CONTROL (Cont'd).		3. Number required for dispatch		4. Remarks or Exceptions
8) APPR Selector	B	1	0	(O) May be inoperative provided alternate procedures for approach are established and used.
9) BC Selector	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
10) AP Selector Indication	B	2	1	(O) May be inoperative provided the AP Selector is set to the side with the operative AP Selector indication.
	B	2	0	(O) May be inoperative provided the AP is not used.
11) HSI SEL Selector Indication	B	2	1	(O) May be inoperative provided the HIS Selector is set to the side with the operative HIS Selector indication.

22-11 (O) OPERATING PROCEDURES;

Take note of the lost Autopilot function.

(M) MAINTENANCE PROCEDURES;

Placard the applicable function.
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1 Date 05/05/2014	23-1

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
23. COMMUNICATIONS.				
1. Communication Systems Transmitters and Receivers				
VHF	D	2	1	Any in excess of those required by regulations and not powered by an essential bus may be inoperative.
HF	D	1	0	May be inoperative provided procedures do not require its use.
VHF COMM Control Panels(Control Heads)				
a) Frequency Transfer Light	C	2	0	
b) Frequency Transfer Switch	C	2	0	
c) Frequency Selector Knob	C	2	2	
d) Frequency Indication	C	2	2	
e) VHF COMM Tuning Function (At least one FMS installed and operative)	A	2	1	May be inoperative provided: a) The unaffected COM Control Head and FMS Radio Tuning Function are verified operational on the first flight of each day. b) Repairs are made within three flight days.

23-01 (O) OPERATING INSTRUCTIONS:

Review the weather and flight requirements along the planned route.

(M) MAINTENANCE PROCEDURES:

Placard HF/VHF/Control panel as applicable.
Make appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	23-2

1. System & Sequence Numbers	Item	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
23. COMMUNICATIONS (Cont'd)				
2. Flight Compartment Speakers	C	2	0	May be inoperative provided: a) Speaker are not required for emergency procedures, b) headsets are installed and operate normally, c) a spare headset must be readily available for crew use.

23-02 (O) OPERATING PROCEDURES:

Crew will test operations of communication and the aural warning system, including but not limited to GPWS, TCAS, through the headsets to ensure proper audio.

(M) MAINTENANCE PROCEDURES:

Placard Flight Compartment Speaker on the speaker covers.
Make an appropriate entry in the Tech Log.

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	23-3

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
23. COMMUNICATIONS (Cont'd).				
3. PACIS (Passenger Address and Cabin Interphone System) Passenger Address System				
1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternative normal and emergency procedures are established and used,and b) Flight Attendant alerting system chime and call light) operates normally.
2) Non-Passenger Configuration	C	1	0	(O) May be inoperative for non- passenger carrying operations provided: a) alternate procedures are established and used.
3) Lavatory Speaker	C	1	0	(O) May be inoperative provided Altenate procedures are established and used.

23-03 (O) OPERATING PROCEDURES:
Check that cabin attendant's interphone system is fully operational.

Normal Procedures:
Before take-off, crew will make a direct voice communication with all passengers. All pre- flight announcements will be completed prior to take- off. All in-flight announcements are made by direct voice communications with passengers.

Emergency Procedures:
Cockpit crew uses interphone system to notify cabin attendant. If necessary, all emergency ground and In-flight announcements will be made by direct voice communication with passengers.

(M) MAINTENANCE PROCEDURES;
Placard the PA at pilot's audio control panel and the PA switchlight at the Flight Attendant's handset control unit.
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	23-4
	Date 05/05/2014	

1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
23 COMMUNICATIONS (Cont'd).			
4. Cabin Attendant's Interphone System			
1) Passenger Configuration	-	-	(O) May be inoperative provided:
a) Flight Deck/ Cabin and B Cabin /Flight Deck			a) Flight Deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communication procedures between the affected flight attendants stations are established and used.
b) Cabin to Cabin Function B	2	0	(O) May be inoperative provided alternate communication procedures between the affected flight attendants are established and used.

23-04 (O) OPERATING PROCEDURES:

Check that cabin attendant's interphone system is fully operational.

Normal Procedures:

Before take-off, crew will make a direct voice communication with all passengers. All pre- flight announcements will be completed prior to take- off. All in-flight announcements are made by direct voice communications with passengers.

Emergency Procedures:

Cockpit crew uses interphone system to notify cabin attendant. If necessary, all emergency ground and In-flight announcements will be made by direct voice communication with passengers.

(M) MAINTENANCE PROCEDURES;

Placard cabin Attendant's Interphone and make the relevant entry in Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	23-5
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
23. COMMUNICATIONS (Cont'd).				
4.Cabin Interphone System				
2) Cargo Configuration	D	1	0	May be inoperative provided all crew members are on the flight deck.
a) Flight Deck/Cabin and Cabin/cabin	C	1	0	(O) May be inoperative provided alternative procedures are established and used.
b) Flight Deck to Ground	D	1	0	May be inoperative provided procedures are not dependent on its use.

23-04 (O) OPERATING PROCEDURES:

Check that cabin attendant's interphone system is fully operational.

Normal Procedures:

Before take-off, crew will make a direct voice communication with all passengers. All pre- flight announcements will be completed prior to take-off. All in-flight announcements are made by direct voice communications with passengers.

Emergency Procedures:

Cockpit crew uses interphone system to notify cabin attendant. If necessary, all emergency ground and In-flight announcements will be made by direct voice communication with passengers.

(M) MAINTENANCE PROCEDURES;

Placard Cabin Interphone and make Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	23-6
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
23. COMMUNICATIONS Cont'd				
5. Passenger to Flight Attendant Call System				
Passenger Configuration	C	1	0	(O) May be inoperative provided: a) alternate procedures are established and used
Cargo Configuration	D	1	0	May be inoperative provided the flight deck crew are the only occupants of the aircraft.

23-05 (O) OPERATING PROCEDURES:

The passengers must be advised that the "call system' is in-operative and to use direct voice communication or hand signals to obtain the attention of the cabin attendant.

(M) MAINTENANCE PROCEDURES:

Placard Passenger to Flight Attendant Call System at FLT Attendant's CABIN INTERPHONE panel
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	23-7
	Date 05/05/2014	

1. System & Sequence Item Numbers		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
23. COMMUNICATIONS Cont'd				
6. Alerting System (Chime/Light)				
1) Passenger Configuration				
a) Flight Deck Call Light	B	1	0	(O)May be inoperative provided the flight deck chime is operative. Note:The flight deck chime must always be operative.
b) Flight Attendants Call Light	B	1	0	(O)May be inoperative provided: a) PA system is operates normally. b) If affected light alert is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (chime or light) is installed and operates normally. c) alternate procedures for contacting flight attendant are established and used.
c) Flight Attendant Chime	B	1	0	(O)May be inoperative provided: a) the PA system is operative, b) affected alert is not used for lavatory smoke detection, and c) alternate procedures are established and used.
2) Cargo Configuration				
a) Flight Deck Call Light	B	1	0	(O)May be inoperative provided the flight deck chime is operative.

23-06 (O) OPERATING PROEDURES;

Alternate procedures for all necessary internal communications will be used.

(M) MAINTENANCE PROCEDURES:

Placard Cabin Chimes System and make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	23-8
	Date 05/05/2014	

1. System & Sequence Item Numbers		2.	3. Number required for dispatch	4. Remarks or Exceptions
23. COMMUNICATIONS (Cont'd).				
7. Pre-recorded Announcement	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use
8. Static Wicks	C	20	16	(M) Four static dischargers may be missing provided; a) three remain at each aileron/ wing tip location b) three remain on the rudder; and, c) seven remain on the elevators.
9. Cockpit Voice Recorder	A	1	0	(M) May be inoperative provided: a) Flight Data Recorder operates normally, and b) Repairs are made within three flight days.
10. Headsets and Microphones	C	2	2	One of each required at each pilot's station.

23-07 (O) OPERATING PROCEDURES;

Briefings shall be conducted by flight crewmembers demonstrating information contained in passenger briefing cards.

(M) MAINTENANCE PROCEDURES;

Placard Pre-recorded Pax Announcement System on FLT ATTENDANT'S panel
Make appropriate entry in the Tech Log.

23-08 (O) OPERATING INSTRUCTIONS;

None Required

(M) MAINTENANCE PROCEDURES;

Visually verify the required numbers of static dischargers are present.
Placard inoperative static dischargers at the pilot's audio control panel.
Make appropriate entry in the Tech Log.

23-9 (O)OPERATING PROCEDURE:

None Required

(M)MAINTENANCE PROCEDURE;

Placard Voice Recorder on COCKPIT VOICE RECORDER INDICATOR PANEL
Enter in Tech Log.

23-10 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

None Required.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	23-9
	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
23. COMMUNICATIONS (Cont'd).				
11. Selective Call System (SELCAL) or (ATSCAL)	C	1	0	(O) May be inoperative provide alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
12. Boom Microphones	A	-	0	May be inoperative provided: a) the Flight Data Recorder (FDR) operates normally: and, b) repairs are made within three flight days.

23-11 (O) OPERATING PROCEDURES;

Alternate procedures should be established and used.

(M) MAINTENANCE PROCEDURES;

Placard SELCAL/ATSCAL Control Panel and make Tech Log entry.

23-12 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Placard Boom Microphone on the Audio Selector Panel(s).

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	23-10

1. System & Sequence Item Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
23. COMMUNICATIONS (Cont'd)			
13. Pilot and Co-pilot Boom Microphone Push to Talk (PTT) Switches C	-	-	(M) May be inoperative Provided one switch at each pilot's position operates normally.

23-13 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

NOTE: The following maintenance procedures are only performed if the PTT switch has failed in the PTT or XMIT (transit) Position.

(M) Maintenance personnel required.

A) Pilot and Copilot Column PTT Switch.

1) Open the following circuit breakers;
   a) 'PLT AUDIO' – on Left DC Essential bus
   b) 'COPILOT AUDIO' on Right DC Essential bus
   c) 'OBS AUDIO' – on Right Main DC bus (Avionics Panel).

2. Ensure personnel and equipment are clear of aircraft elevator surfaces.

3. Pull back appropriate control column to access forward face of column(See figure 1).

4. Remove the appropriate retainer plate from the forward face(See figure 1).

5. Disconnect the wires to the PTT switch at the appropriate terminal junction.
   a) Pilot's switch at terminal junction 9811- TB 'A' Pin C1.
   b) Copilot's switch at the terminal junction 9811-TB 'H' pin B1.

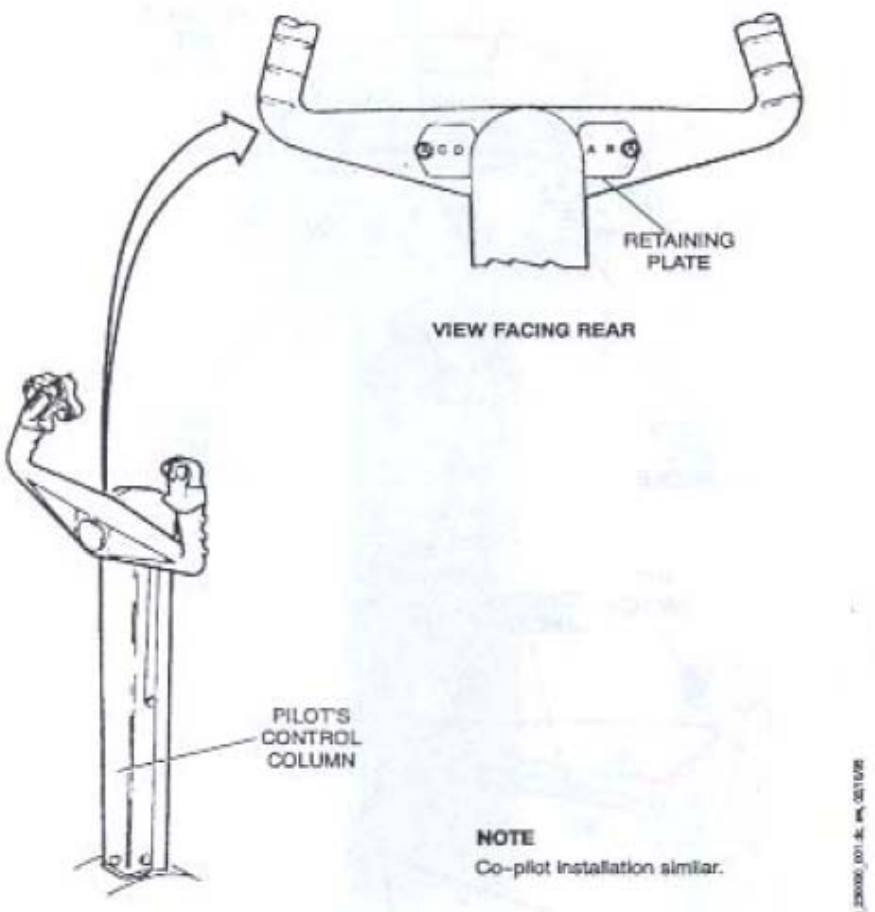
Aircraft	Revision No. 1	Page 23 -10a
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	

1. System & Sequence Numbers	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
23 COMMUNICATION (Cont'd).			

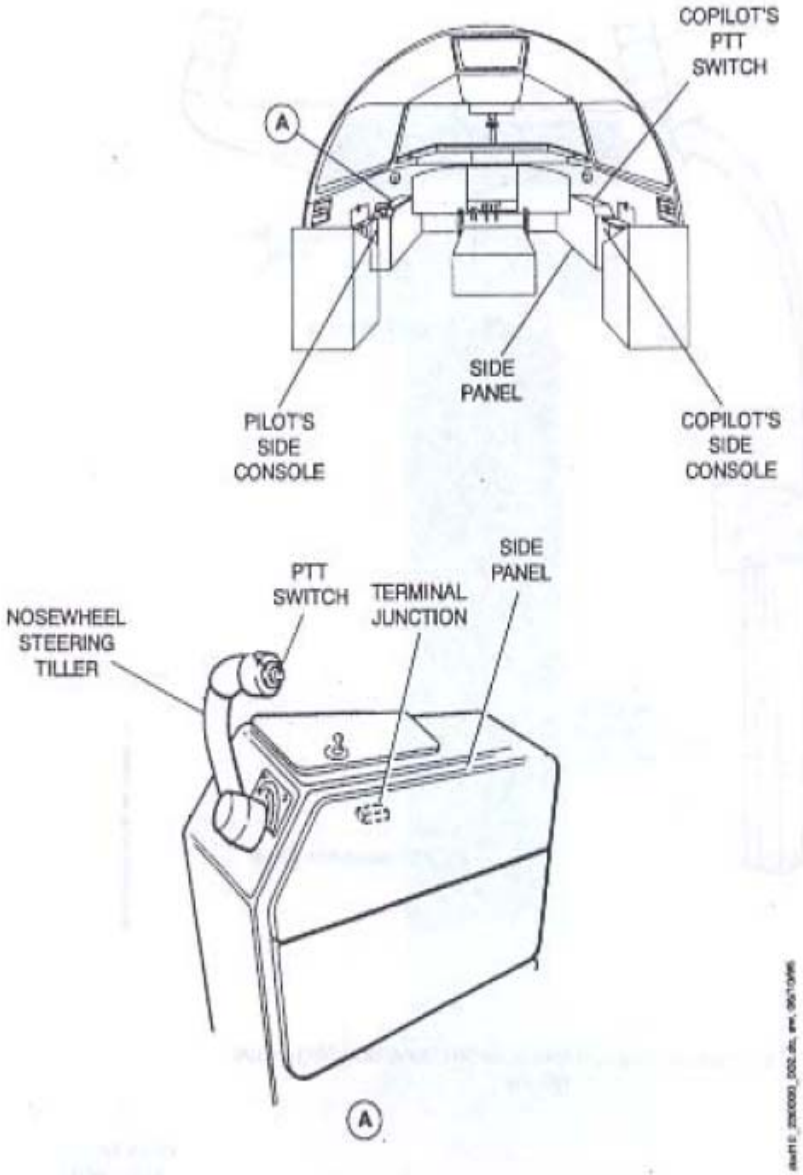
6. Tape and stow the disconnected wire(s).
7. Close the circuit breaker opened in step 1 above.
8. At the Audio Panel respective of the PTT Switch, move the MIC select knob to 'INT' position. At the opposite Audio Control Panel, Select 'SERV/INT VOL' to on, adjusting both to about mid listening level. Using the affected PTT switch and respective BOOM MIC, confirm that no voice communication is possible over the opposite cockpit speaker.
9. Install retainer plate removed in step 4 above.

B. PTT Switch on the Nose Wheel Steering Tiller

1. Open the following circuit breakers:
   a) 'PLT AUDIO' – on Left DC Essential bus.
   b) 'COPILOT AUDIO' – on Right DC Essential bus.
   c) 'OBS AUDIO' – ON Right Main DC bus (Avionics Panel).
2. Remove side panel(see figure 2) from pilot's Side Console (see figure 2) to gain access to terminal junction 3251-TBI (See Figure 2).
3. Disconnect switch wires from terminal junction 3251-TBI pins 3D and 3E (and 3C if installed) (See figure 2).
4. Tape and stow the disconnected wires.
5. Close the circuit breakers opened in step 1 above.
6. At the Pilot's Audio Control Panel, move the MIC select knob to 'INT' position. At the Co-pilot's Audio Control Panel, select 'SERV/INT VOL' to on, adjusting both to about mid-listening level. Using the affected tiller PTT switch and Pilot's BOOM MIC, confirm that no voice communication is possible over the Co-pilot's cockpit speaker. Using the affected tiller PTT switch and Pilot's BOOM MIC, confirm that no voice communication is possible over the Copilot cockpit speaker.
7. Install retainer plate removed in step 2 above.
8. Placard affected Audio Control panel and make entry in Tech Log.



PTT / INPH TOGGLE SWITCH AND TERMINAL JUNCTION 9611 – TB(A)
FIGURE 1



NOSEWHEEL STEERING PTT SWITCH AND COPILOT'S SIDE CONSOLE PTT SWITCH
FIGURE 2

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	23 -11
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
23 COMMUNICATION (Cont'd).				
14. ARINC Communications Addressing and Reporting System ACARS (including Printer)	C	-	-	NOT INSTALLED.
15. Cabin Handsets	B	2	1	(O) May be inoperative provided: a) One cabin handset operates normally,and c) alternate communications procedures between the affected flight attendant station(s) are established and used.
16. Cockpit Handheld Microphones	C	2	0	May be inoperative provided associated boom microphones are operative.

23-15 (O) OPERATING PROCEDURES;

Alternate communication procedures are established and used.

(M) MAINTENANCE PROCEDURES;

Placard inoperative handset and make entry in the Tech Log.

23-16 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Placard inoperative Handset.
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1 Date 05/05/2014	24-1

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
24 ELECTRICAL POWER				
1. Transformer Rectifier Units (TRUs)	B	2	1	(M) One may be inoperative provided: a) both DC Starter/Generators are verified to operate normally; b) loadmeters for remaining channels operate normally; and, c) associated TRU is deactivated.

24-01 (M) OPERATING INSTRUCTIONS;

To establish DC Starter/Generator operates normally in the generation mode, check DC load meter reading on GEN#1 and GEN # 2, also check associated caution lights are out.

Also check DC load meter reading on operative transformer rectified (TRU) channel and DC bus voltmeter reading on every channel.

(M) MAINTENANCE PROCEDURES;

1. Open and clip failed L or R TRU circuit breaker on the 130 VAC circuit breaker panel.
2. Start engines 1 and 2 and select power levers to FLT IDLE, and condition Levers to MIN RPM.
3. At DC CONTROL panel select the following to OFF position:
   i) GEN 1
   ii) GEN 2
   iii) EXTERNAL POWER

   Ensure that battery switches are selected to BATTERY MASTER, MAIN BATT AND AUX BATT.
4. At AC CONTROL panel select GEN 1 &GEN 2 to OFF.
5. Check the following caution lights are on:
   NO.1 DC GEN
   NO. 2 DC GEN
   L TRU
   R TRU
   Ensure MAIN BATTERY AND AUX BATTERY caution lights are off.
6. At DC CONTROL panel select GEN 2 switch to GEN 2. Check that NO.2 DC GEN caution light goes off.

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	24-1a

System & Sequence Number	Item 1	2. Number installed	3. Number required for dispatch.	4. Remarks or Exceptions.
24. ELECTRICAL POWER.				

7. At DC SYSTEM power monitor panel check that L and R MAIN and L and R ESS bus voltage reads 28.0±1 Volts, and L SEC and R SEC bus voltage reads zero and the MAIN BATT and AUX BATT LOAD indicates a charging current.

8. At DC SYSTEM power monitor panel, select power source selector to GEN 2 and check LOAD indicator displays load demand.

9. At DC CONTROL panel select GEN 1 switch to GEN 1. Check that NO. 1 DC GEN caution light goes off.

10. At DC SYSTEM power monitor panel check that all bus voltage reads 28.0±1 volts.

11. At DC SYSTEM Power monitor panel, select power source selector to GEN 1 and check LOAD indicator displays load demand.

12. At AC CONTROL panel select GEN 1 or GEN 2 on.

13. Check appropriate L or R TRU caution light for operative TRU goes off.

14. At DC SYSTEM power monitor panel check that L SEC and R SEC bus reads between 24.5 to 29.2 volts.

15. At DC SYSTEM power monitor panel, select power source selector to operative L TRU or R TRU and check LOAD indicator display load demand.

16. Shutdown the engines.

17. Select BATTERY MASTER, MAIN BATT and AUX BATT switches OFF.

18. Placard Transformer Rectifier on the CAUTION LIGHT panel

19. Make an appropriate entry in the Tech Log.

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	24-2

1. System & Sequence Item Numbers		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
24 ELECTRICAL POWER (Cont'd)				
2. Inverters	B	3	2	(O) (M) May be inoperative provided: a) the Inverter Fail caution lights,Inverter Voltmeters and Inverter loadmeters for remaining two inverters are operative; b) the AUX inverter is selected to failed side; and, c) approved means are used to ensure that fixed frequency loads do not exceed limits for single inverter operations. NOTE: Associated voltmeter channel and/ or load-meter channel are not required for inoperative inverter.
3. Inverter Fail Caution Lights	C	3	2	

24-02(O) OPERATING PROCEDURES;

Establish applicable operating procedures for fixed frequency AC systems and equipment which are deactivated and secured..

(M) MAINTENANCE PROCEDURES;

1. Establish maintenance electrical load shedding procedures, as applicable, to deactivate and secure fixed frequency AC systems and equipment to ensure inverter load capacity (400VA) for single inverter operation does not exceed 0.99 as indicated on the AC system INVERTERS LOAD meter in the flight compartment.
2. These procedures are to have been substantiated by an approved electrical load analysis.
3. Placard appropriate inverter on AC Control Panel and at associated AS system INVERTER VOLTS/load meter rotary switch position on overhead console.
4. Make appropriate entry in the aircraft Technical Log.

24-03 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Placard Inverter Fail Caution light and make Tech Log entry.

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	24-3

1. System & Sequence Item Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
24 ELECTRICAL POWER Cont'd			
4. AC Voltmeter C (Variable Frequency)	1	0	(O)May be inoperative provided electrical fault cautions or warnings, AC loadmeter, and both DC generators operate normally.

24-04 (O) OPERATING PROCEDURES;

To establish DC Starter/Generator operates normally in the generation mode, check DC load meter reading on GEN#1 and GEN#2. Check associated caution lights out. Also check AC load meter (variable frequency) readings on all channels.

Verify normal annunciation of electrical fault warning lights by cycling each AC GEN/OFF switch and noting response.

(M) MAINTENANCE PROCEDURES;

Placard AC Voltmeter (Variable Frequency) on the AC SYSTEM panel.
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	24-4
	Date 05/05/2014	

1. System & Sequence Item Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
24. ELECTRICAL POWER Cont'd 5. AC Loadmeter C (Variable Frequency)	1	0	(O) May be inoperative provided electrical fault cautions or warnings, AC Voltmeter, and both DC generators operate normally.

24-05 (O) OPERATING PROCEDURES;

To establish DC Starter/Generator operates normally in the generation mode, check DC load meter reading on GEN#1 and GEN#2. Check associated caution lights out. Also check AC volt meter (variable frequency) readings on all channels.

Verify normal annunciation of electrical fault warning lights by cycling each AC GEN/OFF switch and noting response.

(M) MAINTENANCE PROCEDURES;

Placard AC Voltmeter (Variable Frequency) on the AC SYSTEM panel. Make appropriate entry in the Tech Log.

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 - 100 SERIES	Date 05/05/2014	24-5

1. System & Sequence Item Numbers		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
24. ELECTRICAL POWER Cont'd				
6. AC GEN Fail Caution Lights	C	2	1	(O) One may be inoperative provided the associated AC voltmeter and loadmeter operate normally and are monitored closely during flight.
7. DC Loadmeter	C	1	1	One loadmeter indication position may be inoperative provided all DC generators and TRUs operate normally.
	C	1	1	One loadmeter channel may be inoperative provided inoperative indication is associated with a failed DC generator or TRU.

24-06(O)OPERATING PROCEDURES;

Prior to each flight, determine AC (Variable Frequency) voltmeter and loadmeter operate normally.

1. Apply power to DC electrical bus.
2. Press and hold TEST pushbutton on AC SYSTEM power monitor panel and check that VERIABLE FREQUENCY display reads as follows:

i) All digital display segments illuminate.

ii) After approximately two seconds
LOAD is 1.05 plus minus 0.3
Volts is 150 plus minus 3

3. Release the test Button

(M)MAINTENANCE PROCEDURES;

Placard "AC GEN" Fail Caution Light on Caution Light Panel
Make an appropriate entry in Tech Log.

24-07(O)OPERATING PROCEDURES;

To establish that all generators and TRUs operate normally, check the loadmeter readings on the remaining channels and observe correct annunciation of caution lights, i.e. all DC generator and TRU caution lights.

(M)MAINTENANCE PROCEDURES;

1. Placard DC Loadmeter on DC SYSTEM panel
2. Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	
	Date 05/05/2014	24-6

1 System & Sequence Item Number	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
24.ELECTRICAL POWER Cont'd 8. Inverter Voltmeter C	1	0	(O)May be inoperative provided electrical fault cautions or warnings, inverter loadmeter and all inverters operate normally.

24-08 (O) OPERATING PROCEDURES:

1) Apply electrical power to aircraft DC bus system.
2) Ensure that the PRIMARY, AUXILIARY, and SECONDARY INVERTERS are selected OFF at AC CONTROL panel. Check that PRI INV, SEC INV,AUX INV, L 26 AC and R 26 AC caution/warning lights are illuminated on advisory light panel.
3) Press and hold TEST pushbutton on AC SYSTEM power monitor panel. Check that INVERTER LOAD display reads as follows:
   a) All digital display segments illuminate;
   b) After approximately two (2) seconds LOAD is 1.05±.03.
4) Release TEST switch on AC SYSTEM power monitor.
5) At the AC SYSTEM power monitor Panel, select INVERTERS rotary Switch to PRIM, AUX, and SEC positions and confirm that no (zero) load is registered on LOAD meter.
6. At the AC CONTROL panel, select primary inverter to PRIMARY position and check the following:
   a) PRI INV caution/warning light goes out
   b) L 26 AC and R 26 AC caution/warning lights go out.
7. Select INVERTERS rotary switch to PRIM position on AC SYSTEM power monitor panel and check for LOAD on AC SYSTEM power monitor.
8) Select primary and auxiliary INVERTERS switches to OFF and AUXILIARY positions respectively at AC CONTROL Panel. Check that PRI INV caution/Warning light comes on and AUX INV Caution/Warning goes out.
9) Select INVERTERS rotary switch to AUX position and check for LOAD on AC SYSTEM power monitor.
10) Select AUXILIARY and secondary INVERTERS switches to OFF and SECONDARY positions respectively at AC CONTROL panel. Check that AUX INV caution/Warning light comes on and SEC INV caution/warning goes out.
11) Select INVERTERS rotary switch to SEC position and check for LOAD on AC SYSTEM power monitor.
12) Select secondary INVERTER to OFF Position at AC CONTROL panel and confirm that PRI INV. SEC INV, AUX INV, L 26AC and R 26 AC caution/warning lights are illuminated on advisory light panel.
13) Remove electrical power from aircraft.

(M) MAINTENANCE PROCEDURES;

Placard Inverter Voltmeter on AC Control panel and make Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1 Date 05/05/2014	24-7

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
24. ELECTRICAL POWER (Cont'd)				
9. Inverter Loadmeter	C	1	0	(M) May be inoperative provided electrical fault cautions or warnings, inverter voltmeter and all inverters operate normally.

24-9 (O) OPERATING PROCEDURES;

None

(M) MAINTENANCE PROCEDURES;

1. Apply electrical power to aircraft DC bus system.
2. Ensure that the PRIMARY, AUXILIARY, and SECONDARY INVERTERS are selected OFF at AC CONTROL panel. Check that PRI INV,SEC INV AUX INV, L 26 AC and R 26 AC caution/warning lights are illuminated on advisory light panel.
3. Press and hold TEST pushbutton on AC SYSTEM power monitor panel. Check that INVERTER VOLTS display reads as follows:
   a) All digital display segments illuminate;
   b) After approximately two (2) seconds VOLTS is 300±0.3.
4. Release TEST switch on AC SYSTEM power monitor.
5. At the AC SYSTEM power monitor Panel, select INVERTERS rotary switch to PRIM, AUX, and SEC positions and confirm that no (zero) voltage is registered on VOLTS meter.
6. At the AC CONTROL panel, select primary inverter to PRIMARY position and check the following:
   a) PRI INV caution/warning light goes out.
   b) L 26 AC and R 26 AC caution/ warning lights goes out.
7. Select INVERTERS rotary switch to PRIM position on AC SYSTEM power monitor panel and check for 130±5.75 VOLTS on AC SYSTEM power monitor.
8. Select primary and auxiliary INVERTERS switches to OFF and AUXILIARY positions respectively at AC CONTROL panel. Check that PRI INV caution/warning lights comes on and AUX INV caution/warning goes out.
9. Select INVERTERS rotary switch to AUX position and check for 130±5.75 VOLTS on AC SYSTEM power monitor.
10. Select auxiliary and secondary INVERTERS switches to OFF and SECONDARY positions respectively at AC CONTROL panel. Check that AUX INV caution/warning lights comes on and SEC INV caution/warning goes out.
11. Select INVERTERS rotary switch to SEC position and check for 130±5.75 VOLTS on AC SYSTEM power monitor.
12. Select secondary INVERTER to OFF position at AC CONTROL panel and confirm that PRI INV, SEC INV, AUX INV, L26 AC and R 26 AC Caution/Warning lights are illuminated on advisory light panel.
13. Remove electrical power from aircraft.
14. Placard Inverter Loadmeter and make a Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1 Date 05/05/2014	24-8

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
24. ELECTRICAL POWER (Cont'd)			
10.DC Starter/Generation System B Generator Control System	2	1	(O) (M) One GCU and / or Generator may be inoperative in the generation mode only(i.e., DC GEN caution light illuminated), provided: a)Both AC generators operate normally, b) Both Transformer Rectifier Units (TRUs) operate normally, and c) Operations are conducted in compliance with AFM Supplement 92- OPERATION WITH ONE DG GENERATOR INOPERATIVE.

24-10 (O) OPERATING PROCEDURES;

Verify both transformer rectifier units (TRUs) are operating normally. Ensure L TRU and R TRU caution lights are out.

(O) Ensure Battery Master, Main Battery and Aux. Battery switches are selected to BATTERY MASTER, MAIN BATT and AIX BATT positions respectively, on DC CONTROL panel.

Operations are conducted in compliance with AFM Supplement 92 – "OPERATION WITH ONE DC GENERATOR INOPERATIVE".

(M) MAINTENANCE PROCEDURES;

1. Perform a visual inspection of inoperative starter/generator and surround for signs of overheat, leakage, wire damage and general conditions.
2. Start engine on affected side(i.e. side with DC Generator inoperative) to verify the start function operates normally, and select power level to FLT IDLE. Ensure all AC and DC electrical system circuit breakers are closed.
3. Ensure Battery Master, Main Battery and AUX. Battery switches are selected to BATTERY MASTER, MAIN BATT and AUX BATT positions respectively, and select EXTERNAL POWER to OFF on DC CONTROL panel.
4. Select the DC GEN switch, failed generator, to OFF position on the DC CONTROL panel.
5. Verify both transformer rectifier units (TRUs) are operating normally as follows:
6. At AC CONTROL panel select associated generator switch to GEN 1 or GEN 2 position.
7. Check that AC GEN caution light goes out.
8. Select VARIABLE FREQUENCY rotary switch to all positions on AC SYSTEM power monitor panel. Check for 130 VOLTS indication on all phases.
9. Ensure TRU caution lights are out.
10. At DC SYSTEM power monitor panel, check that DC LOAD meter indicates a load when L TRU and R TRU are selected respectively, and the L SEC AND R SEC buses indicate 28+/-3 volts on the DC BUS VOLTS indicator when selected to associated DC bus.
11. Shut down engine.
12. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1 Date 05/05/2014	24-9

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
24. ELECTRICAL POWER Cont'd				
11. Auxiliary Battery Temperature Monitor	B	1	0	(M) May be inoperative provided the associated BAT HOT caution or warning light operates normally.
12. BAT HOT Caution or Warning Lights	B	1	0	(M) May be inoperative provided the associated Battery Temperature Indicator operates normally.

24-11 (O) OPERATING PROCEDURES;

None required

(M) MAINTENANCE PROCEDURES;

1. Apply DC power to aircraft DC electrical bus system.
2. Push TEST switch on BATTERY TEMPERATURE monitor panel and check that the MAIN BAT HOT and AUX BAT HOT Caution/Warning lights illuminate.
3. Select the BATTERY TEMPERATURE monitor panel TEST switch to left position and check that the overheat SENSOR FAIL light illuminates.
4. Select the BATTERY TEMPERATURE monitor panel TEST switch to right position and check that the overheat SENSOR FAIL light illuminates.
5. Placard Battery Temperature and make Tech Log Entry.

NOTE: Do not open "BATT TEMP IND 28 VDC R ESS Bus Circuit Breaker at Right DC Circuit Breaker Panel. Deactivating Battery Temperature indicator(s) will render the associated BAT HOT caution/ warning light(s) inoperative.

24-12 (O) OPERATING PROCEDURES;

None required

(M) MAINTENANCE PROCEDURES;

1. Apply DC power to aircraft DC electrical system.
2. At BATTERY TEMPERATURE monitor panel, check that the associated battery temperature indication(s) (Main and/or Aux) reads approximately ambient (OAT) temperature.
   NOTE: If aircraft has been recently operated and/or sitting in the hot sun, the indicated temperature may be higher. If the outside air temperature (OAT) is below 30°C, only the first green segment on indicator will be illuminated.
3. Push TEST switch on BATTERY TEMPERATURE monitor panel and check that all green and yellow segments and red segment to the 70°C indicator mark illuminate for associated battery (MAIN and/or AUX).
4. Select BATTERY TEMPERATURE monitor panel TEST switch to left position and check that associate indicator (yellow 60°C segment) is illuminated.
5. Select BATTERY TEMPERATURE monitor panel TEST switch to right position and check that associated indicator (yellow 60°C segment) is illuminated.
6. Placard appropriate BAT HOT caution lights at annunciator panel and make Tech Log entry.

NOTE: Do not open BATT TEMP CAUT LTS 28 VDC R ESS Bus Circuit Breaker at Right DC Circuit Breaker Panel.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1 Date 05/05/2014	24-10

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
24.ELECTRICAL POWER				
13. DC Generator Control Unit (GCU) Start Termination Function	B	2	0	(O) May be inoperative provided the start is manually terminated at 62% NH.
14. AC External Power System	C	1	0	
15. DC External Power System	C	1	0	

24-13 (O) OPERATING PROCEDURES;

1. Carry out associated engine start in sequence in accordance with AFM Normal Procedures 4.1.5.
2. Closely monitor associated NĤ indicator during start and terminate start and terminate start function by deselecting ENGINE START SELECT switch to centre SELECT position (OFF) when NH indication reaches 62%.
3. Ensure SELECT and START lights extinguish.

(M) MAINTENANCE PROCEDURES;

Placard Engine Start Select switch and make a Tech Log Entry.

24-14 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Placard EXT POWER switch and make a Tech Log entry.

24-15 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Placard EXT POWER switch on DC Control Panel and make Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	24-11

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
24.ELECTRICAL POWER				
17. L TRU, R TRU Caution Lights	B	2	1	(M)(O) One may be inoperative provided the associate TRU voltmeter and loadmeter operate normally and are closely monitored during flight.
18. DC GEN Caution Lights	B	2	1	(M)(O)One may be inoperative provided the associated DC voltmeter and loadmeter operate normally and are closely monitored during flight.

24-17 (O)OPERATING PROCEDURES;

Verify the voltmeter and loadmeter operate normally.

(M)MAINTENANCE PROCEDURES;

Placard the affected Caution Lights "INOPERATIVE" and make a Tech Log Entry.

24-18 (O)OPERATING PROCEDURES;

Verify that the DC Voltmeter and Loadmeter operate normally.

(M)MAINTENANCE PROCEDURES;

Placard DC GEN Caution Light "INOPERATIVE" and make an appropriate Tech Log entry.

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 - 100 SERIES	Date 05/05/2014	25-1

1. System & Sequence Numbers		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
25. EQUIPMENT AND FURNISHINGS				
1.Pilot Seat				Deleted
2. Pilot's Seats Adjustment 1) Vertical Mode	C	2	0	(M) May be inoperative provided: a) the seat is secured in a position which meets individual pilot requirements, and, b) the fore- aft adjustment must operate normally.
2) Crew Armrests	C	4	0	(M) May be inoperative provided the armrest(s) is (are) removed from the seat.

25-02 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

(M) MAINTENANCE PROCEDURES;

A. Sicma Pilot's Seat (Pre-Mod 8/0036)

1. Verify that inoperative seat(s) fore-aft adjustment operates normally.
2. Slide pilot or Copilot seat to full forward position.
3. Gain Access to the height adjustment mechanism located at the left-hand side of either seat.
   CAUTION: Seat is spring loaded to the Position. Removal of locking pin without restraining the seat movement may cause personnel injury or damage to the seat.
4. With assistant holding seat in the down position, disengage locking pins by rotating arm on end of height adjustment tube upward. Use pliers or screwdriver if necessary to move and hold pins in the disengaged position.
   NOTE: Pins are in the locked position.
5. Raise or lower seat to desired height and re-engage locking pins by
6. Have a crew member sit in the seat and slide forward to desired position.
7. Repeat steps 2 through 6 to achieve desired seat adjustment.
8. Make the appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	25-2
	Date 05/05/2014	

1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
25 EQUIPMENT AND FURNISHINGS Cont'd			
3 Flight Attendant Seat			
1) Required Flight Attendant Seats A	1	0	(O) (M) When more than one flight attendant is assigned to duty, one seat may be inoperative provided: a) affected seat is not occupied; b) affected flight attendant(s) occupies the passenger seat(s) most accessible to assigned exit, c) alternate procedures are established and used as published in crewmember manuals, d) folding type seat stows automatically or is removed, stowed or secured in the retracted position, and e) passenger seat assigned to flight attendant is placard 'FOR FLIGHT ATTENDANT USE ONLY". f) Repairs are made within two (2) flight days NOTES: 1) If automatic stow feature of a folding seat is inoperative, the seat is considered inoperative and must be secured in the stow position. 2) A missing or inoperative safety belt (including seat shoulder harness) or headrest renders the seat inoperative.

25-03 (O) OPERATING PROCEDURES;

1. Refer to alternate procedures for all duties of displaced cabin attendant(s)

(M) MAINTENANCE PROCEDURES;

1. Placard Cabin Attendant Seat.
2. Placard passenger seat assigned to the flight attendant.
3. Fold Flight Attendant's must be retracted in the (up) position.

(M) Maintenance Personnel required.

1. Folding Cabin Attendant's Seat must be secured in the retracted (up) position.

NOTE: Seat pan must be secured in retracted position or removed as follows. (see figure 25-3-1)

i) Using extreme caution, remove lower gas spring pin(1) at seat pan bracket and retain for subsequent re-installation.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	25-2a
	Date 05/05/2014	

1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
25. EQUIPMENT AND FURNISHINGS (Cont'd)			

ii) Unfasten two attachment bolts(2) which secure seat pan to structure and pull seat pan forward.

iii) Unfasten hardware (3) which secures harness to seat pan and remove seat pan from flight attendant seat assembly.

iv) Retain hardware removed in step (iii) with seat pan. Re-install the two attachment bolts removed in step (ii) to the structure.

v) Lock wire lower gas spring attachment flange and loose harness belts to seat pan securing bolts.

2. Placard passenger seat(s) to be used by cabin attendant's "FOR CABIN ATTENDANT USE ONLY".

3. Make an appropriate entry in the Tech Log.

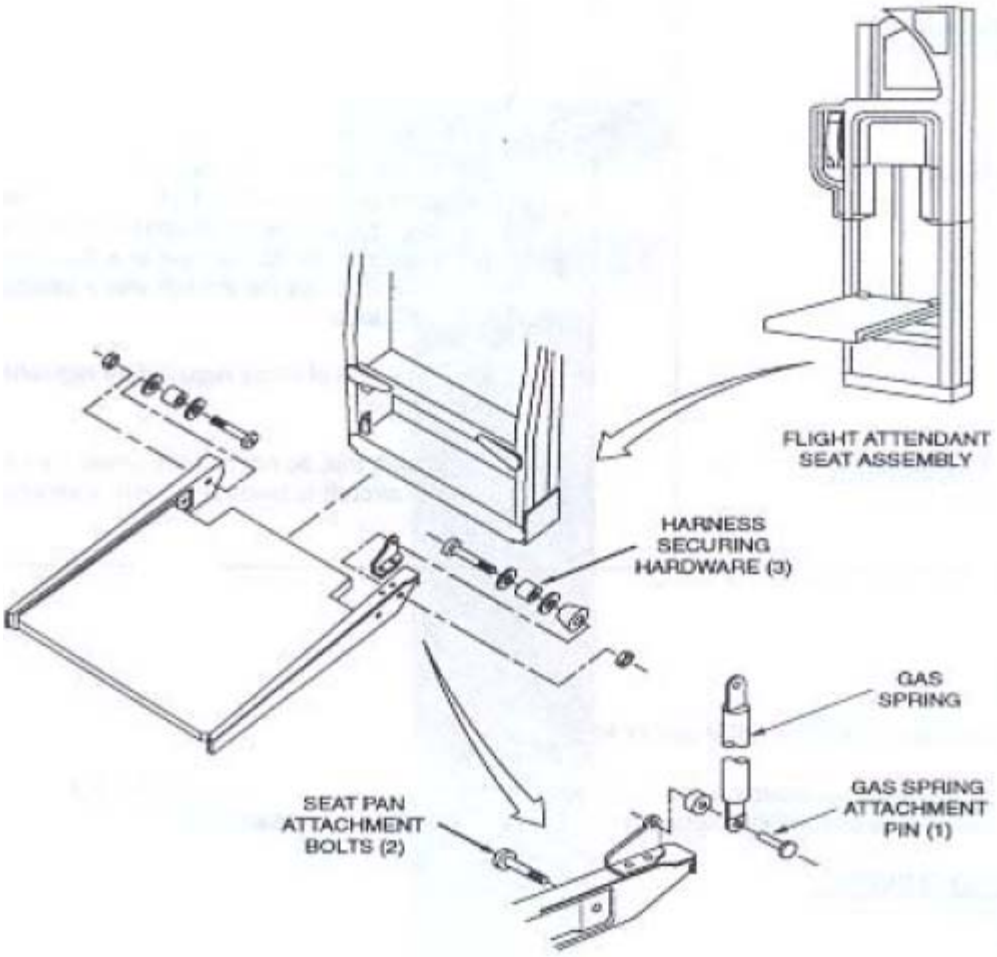

FLIGHT ATTENDANT SEAT ASSEMBLY
HARNESS SECURING HARDWARE (3)
GAS SPRING
GAS SPRING ATTACHMENT PIN (1)
SEAT PAN ATTACHMENT BOLTS (2)

FIGURE 25–3–1

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	25-3
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
25. EQUIPMENT AND FURNISHINGS (Cont'd)			
4. Emergency Locator Transmitter (ELT) A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 30 days
5. "Fasten Seat Belt while seated" and "No Smoking" Signs or Placards. C	19	0	One or more signs or placards may be illegible or missing provided a legible Sign or placard is readable from each Occupied passenger seat.

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25-04 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES:

1. Select ELT switch to OFF on Transmitter Unit.
2. Pull and cap ELT circuit breaker.
3. Placard, ELT Inoperative.
4. Make an appropriate Tech Log entry.

25-05 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Make an entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1 Date 05/05/2014	25-4

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
25. EQUIPMENT AND FURNISHINGS (Cont'd)			
6. Passenger Seat D	37	33	(M) May be inoperative provided: a) it does not block or restrict access to an emergency exit. b) it does not restrict any passenger from access to the main aisle, and c) the affected seat is not used and is blocked and placarded "DO NOT OCCUPY". NOTE1: A seat with an inoperative safety belt is considered inoperative. NOTE 2: The affected seat(s) may include the seat behind and/or the adjacent outboard seats.

25-06 (O) OPERATING PROCEDURES;

If Under seat Baggage Restraining Bars are missing or inoperative prior to each flight ensure there is no baggage under the affected seat.

(M) MAINTENANCE PROCEDURES;

1. Ensure the seat is secured in the upright position.
2. If it is not, use a suitable rope or strap to properly secure it.

NOTE: The rope should be wrapped around the headrest, pulled down across the seat, and secured tightly under the front of the seat. This rope should also block the seat to prevent its use.

3. Attach a placard stating "DO NOT OCCUPY" to the seat.

4. Confirm that the seat does not obstruct the emergency exit or aisle.

NOTE: The seat should be inspected to confirm exactly what has made it is inoperative.If parts have come loose or separated, those items should be removed and stowed or secured so that they will not present a hazard. Ensure that the seat is secure. It should be properly latched, or removed and properly stowed in baggage compartment.

5. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	25-5
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2 Number installed	3 Number required for dispatch	4 Remark or Exceptions
25. EQUIPMENT AND FURNISHINGS (Cont'd)				
7.				Deleted from Chapter 25 and moved to Chapter 33.
8. Lavatory Toilet	C	1	0	(O) (M) May be inoperative provided: a) waste is drained and system inspected for leakage, b) procedures are established to deactivate system components, and c) lavatory door is locked closed and placarded "INOPERATIVE- DO NOT ENTER".
9. Type III Emergency Exit Ditching Dams (Applicable to Series 300 Only)	C	-	-	Applicable only to 300 series only.

25-08 (O) OPERATING INSTRUCTIONS:

Make an appropriate announcement to the passengers regarding unavailability of the lavatory.

(M) MAINTENANCE PROCEDURES;

1. Drain lavatory waste tank.

2. Remove centre floor panel next to lavatory and check under lavatory for signs of leakage.

3. Place placard in flight compartment indicating lavatory is inoperative.

4. Open and clip LAVATORY FLUSH circuit breaker on the Left DC circuit breaker panel.

5. Lock the lavatory door by placing a pen or other similar object in the hole in the latch and sliding it to the locked position.

6. Placard lavatory door "INOPERATIVE – DO NOT ENTER".

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	25-6
	Date 05/05/2014	

1. System & Sequence Number.	2 Number installed.	3 Number required for dispatch	4 Remark or Exceptions
25. EQUIPMENT AND FURNISHINGS (Cont'd)			
10. Overhead Storage Bins/ C Cabin and Galley Storage Compartment/Closets	10	8	(M) May be inoperative provided: a) procedures are established to secure compartment CLOSED, or remove the Door/Lid, b) compartment is prominently placarded DO NOT USE c) compartment is not used for storage of emergency equipment, and, d) affected compartment is not used for storage of any items except those permanently affixed. NOTE: 1. If no partitions are installed, the entire overhead storage compartment is considered to be one bin. 2. An inoperative Door/Lid Latch renders the Door/Lid inoperative.

25-10 (O) OPERATING PROCEDUDRES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Ensure Overhead Storage Bin(s)/ Galley Storage Compartment/Closet is /are empty.

2. Secure door/lid in closed position using either of the following:
a) DHC91-1-5A vinyl tape (equivalent to 3-M#471).
b) 3-M Y434 metal speed tape.
c) Placard the door/lid "DO NOT USE"
3. Make appropriate entry in the aircraft Technical Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	25-7
	Date 05/05/2014	

1. System & Sequence Item Number	2 Number installed	3. Number required for dispatch	4. Remarks or Exceptions
25. EQUIPMENT AND FURNISHINGS (Cont'd)			
11. Passenger Convenience Items			
General	-	-	Passenger convenience items, are expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps (and Active Noise and Vibration Suppression System if applicable) .Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the MEL. NOTE: 1. Exterior Lavatory door ash trays are not considered convenience items. 2. 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". 3. Audio or audio-visual entertainment equipment which is used as the sole means of providing safety briefings and demonstration is not considered a passenger convenience item.
Active Noise and Vibration Suppression System	0	0	NOT INSTALLED.

25-11 (O) OPERATING PROCEDURES;

None Required.

M) MAINTENANCE PROCEDURES;

None Required.

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	25-8

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
25 EQUIPMENT AND FURNISHINGS (Cont'd)				
12. Forward Observer Seat (including associated equipment)	A	1	0	(M) May be inoperative provided the seat is removed, stowed or secured in the retracted position and repairs are made within two flight days.
	A	1	0	(M) May be inoperative provided: a) the seat is not required to be occupied in an official capacity for extended periods of time, and b) The seat is removed, stowed or secured in the retracted position.
13. Megaphones	D	1	1	
All Cargo Operations	D	1	1	

25-12 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Stow and secure seat in retract position using appropriate means.

2. Placard inoperative Forward Observer Seat.

3. If necessary, remove Forward Observer Seat per task 25-14 -1-000-801 "Removal of the Observer's Seat" and Observer" Seat Safety harness per task 25-13-01-000-802 "Removal of Observer's Seat Safety harness" as listed in the AMM.

4. Make appropriate entry in the aircraft Technical Log.

25-13 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

None Required.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	25-9
	Date 05/05/2014	

1 System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
25. EQUIPMENT AND FURNISHINGS ((cont'd).				
14. Lavatory :NO SMOKING" Placard	B	2	1	May be missing provided periodic inspection of the affected lavatory is carried out by a crew member at intervals not exceeding 30 minutes.
15. Exterior Lavatory Door Ashtrays	A	1	0	May be missing or inoperative for 10 days. NOTE: Interior Lavatory ashtrays are considered under passenger convenience items and are not required by regulations.

25-14 (O) OPERATING PROCEDURES;

Periodic inspection of the affected lavatory affected is carried out by a crew member at intervals not to exceed 30 minutes.

(M) MAINTENANCE PROCEDURES;

Make an appropriate entry in the Tech Log.

25-15 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Make an appropriate entry in the Tech log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	25-10
	Date 05/05/2014	

1 System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
25. EQUIPMENT AND FURNISHINGS ((cont'd).				
16. First Aid Kit	B	2	1	(O) Only one FAK is required to be serviceable
1) First Aid Kit Seal	A	2	0	(O) Both may be incomplete, missing or inoperative provided: a) FAKs is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs/replacements are made within 1 flight.

25-16 (O) OPERATING PROCEDURES:

CASE 1:
1. Ensure that required distribution is maintained, and
2. Alert crew members of missing or incomplete kits.

CASE 2:
1. Ensure the First aid kit is fully equipped or the kit has a maximum of one missing item that was used after the flight left a base where the item could be replaced.
2. Kit includes a list of its contents.
3. An inventory is taken on the contents of the kit prior to departure.

NOTE: ANY ITEMS MISSING FROM THE FIRST AID KIT MUST BE REPLACED PRIOR TO DEPARTURE FROM A BASE WHERE THE ITEM(S) CAN BE REPLACED.

MAINTENANCE PROCEDURES;
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	25-11
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
25 EQUIPMENT AND FURNISHINGS (cont'd			
17. Flight Attendant Flashlights/ Flashlight Holders			
1) Flashlights C	2	0	(O) May be inoperative or missing provided the flight attendant assigned to the associated seat has a flashlight of equivalent characteristics readily available.
2) Flashlights Holders C	2	0	(O) (M) May be inoperative or missing provided alternate stowage provisions are provided.

25-17 (O) OPERATING PROCEDURES:

Ensure that Flashlights are readily available to all Flight Crew Members.

(M) MAINTENANCE PROCEDURES;

Provide alternate means of storage and notify the Flight Crew of the change. Placard normal stowage location with directions to alternate stowage location. Make appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	25-12

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
25 EQUIPMENT AND FURNISHINGS (cont'd				
18. Flight Deck Flashlights/ Flashlight holders				
1) Flashlights	C	2	0	(O) May be inoperative or missing provided a Flashlight of equivalent characteristics is readily available.
2) Flashlight Holders	C	2	0	(O)(M) May be inoperative or missing provided alternate stowage provisions are provided.

25-18 (O) OPERATING PROCEDURES;

Ensure that flashlights are readily available to Flight Deck Crew Members.

(M) MAINTANANCE PROCEDURES;

Provide alternative means of storage and notify the Flight Deck Crew members Of the change.
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	
	Date 05/05/2014	25-13

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
25. EQUIPMENT AND FURNISHINGS (cont'd)				
19. Flight Attendant Reading Light	C	-	-	NOT INSTALLED.
20. Flight Deck Sun Visors	C	4	0	May be inoperative provided affected sun visor does not obstruct either pilot's field of view for take-off or landing.
	C	4	0	(M) May be inoperative provided affected sun visor is removed.
21. Crew Convenience Items	C	-	-	NOT INSTALLED.
22. Passenger Service Unit (PSU)	C	18	-	(M) Passenger seat from which "No Smoking/Fasten Seat Belt" light is not readily legible shall not be occupied and must be blocked and placarded " DO NOT OCCUPY".
	C	18	-	(O) The affected seat(s) may be occupied provided: a) The Crew Cabin Interphone system, Cabin Chime system and Passenger Address system are operative, and, b) Procedures are established and used to alert flight attendants and notify affected passengers when seat belts should be fastened and smoking prohibited.

25-20 (O) OPERATING PROCEDURES;
Ensure inoperative sun visor does not obstruct either pilot's field of view for take-off or landing.

(M) MAINTANANCE PROCEDURES;
Remove affected sun visor or replace.

25-22 (O) OPERATING PROCEDURES;
Placard affected seat or seats as "DO NOT OCCUPY'

(M) MAINTENANCE PROCEDURES;
Ensure affected seat or seats are placarded "DO NOT OCCUPY".

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	26-1
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
26. FIRE PROTECTION.			
1. Power Plant Fire Detection Systems (Series 100) C	4	2	(O) One loop per engine may be inoperative. Provided: a) Affected engine LOOP SELECTOR switch is selected to the operative loop, either "A" or "B" and, b) Operations are conducted in compliance with AFM Supplement 93 OPERATION WITH INOPERATIVE ENGINE FIRE LOOP.
2. Portable Fire Extinguishers D	3	3	(O) (M) Any in excess of those required by regulations may be inoperative or missing provided: a) the inoperative fire extinguisher(s) is/are removed from the passenger cabin, flight deck, and its location is placarded "INOPERATIVE", or it is removed from installed location, secured out of sight and the fire extinguisher and its location are placarded " INOPERATIVE" b) required distribution is maintained in the passenger cabin and the flight deck, and c) procedures are established to alert crew members of missing portable fire extinguishers.

26-01 (O) OPERATING PROCEDURES;

PRE-FLIGHT

Select affected LOOP SELECTOR switch(es) to the Operative loop, either "A" or "B".
Operations are conducted in compliance with Supplement 93 – "OPERATION WITH INOPERATIVE ENGINE FIRE LOOP".

(M) MAINTENANCE PROCEDURES;

Placard Power Plant Fire detection System on the FIRE DETECTION panel. Make the appropriate entry in the Tech Log.

26-02 (O) OPERATING PROCEDURES;

The Captain will advise all crew members of the fire extinguisher status.

(M) MAINTENANCE PROCEDURES;

Remove Fire Ext and placard location "INOPERATIVE".
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	26-2
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
26. FIRE PROTECTION (Cont'd).				
3. Fire Extinguishers Thermal And Discharge Disc	C	2	0	(M) Either or both may be missing provided indicator readings are checked each flight day to determine adequate charge.
4. APU Fire Detection System	D	1	0	APU Not Installed.
5. APU Fire Extinguishing System	D	1	0	APU Not Installed
6. Baggage Compartment Smoke Detectors Series 100/200 Pre-Mod 8/2231 or 8/2232 or MS 8Q200104)	C	2	1	(M) One may be inoperative, where the SMOKE warning on the Caution/Warning panel fails to illuminate during the BAGGAGE SMOKE WARNING TEST, provided the baggage bulkhead is in the fully aft position(full passenger configuration).
	C	2	0	(M) One may be inoperative, where the SMOKE warning light on the Caution/Warning panel is illuminated continuously or intermittently, provided: a) Affected smoke detector is deactivated, and b) Baggage is in the fully aft position. May be inoperative, where the SMOKE warning light on the Caution/Warning panel fails to illuminate during the BAGGAGE SMOKE WARNING TEST, provided the baggage compartment is empty.

26-03 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. At the commencement of each flight day, determine the charge in each fire extinguisher bottle. Compare this figure with the minimum value (at the prevailing ambient temperature) state on the bottle data plate. Example: At 70°F the minimum charge pressure is 555 psi.
2. Placard the Discharge Disc and make a Tech Log entry.

26-06 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. When a smoke detector warning light is illuminated continuously or intermittently, deactivate the applicable detector by removing and securing the connector at the smoke detector.
2. Make an appropriate entry in the Tech Log

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	26-3
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
26. FIRE PROTECTION (cont'd)				
7. Lavatory Smoke Detection System	C	1	0	(O)(M) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) lavatory is not used by passengers for any purpose, b) lavatory waste receptacle is empty, c) lavatory door is locked closed and placarded "INOPERATIVE" – DO NOT ENTER"; Note: Lavatory can be used by crew members.

26-07 (O) OPERATING PROCEDURES;

1. Periodically inspect lavatory at intervals not exceeding 30 minutes.
2. Make an appropriate announcement to the passengers regarding unavailability of the lavatory.

(M) MAINTENANCE PROCEDURES;

1. Placard Lavatory Smoke Detection system at LAV SMK DET circuit breaker (J10) on right DC circuit breaker panel in the flight compartment.
2. Open and clip LAV SMK DET circuit breaker (J10) on right DC circuit breaker panel.
3. Locate lavatory fire extinguisher nozzles on lavatory waste receptacle ceiling and ensure fused nozzle ends are intact.
4. Ensure lavatory waste receptacle is empty.
5. Lock lavatory door by inserting a pen or a similar object in the hole located in the VACANT/OCCUPIED sign on the lavatory door and sliding sign aft.
6. Make appropriate entry in the aircraft Technical Log.

1. System & Sequence Item Numbers		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
26. FIRE PROTECTION (cont'd)				
7. Lavatory Smoke Detection System (continued)				
All Cargo Operations	C	1	0	(O) For each lavatory the lavatory smoke detection system may be inoperative provided crew members have been briefed as to which lavatory smoke detection system(s) is /are inoperative.
	D	1	0	(O) For each lavatory the lavatory smoke detection system may be inoperative provided: a) crew members have been briefed as to which lavatory smoke detection system(s) is/are inoperative, and, b) the lavatory is placarded "INOPERATIVE – DO NOT ENTER". NOTE: The above mentioned provisos are not intended to preclude crew members lavatory inspections which must be detailed in the (O) procedures.

26-07 (O) OPERATING PROCEDURES;

Crew members are briefed as to which lavatory smoke detection system(s) is/are inoperative.

Crew members to periodically inspect lavatory at intervals not exceeding 30 minutes.

(M) MAINTENANCE PROCEDURES;

1. Placard Lavatory Smoke Detection system at LAV SMK DET circuit breaker (J10) on right DC circuit breaker panel in the flight compartment.
2. Open and clip LAV SMK DET circuit breaker (J10) on right DC circuit breaker panel.
3. Locate lavatory fire extinguisher nozzles on lavatory waste receptacle ceiling and ensure fused nozzle ends are intact.
4. Ensure lavatory waste receptacle is empty.
5. Lock lavatory door by inserting a pen or a similar object in the hole located in the VACANT/OCCUPIED sign on the lavatory door and sliding sign aft.
6. Make appropriate entry in the aircraft Technical Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	26-5
	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
26. FIRE PROTECTION (cont'd)				
8.Lavatory Fire Extinguisher System	C	1	0	(O)(M) For each lavatory the lavatory fire Extinguishing system may be inoperative provided the lavatory smoke detector system(s) is operative.
	C	1	0	(O) (M) For each lavatory the lavatory fire extinguishing system may be inoperative provided; a) lavatory is not used by passengers for any purpose, b) lavatory waste receptacle is empty, c) lavatory door is locked closed and placarded "INOPERATIVE –DO NOT ENTER", and, d) Lavatory is only used by crew members.

26-08 (O) OPERATING PROCEDURES;

1. Periodically inspect lavatory at intervals not exceeding 30 minutes.
2. Make an appropriate announcement to the passengers regarding unavailability of the lavatory.

(M) MAINTENANCE PROCEDURES;

Placard Lavatory Fire Extinguisher system at lavatory Waste Receptacle.

CASE 1.

1. Apply power to DC essential buses.

2. Ensure that the LAV SMK DET circuit breaker(J10) on right DC circuit breaker panel is closed.

3. Check that green indicator light on lavatory smoke detector illuminates.

4. Push and hold the Lavatory Smoke Detector self-test switch and observe the following:
   a) Audible warning sounds from smoke detector.
   b) A single 'ping' on the PA chime.
   c) Red warning lamps illuminate on the overhead bin adjacent to the air stair door and on the smoke detector.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	26-5a
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
8.Lavatory Fire Extinguisher System (Cont'd)	C			

5. Push and release the interrupt switch on the detector and observe the following:

   a) Audible warning from the detector.
   b) Red warning light on the overhead bin adjacent to the air stair door extinguishes.
   c) Red warning lamp on the detector remains illuminated.

6. Release the self-test switch and ensure the red warming lamp extinguishes.

7. Remove DC power from the essential buses.

8. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	26-6
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
26 FIRE PROTECTION (cont'd)				
8 Lavatory Fire Extinguisher System (Cont'd)				
Non-Passenger Carrying Operations	B	1	0	(O) For each lavatory, the fire extinguishing system may be inoperative for non- passenger carrying operations provided: a) crew members are the only occupants of the aircraft, and b) occupants are briefed as to which lavatory fire extinguishing system(s) is/are inoperative.

26-08 (O) OPERATING PROCEDURES;

1. Periodically inspect lavatory at intervals not exceeding 30 minutes.

2. Make an appropriate announcement to the passengers regarding unavailability of the lavatory.

(M) MAINTENANCE PROCEDURES;

Placard Lavatory Fire Extinguisher system at lavatory Waste Receptacle.

CASE 2

1. Placard lavatory door "INOPERATIVE".

2. Ensure lavatory waste receptacle is empty.

3. Lock lavatory door by inserting a pen or similar object in the hole located in the VACANT/OCCUPIED sign on the lavatory door and sliding sign aft.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	26-7
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
26 FIRE PROTECTION (cont'd)				
8. Lavatory Smoke Detection System (cont'd).				
All Cargo Operations	C	1	0	(O) May be inoperative provided crew members have been briefed that the lavatory fire extinguishing system is inoperative.
	D	1	0	(O) (M) The lavatory fire extinguishing system may be inoperative provided: a) crew members have been briefed that the lavatory fire extinguishing system is inoperative, and, b) the waste receptacle is emptied, secured closed and placarded "INOPERATIVE – DO NOT USE". NOTE: The above mentioned provisions are not intended to preclude crew member lavatory inspections which must be detailed in the (O)procedures.

26-08 (O) OPERATING PROCEDURES;

Periodically inspect lavatory at intervals not exceeding 30 minutes.

Make an appropriate announcement to the passengers regarding unavailability of the lavatory.

(M) MAINTENANCE PROCEDURES;

Placard Lavatory Fire Extinguisher system at lavatory Waste Receptacle.

CASE 3

1. Ensure lavatory waste receptacle is empty and secured closed.

2. Placard waste receptacle "INOPERATIVE – DO NOT USE".

3. Make appropriate entry in the aircraft Technical Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	26-8
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
26. FIRE PROTECTION (cont'd)				
9. Baggage Compartment Smoke Curtain				
Cargo/Combi (Mod 8/2822) (Baggage Bulkhead at STA. X481.25 or STA. X428.25)	C	0	0	Not applicable – Mod 8/2822 not complied with.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	27-1
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
27 FLIGHT CONTROLS				
-1 Aileron Trim Indicator	C	1	0	(O)(M) May be inoperative provided prior to each flight the aileron trim is: a) visually checked for full, free and correct movement; and, a) Confirmed neutral.

27 -01 (O) OPERATING PROCEDURES;

Maintenance procedures can be completed by the pilot.

(M) MAINTENANCE PROCEDURES;

1. Placard Aileron Trim Indicator on TRIM CONTROL panel.

2. Ensure area in vicinity of right aileron is clear of obstacles and engines are not running.

3. Apply electrical to essential DC bus system.

4. Engage gust lock.

5. Position an observer at right aileron and ensure the right aileron trim tab has full and free movement as follows:
   a) At flight instrument centre console Aileron Trim Panel, press and hold Aileron trim switch in LWD position until trim tab is fully deflected up as noted by observer.
   b) Press and hold trim switch in RWD position until trim is fully deflected down as noted by observer.
   c) Press and hold trim switch in LWD position until trim tab is returned to neutral position as noted by observer.

6. Remove electrical power from DC essential buses.

7. Disengage gust lock.

8. Before each flight, confirm that the aileron spring/trim tab on the right aileron is in the same relative position as the spring tab on the left aileron. Use aileron trim input to correct any error.

9. Make appropriate entry in the aircraft Technical Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	27-2
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
27. FLIGHT CONTROLS(Cont'd).				
2. Stall Warning System	B	2	1	(M)(O) One may be inoperative provided: a)Operations are conducted in compliance with the AFM Supplement 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND/OR STICK PUSHER SYSYEM, and b)Associated system is deactivated. NOTE: Deactivating a stall warning system will render inoperative the related FAST/SLOW indication on the ADI/EADI.

27-02 (O) OPERATING PROCEDURES;

Operations are conducted in compliance with the AFM SUPPLEMENT 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND/OR STICK PUSHER SYSTEM.

(M) MAINTENANCE PROCEDURE

1. At overhead console ICE PROTECTION panel, select STALL WARN switch to OFF.
2. Open and clip the appropriate STALL WARN & HTR and STALL XDCR circuit breakers for the unserviceable side.
   Left Side: 'STALL WRN & HTR 1' on left DC circuit breaker panel.
   'STALL XDCR HTR 1'on variable frequency ac circuit breaker panel (left bus).
   Right Side: 'STALL WRN & HTR 2' on right DC circuit breaker panel.
   'STALL XDCR & HTR 2' on variable frequency ac circuit breaker panel (right bus).
3. Placard stall warning system at associated ADI/EADI on the instrument panel.
4. Make an appropriate entry in the Tech Log.

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 - 100 SERIES	Date 05/05/2014	27-2a

1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
27. FLIGHT CONTROLS			

STALL WRN & HTR 2′ on right DC circuit breaker panel.
'STALL XDCR HTR 2′ on variable frequency AC circuit breaker panel (right bus).
Right Side: FLAP POSN IND R′ on right DC circuit breaker panel.
'STALL WRN & HTR 2′ on right DC circuit breaker panel.
'STALL XDCR HTR 2′ on variable frequency AC circuit breaker panel (right bus).

5. At caution lights panel, check that operable side STALL WARNING caution light is not illuminated.

6. Open and clip the following circuit breakers:
   a) WOW SYS 1 (M6) on R ESSENTIAL circuit breaker panel.
   b) WOW SYS 1 (N6) on R MAIN circuit breaker panel.
   c) WOW SYS 2 (E6) on L MAIN circuit breaker panel.
   d) WOW SYS 2(F6) on L ESSENTIAL circuit breaker panel.

   NOTE: In aircraft with standard Electro-mechanical flight instruments. Ensure that circuit breakers ATT 1 and ATT 2 on avionics circuit breaker panel are closed.

   NOTE: In aircraft with electronic Flight instrument system (EFIS), ensure that the EFIS is operational and the EADI FAST/SLOW indicator is visible.

7. At side panel associated with operable stall warning, press and hold STALL WARNING TEST switch to TEST and check that:
   a) FAST/SLOW indicator on associated ADI/EADI moves slowly towards SLOW/S.
   b) Both stick shakers operate.
   c) Lift transducer vane on appropriate wing does not move.

8. At associated DC circuit breaker panel, open FLAP POSN L and R circuit breaker, as appropriate, and check at caution light panel that associated STALL WARNING caution lights illuminates and at glare shield panel that master CAUTION PRESS TO RESET indicator flashes.

9. Press and release master CAUTION PRESS TO RESET indicator and check that the indicator stops flashing.

10. Close FLAP POSN IND circuit breaker (opened in step 7) and check at the caution

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	27-2b

1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
27. FLIGHT CONTROLS			

lights panel that associated L or R STALL WARNING caution light goes out.

11. Open associated STALL WRN & HTR 1 OR 2 DC circuit breaker and check that STALL WARNING caution light illuminates and master CAUTION PRESS TO RESET indicator flashes.
12. Press and release master CAUTION PRESS TO RESET indicator and check that the indicator stops flashing.
13. Close STALL WRN&HTR circuit breaker (opened in step 10) and check that L or R STALL WARNING caution light goes out
    CAUTION: DO NOT LEAVE STALL WARNING HEATER ON FOR MORE THAN TWO MINUTES WHEN AIRBORNE MODE IS SIMULATED.
14. At overhead console ICE PROTECTION panel, select STALL WARN switch to STALL WARN.
15. At 115 volts AC circuit breaker panel, open STALL XDCR HTR 1 OR 2 circuit breaker, as appropriate, and check that associated STALL WARNING caution light illuminates and master CAUTION PRESS TO RESET indicator flashes.
16. Press and release master CAUTION PRESS TO RESET indicator and check that the indicator stops flashing.
17. Close appropriate STALL XDCR HTR circuit opened in step 14 and check that associated L or R STALL WARNING caution light goes out.
18. At overhead console ICE PROTECTION panel, select STALL WARNING switch to OFF.
19. Open and clip the appropriate STALL WARN & HTR and STALL XDCR HTR circuit breakers for the affected (unserviceable) side.
    Left Side: 'STALL WRN & HTR1' on left DC circuit breaker panel.
    STALL XDCR HTR 2' on variable frequency AC circuit breaker panel (right).

    Right side: 'STALL WRN & HTR 2' on right DC circuit breaker panel.
    STALL XDCR HTR 2' on variable frequency AC circuit breaker panel (left bus).
20. Unclip and close the circuit breakers opened in step
21. Remove external electrical power.
22. Remove ground locks and pins installed in step 2.
23. Placard stall warning system at associated ADI/EADI.
24. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	27-3
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
27. FLIGHT CONTROLS (cont'd)			
3. Rudder Pedal C	2	0	(M)(O)May be inoperative provided rudder pedals can be secured in a position which meets individual pilot requirements
4. Rudder Trim Indicator B	1	0	(M) May be inoperative provided prior to each take-off the rudder trim is: a) visually checked for full, free and correct movement, and, b) confirmed neutral.
5. RUD PRESS Caution Light C	1	0	May be inoperative provided airspeed is limited to 200 KIAS.

27-04 (O) OPERATING PROCEDURES;

Maintenance procedures can be performed by the pilot.

(M) MAINTENANCE PROCEDURES;

1. Placard Rudder Trim Indicator on rudder TRIM panel in the flight compartment.
2. Pressurize No. 1 and No. 2 hydraulic systems.
3. Apply DC power to aircraft DC electrical bus system.
4. Ensure that the RUDDER trim rotary switch, at the rudder TRIM panel, is in the neutral (centre) position.
5. Visually confirm that the rudder (fore and trailing) is in the neutral position.
6. Select RUDDER rotary Switch to full L RUDDER trim position at TRIM panel, and visually confirm that the trailing rudder moves left.
7. Select RUDDER rotary switch to full R RUDDER trim position at TRIM panel, and visually confirm that the trailing rudder moves right.
8. Ensure that RUDDER switch is returned to neutral selection and check that the trailing rudder is centered to neutral position.
9. Make appropriate entry in the aircraft Technical log prior to each flight.

27-05 (O) OPERATING PROCEDURES;

None required.

(M) MAINTENANCE PROCEDURES;

Placard RUD PRESS Caution Light and cmake an appropriate entry in the Tech Log.

Aircraft	Revision No. 1	Page 27-4
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
27. FLIGHT CONTROL(Cont'd).				
6. Spoiler Advisory Lights (Series 100)				
ROLL OUTBD	C	1	0	(O) May be inoperative provided all PFCS SPOILERS indicators operate normally, and are monitored closely when appropriate. OR (M) May be inoperative provided Roll Spoilers (Ground Mode) System is deactivated.
ROLL INBD	C	1	0	(O) May be inoperative provided all PFCS SPOILERS indicators operate normally, and are monitored closely when appropriate. OR (M) May be inoperative provided Roll Spoilers (Ground Mode) System is deactivated.
GROUND (Mod 8/1680)	C	-	-	NOT INSTALLED.

27-06 (O) OPERATING PROCEDURES;

Procedures CASES 1 AND 2 – Spoiler Advisory Lights(ROLL OUTBD AND ROLL INBD):

1. Ensure that the control selections are as follows:
   a) No. and No. 2 power levers are selected to FLT IDLE position;
   b) FLIGHT/TAXI switch is selected to TAXI position on left glare shield panel.
   c) Gust lock level is disengaged.
   d) Roll disconnect is engaged;
   e) Pilots' control wheels are in neutral position.
2. Apply electrical power to aircraft DC bus system.
3. Pressurize No. 1 and No. 2 aircraft hydraulic systems.
4. Confirm that all spoilers are retracted in down position and PFCS indicator indicates SPOILERS down.
5. Select FLIGHT/TAXI switch to FLIGHT position, and check that roll spoilers are extended and PFCS indicator indicates SPOILER in up position.
6. Select FLIGHT/TAXI switch to TAXI position, and check that all spoilers are retracted and PFCS indicator indicates SPOILERS in down position.

(M) MAINTENANCE PROCEDURES;

CASES 1 and 2 – SPOILER ADVISORSY LIGHTS(ROLL OUTBD AND ROLL INBD)

Roll Spoiler Caution Lights:

1. Deactivate Roll spoiler (Ground Mode) system in accordance with M.E.L.P item 27-8.
2. Ensure ROLL SPLRS IND. Circuit breaker on Right DC Circuit Breaker panel is opened and clipped.
3. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	27-5
	Date 04/11/2013	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
27. FLIGHT CONTROL (Cont'd)				
7. Ground Spoiler System (Series 100)	C	0	0	SYSTEM DE-ACTIVATED

27-07 (O) OPERATING PROCEDURES;

NONE

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	27-6
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
27. FLIGHT CONTROL Cont'd				
8 Ground Spoiler and Roll Spoilers Systems in Ground Mode (Series 100)	C	1	0	SYSTEM DE-ACTIVATED

27-08 OPERATIONS PROCEDURES

None

MAINTENANCE PROCEDURES

None

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	27-7

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
27. FLIGHT CONTROL (cont'd)			
9. Roll Spoiler Caution Lights (Series 100)			
1) ROLL SPLR INBD GRND C	1	0	(O) (M) May be inoperative provided: a) Roll Spoiler(ground mode is deactivated: and b) Appropriate AFM decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE GROUND SPOILERS (PRE-MOD 8/1967 AIRPLANE) AND INOPERATIVE FLIGHT SPOILERS IN GROUND MODE.
2) ROLL SPLR OUTBD GRND C	1	0	(O) (M) May be inoperative provided: a) Roll spoiler(ground mode) system is deactivated: and b) Appropriate AFM decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE GROUND SPOILERS (PRE-MOD 8/1967 AIRPLANE) AND INOPERATIVE FLIGHT SPOILERS IN GROUND MODE.

27-09 (O) OPERATING PROCEDURES;

1. Operating Procedures are to be carried out in compliance with the AFM.
2. Visually confirm all ground spoilers and roll spoilers are fully retracted(down) prior to each flight.
3. Operations are conducted in compliance with the AFM Supplement 17 – "OPERATION WITH GROUND SPOILER (PRE-MOD 8/1967 AIRPLANES) AND INOPERATIVE FLIGHT SPOILERS IN GROUND MODE".
4. Make appropriate entry in the aircraft Technical Log.

(M) MAINTENANCE PROCEDURES;

CASE 1 AND 2

1. Roll Spoiler Caution Lights:

a) Deactivated Roll Spoiler(Ground Mode) system in accordance with M.E.L. Item No.27-7.

b) Ensure ROLL SPLRS IND. Circuit breaker on Right DC Circuit breaker panel is open and clipped.1. Placard FLIGHT/TAXI switch on glare shield panel in flight compartment.

2. Make appropriate entry in the aircraft Technical Log.

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	27-8

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
27 FLIGHT CONTROLS (cont'd)			
10. Stick Pusher System (Series 300) C	-	-	Applicable to series 300 only
11. GROUND SPLR Caution Lights (Series 100) C	1	0	Ground Spoilers De-activated
12. L&R STALL WARNING Caution Lights A	2	1	(O) One may be inoperative provided: a) Opposite Stall Warning System Operates normally, b) Associated Stall Warning System TEST is verified to operate normally before each departure, and c) repairs are made within 3 flt days.

27-12 (O) OPERATING PROCEDURES;

Operations are conducted in compliance with AFM Supplement 17 OPERATION WITH INOPERATIVE GROUND SPOILERS (PRE-MOD 8/1967) AIRPLANES AND INOPERATIVE FLIGHT SPOILERS IN GROUND MODE.

(M) MAINTENANCE PROCEDURE;

1. See M.E.L.P. 27-7 for instructions to deactivate the Ground Spoiler System
2. Open and clip GND SPLRS IND circuit breaker on the left DC circuit breaker panel.
3. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	27-9

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
27. FLIGHT CONTROLS (cont'd)				
13. Flight/Taxi Switch (Series 100) Taxi Position Latch	C	1	0	(O) May be inoperative provided: a) the FLIGHT/TAXI switch operates in both the FLIGHT and TAXI positions; b) the Spoiler Advisory lights operate normally; and, c) retractions of the spoilers is verified when the switch is held in the TAXI position prior to each flight.

27-13 (O) OPERATING PROCEDURES;

1. Apply electrical power to aircraft DC bus system.

2. Ensure that control selections are as follows:
   a) No. 1 and No. 2 power levers are selected to FLT IDLE position;
   b) Gust lock lever is disengaged;
   c) Roll DISC disconnect handle is in;
   d) Pilot's control wheels are in neutral position;
   e) FLIGHT/TAXI switch is selected and held in the TAXI position.

3. Pressurize No.1 and No. 2 aircraft hydraulic systems.
4. Confirm that all spoilers are retracted in down position and PFCS indicator indicates SPOILERS down. Check SPOILERS in up position and SPOILERS advisory lights illuminate.

NOTE: Spoiler Panels are in retracted 'down' position when the spoiler panel is flush with the wing surface.

5. Select FLIGHT/TAXI switch to FLIGHT Position. Check that all spoilers are extended. PFCS indicator indicates SPOILERS in up position and SPOILERS advisory lights illuminate.

6. Advance power levers (+12 degrees) and observe spoilers retract and SPOILERS advisory lights go out. If the spoilers are extended, the advisory lights remain illuminated and the take-off warning sounds.

7. Remove hydraulic pressure applied in step 3.
8. Remove electrical power from aircraft DC bus system.

(M) MAINTEANNCE PROCEDURES;

Placard FLIGHT/TAXI switch and make Tech Log Entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	27-10
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
27.FLIGHT CONTROLS (cont'd)				
14. Flap Power Caution Light System	B	1	0	(O) May be inoperative provided the Flap Position indicator operates normally and is used to verify flaps move to selected position.
15. Rudder Trim Switch Return to Center Spring	B	1	0	(O)May be inoperative provided: a)Rudder Trim Indicator operates normally, and b)Rudder Trim Switch is manually returned to center detent position following each selection of rudder trim.

27-14 (O) OPERATING PROCEDURES;

1. Apply DC power to aircraft electrical system.
2. Apply hydraulic power to No. 1 hydraulic system.
3. Extend flaps through full range of travel, stopping flap selection at 0,5,30 and 35 degree positions; check flap positions indicator indicates selected flap positions and the FLAP DRIVE caution light does not come on at any time during flap operation.
4. Ensure flaps area selected and retracted to 0 Degree position.
5. Remove hydraulic pressure applied in step 2.
6. Remove electrical power from aircraft DC bus system.

(M) MAINTENANCE PROCEDURES;
Placard FLAP POWER Caution Light and make Tech Log Entry.

27-15 (O) OPERATING PROCEDURES;

1.Ensure area in vicinity of rudder and flaps is clear of obstacles.

2.Apply Electrical power to the left essential DC bus system.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	27-10b
	Date 05/05/2014	

1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
27. FLIGHT CONTROLS			

(O) OPERATIONAL PROCEDURES; continue

3. Ensure RUDDER TRIM indicator needle is not pointing off scale.

4. Ensure rudder trim has full and free movement as follows:

a) At the flight instrument center console, select Rudder trim switch to R detent position until rudder trim is fully deflected right as indicated on the RUDDER TRIM indicator.
b) Manually return switch to the center detent position.
c) Select RUDDER trim switch to L detent position until trim is fully deflected left as indicated on the RUDDER TRIM indicator.
d) Manually return the switch to the center detent position.
e) Select Rudder trim switch to R detent position until rudder trim is centered on RUDDER TRIM indicator.
f) Return RUDDER trim switch to the center position.

5. Remove electrical power from DC essential bus.
NOTE: BEFORE SELECTING THE RUDDER TRIM SWITCH IN FLIGHT< THE AUTOPILOT MUST BE DISENGAGED.

6. During flight, ensure the RUDDER trim switch is manually returned to center position following each rudder trim selection.

(M) MAINTENANCE PROCEDURES;

Placard Rudder Trim Switch at center console, stating that the Eudder Trim Switch must be manually centered.
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	28-1
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28. FUEL.				
1. TANK FUEL LOW				
Caution Lights	C	2	1	(O) One may be inoperative provided the associated fuel tank contents indicator operates normally and is closely monitored during flight.

28-01 (O) OPERATING PROCEDURES;

1. Apply DC power to aircraft electrical buses.
2. At engine instrument pane, observe and note fuel quantity on both master FUEL QTY indicators.
3. Press and hold the QTY TEST(FUEL CONTROL)switch check that both indicators go to full scale reading.
4. Release the QTY TEST pushbutton and check that the indications on the FUEL QTY indicators indicate quantities as identified in step (2).
5. Monitor associated FUEL QTY indicator during flight.

(M) MAINTENANCE PROCEDURES;

Placard TANK FUEL LOW Caution Light.

Make an appropriate entry in the Tech Log

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	28-2
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28. FUEL (Cont'd)				
2. Fuel Quantity Indicators (Flight Compartment)				
Main FUEL QTY Indicators	A	2	1	(O)(M) One may be inoperative provided: a) the fuel quantity is determined by other approved means prior to each flight; b) the Fuel Flow gauges operate normally; c) fuel consumption is recorded; and, d) Repairs are made within ten flight days.
Auxiliary FUEL QTY Indicators	D	0	0	NOT INSTALLED.

28-02 (O) OPERATING PROCEDURES;

1. Monitor and record fuel consumption using the fuel flow meters.
2. For normal two engine operations, do not transfer fuel.

(M)MAINTENANCE PROCEDURES;

CAUTION: FOR PREFLIGHT FUEL QUANTITY MEASUREMENT, THE AIRCRAFT MUST BE IN A LEVEL/FLAST ATTITUDE WHEN THE MAGNETIC DIPSTICK READINGS ARE TAKEN.

1. Prior to refueling procedure position Aircraft on a reasonable level/flat area on the airfield.

NOTE: The aircraft is considered level when: On EFIS equipped aircraft the ball at EADI Slip Indicators (Inclinometers) is located on Centre at pilot and copilot's position.

2. Following each refueling, verify fuel quantity using the magnetic dipstick (refer to Ramp Servicing Manual PSM 1-8-2S, 1-82-2S and 1-83-2S)(Chapter 8).
3. Apply electrical power to aircraft DC bus system and verify operation of fuel flow meter(s) by pressing associated FF TEST button and ensuring pointer indicates 1050 PPH(blue dot) and LCD display indicates the same.
4. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	28-2a
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28. FUEL.				

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Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	28-3
	Date 05/05/2014	

1. System & Sequence Item Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28. FUEL (Cont'd)			
3. Fuel Quantity Indicators (External Refuel/Defuel Panel)			
MAIN FUEL QTY Indicators A	2	0	(M)May be inoperative provided a) the fuel quantity is determined by other approved means. b) Repairs are made within ten flight days.
AUX TANK FUEL/QTY Indicators C	-	-	NOT INSTALLED.

28-03 (O) OPERATING PROCEDURES;

CAUTION: FOR PREFLIGHT FUEL QUANTITY MEASUREMENT, THE AIRCRAFT MUST BE IN A LEVEL/FLAT ATTITUDE WHEN MAGNETIC DIPSTICK READINGS ARE TAKEN.

Following each refueling, determine fuel quantity using the flight compartment indicators or the Magnetic Dipsticks(refer to Ramp Servicing Manual PSM 1-8-2S/1-83-2S).

(M) MAINTENANCE PROCEDURES;

1. Prior to refueling procedure position aircraft on a reasonably level/flat area on the airfield.Level the aircraft in accordance with either of the following:
   1) An approved aircraft leveling procedure (refer to PSM 1-8-2/1-83-2 Chapter 8).
   2) Position aircraft on a reasonably level/flat area on the airfield.

   NOTE: The aircraft is considered level when:
   3) On Non-EFIS equipped aircraft the slip indicator is located on centre(the ball between indicator markings) at pilot and co-pilots turn/slip Indicators or ADI's.
   4) On EFIS equipped aircraft the ball at EADI Slip Indicators (inclinometers)is located on centre at pilot and co- pilot position.

3. Following each refueling, determine fuel quantity using flight compartment indicators or the magnetic dipsticks (refer to Ramp Servicing Manual PSM 1-8-2S/1-83-2S). Make the appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	28-4
	Date 05/05/2014	

1. System & Sequence Numbers	item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28. FUEL (Cont,d)				
4. Magnetic Dipsticks	C	4	0	(M) Not required provided the fuel quantity is determined by other approved means.

28-04 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1) Verify actual fuel uplift totals (litres/gallons to pounds) match Fuel Quantity indicator readings.
2) Placard Magnetic Dipstick on the rear underside of No 2 Nacelle (inside External Refuel/Defuel panel). Also in engine instrument panel in the flight compartment.
3) Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	28-5
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28 FUEL (Cont'd).				
5. Pressure Refueling System.	C	1	0	(M) May be inoperative provided the fuel transfer systems operates normally.

28-05 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Operation Check of Fuel Transfer System.

1. Ensure sufficient fuel in tanks for fuel transfer (approximately 800 pounds of fuel per tank).

2. Apply AC and DC power to aircraft electrical buses.

3. Ensure that the following circuit breakers are closed:
   a) On left DC circuit breaker panel:
      REFUEL/DEFUEL TNK (L4)
      FUEL QTY IND 1 (M4)
      FUEL AUX CONT PUMP 1 (P4)

   b) On right DC circuit breaker panel:
      REFUEL/DEFUEL TNK 2 (F4)
      FUEL QTY IND 2 (G4)
      FUEL AUX CONT PUMP 2 (D4)
      AUX PUMP WRN (C4)
      CAUT LTS (M1)

   c) On 130V AC variable frequency circuit breaker panel:
      AUX PUMP 1
      AUX PUMP 2

Aircraft De HAVILLAND - 8 - 100 SERIES	Revision No. 1	Page 28-5a
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28. FUEL (Cont'd).				

4. Select associated AUX PUMP switch at FUEL CONTROL panel and check that the associated FUEL PRESS caution light goes out at the advisory panel.

5. Return AUX PUMP switch OFF position and observe that the associated FUEL PRESS caution light illuminates.

6. Select TRANSFER switch to TANK 1 position and observe the following:
   a) VALVE lights on fuel control panel change from CLOSED to OPEN (amber).
   b) Fuel begins to transfer from tank 2 to tank 1, as indicated on flight compartment fuel quantity indicators.

7. Transfer 200 pounds of fuel to tank 1.Return TRANSFER switch to OFF position and check that VALVE lights change to indicate CLOSED (green).

NOTE: During fuel transfer, the donor tank FUEL LOW LVL caution light may come on momentarily, due to collector bay fuel level failing faster than main tank level.

8. Select TRANSFER switch to TANK 2 position and observe the following:
   a) VALVE lights on fuel control panel change from CLOSED to OPEN (amber).
   b) Fuel begins to transfer from tank 1 to tank 2, as indicated on flight compartment fuel quantity indicators.

9. Transfer 200 pounds of fuel back to tank 2. Return TRANSFER switch to OFF position and check that VALVE lights change to indicate CLOSED(green).

10. Remove AC and DC electrical power from aircraft.

11. Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	28-6
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28. FUEL (Cont'd).			
6. FUELING ON Caution Light C	1	0	(O) May be inoperative provided the REFUEL/OFF/DEFUEL switch is confirmed off prior to each flight after refueling.

28-06 (O) OPERATING PROCEDURES;

Following each refueling, ensure that the REFUEL/OFF/DEFUEL switch on the external refuel panel is selected OFF.

(M) MAINTENANCE PROCEDURES;

Placard FUELING ON caution light on caution light panel.
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	28-7

1 System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28. FUEL (cont'd)				
7. AUX PUMP Advisory Lights	C	2	1	(M) One may be inoperative provided: a) Associated Auxiliary pump and ENG FUEL PRESS caution light operate normally; and, b) Fuel transfer system operates normally.

28-07 (M) OPERATING PROCEDURES;

1. Ensure sufficient fuel in tanks for fuel transfer (approximately 800 pounds of fuel per tank).
2. Start opposite engine apply AC and DC power to aircraft electrical buses.
3. Ensure that the following circuit breakers are closed:
   a) On left DC circuit breaker panel:
      REFUEL/DEFUEL TNK (L4)
      FUEL QTY IND 1 (M4)
      FUEL AUX CONT PUMP 1 (P4)

   b) On right DC circuit breaker panel:
      REFUEL/DEFUEL TNK 2 (F4)
      FUEL QTY IND 2 (G4)
      FUEL AUX CONT PUMP 2 (D4)
      AUX PUMP WRN (C4)
      CAUT LTS (M1)
   C) On 130V AC variable frequency circuit breaker panel:
      AUX PUMP 1
      AUX PUMP 2
4. Select associated AUX Pump switch at FUEL CONTROL panel and check that the associated FUEL PRESS caution light goes out at the advisory panel.
5. Return AUX PUMP switch OFF position and observe that the associated FUEL PRESS caution light illuminates.

(M) MAINTENANCE PROCEDURES;

Placard AUX PUMP Advisory Light on fuel control panel.
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	28-8

1 System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28. FUEL (cont'd)				
8. Pressure Refueling Automatic Shutoff	C	2	0	(M) May be inoperative provided: a) the fuel transfer system operates normally; and, b) Pilot valve backup shutoff feature operates normally for pressure refueling.

28-08 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Placard Inoperative Fuel Tank Temperature Indicator on the engine instrument panel.
Make an appropriate entry in the TECH LOG.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	28-9
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28. FUEL (cont'd)				
9. Fuel Tank Temperature Indicator	C	1	0	May be inoperative provided: a) Aircraft is flown at an OAT that is 4 degrees C above the freezing point of the fuel being used. b) JP-5 fuel is not used.

28-09 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Operation Check of Pilot Valve Backup

1. While pressure refueling is in progress,select PRE-CHECK TEST switch to each tank position in turn at Refuel/Defuel Panel. Ensure that the corresponding pre-select REFUEL SHUT-OFF light comes on and goes off when switch is released.

Operation Check of Fuel Transfer System

1. Ensure sufficient fuel in tanks for fuel transfer (approximately 800 pounds of fuel per tank).
2. Apply AC and DC power to aircraft electrical buses.
3. Ensure that the following circuit breakers are closed:

a) On left DC circuit breaker panel:
REFUEL/DEFUEL TNK (L4)
FUEL QTY IND 1 (M4)
FUEL AUX CONT PUMP 1 (P4)

b) On right DC circuit breaker panel:
REFUEL/DEFUEL TNK 2 (F4)
FUEL QTY IND 2 (G4)
AUX PUMP WRN (C4)
CAUT LTS 1 (M1)
FUEL AUX CONT PUMP 2 (D4)

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	28-9a
	Date 05/05/2014	

1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28. FUEL (Cont'd).			

C) On 130V AC variable frequency circuit breaker panel:
AUX PUMP 1
AUX PUMP 2

4. Select TRANSFER switch to TANK 1 position and observe the following:
a) VALVE lights on fuel control panel change from CLOSED to OPEN (amber).
b) Fuel begins to transfer from tank 2 to tank 1, as indicated on flight compartment fuel quantity indicators

5. Transfer 200 pounds of fuel to tank 1.Return TRANSFER switch to OFF position and check that VALVE lights change to indicate CLOSED (green).

NOTE: During fuel transfer, the donor tank FUEL LOW LVL caution light may come on momentarily, due to collector bay fuel level failing faster than main tank level.

6. Select TRANSFER switch to TANK 2 position and observe the following:
a) VALVE lights on fuel control panel change from CLOSED to OPEN (amber).
b) Fuel begins to transfer from tank 1 to tank 2, as indicated on flight compartment fuel quantity indicators.

7. Transfer 200 pounds of fuel back to tank 2. Return TRANSFER switch to OFF position and check that VALVE lights change to indicate CLOSED (green).

8. Remove AC and DC electrical power from aircraft.

Operation check of Pilot Valve Backup

9. While pressure refueling is in progress, select PRE-CHECK TEST switch to each tank position in turn at Refuel/Defuel panel. Ensure that corresponding REFUEL SHUT-OFF light comes on and goes off when switch is released.

10. Make appropriate entry in the aircraft Technical Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	28-10
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
28. FUEL (cont'd)				
10. Fuel Inlet Temperature Indicator (On Engine Instrument Panel)	A	2	1	(O)May be inoperative for one flight provided: a) Fuel Tank Temperature Indication (on Engine Instrument Panel)is operative. b) TANK AUX PUMP Advisory Lights are operative, and c) Flight Compartment Fuel QTY Indicators (on Fuel Control Panel) are operative and monitored.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	29-1
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
29. HYDRAULIC POWER				
1. Main Hydraulic Pressure Indicators	C	2	1	(O) One may be inoperative provided the associated ENG HYD PUMP caution light and quantity indicator operate normally.

29-01 (O) OPERATING PROCEDURES;

1. Check hydraulic fluid quantity at HYD QTY indicator on instrument panel and compare fluid quantity at associated remote hydraulic quantity indicator located in respective engine nacelle, below hydraulic system reservoir. Ensure that hydraulic fluid level is adequate.

2. Start engine associated with inoperative indicator and run to Ground idle. Check that ENG HYD PUMP caution light goes out.

3. Shut down associated engine.

(M) MAINTENANCE PROCEDURES;

Placard associated HYD PRESS Indicator on the Hydraulic Instrument Panel. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	29-2
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
29. HYDRAULIC POWER (Cont'd)				
2. Standby Hydraulic Pressure Indicators	C	2	1	(O) One may be inoperative provided: a) Associated standby hydraulic pump normal operation is verified before each departure, and b) Associated main hydraulic pressure indicator operate normally.

29-02 (O) OPERATION PROCEDURES;

Case 1 Procedure with the engine running.

NOTE: If buses are to be powered from engine, only start the engine opposite to the inoperative indicator side. (i.e. if No. 1 indicator is inoperative, only start No. 2 engine).

1. Start the engine (see above note)
2. Select the STBY HYD PRESS on the inoperative indicator side.
3. Check the MAIN HYD PRESS indicator on the inoperative STDBY HYD PRESS indicator side reads approximately 2,800 to 3,000 psi.
4. Shutdown the engine.

Case 2

Operating Procedure performed with the aircraft powered with AC and DC external power. (The engines are not running and the engine bleed air is not available)

A) No. 1 Standby Hydraulic Pressure Indicator inoperative.

1. Apply AC and DC power to the aircraft electrical buses.
2. Select the No. 1 STDBY HYD PRESS switch.
3. Check the No. 1 MAIN HYD PRESS indicator reads approximately 2800-3000psi.
4. Remove power from the AC and DC buses.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	29-2a

1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
29. HYDRAULIC POWER (Cont'd)			

B) No. 2 Standby Hydraulic pressure indicator inoperative

Pre-Mod 8/1983

1. Apply AC and DC power to the aircraft electrical buses.

2. Select the No. 2 STDBY HYD PRESS switch.

3. Check the No. 2 MAIN HYD PRESS indicator reads approximately 2800-3000 psi.

4. Remove power from the AC and DC buses.

(M) MAINTENANCE PROCEDURES;

Placard Standby Hydraulic Pressure Indicator
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	29-3
	Date. 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
29. HYDRAULIC POWER (cont'd)				
3. END HYD PUMP Caution lights	C	2	1	(O) One may be inoperative provided the associated the associated main hydraulic pressure indicator operates normally.

29-03 (O) OPERATING PROCEDURES;

1. Prior to starting engines, check that MAIN Hydraulic Pressure Indicator reads 0(zero) pressure.

2. Start both engines.

3. Check that No.1 and No. 2 Hydraulic System pressures read between 2900 to 3100 psi on MAIN Hydraulic Pressure Indicators.

(M) MAINTENANCE PROCEDURES;

NOTE: In the event a master caution light recurs, associated L.P switch connector (2931-P1- HYD SYS, or 2931-P2-HYD SYS 2) can be disconnected, capped and stowed.

1. Placard ENG HYD PUMP Caution Light on caution light panel.
2. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	29-4
	Date 05/05/2014	

1. System & Sequence Item Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
29. HYDRAULIC POWER (Cont,d)			
4. HYD FLUID HOT B Caution Lights	2	0	(M) May be inoperative provided designated hydraulic pipes are inspected each flight day.
5. STB HYD PUMP HOT Caution Lights			Deleted.

29-04 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Maintenance Personnel Required

1. Inspect the area of the pipes in the wheel is well, located between the components listed below for discolouration. The hydraulic pipes are Situated in the associated wheel well.

Note: The hydraulic pipes listed below are protected with a green coloured prime coating. Abnormally high hydraulic fluid temp. (300°F)in these pipes will cause the green colored prime coating to change to a milk chocolate color (light brown).

a) Pressure relief Valve and Return Manifold.
b) Case Drain pipe and Return Manifold.

2. With no change in color evident, carry out step 4.

3. With a color change present change Hydraulic fluid and carry out HYDRAULIC POWER – NSPECTION/TEST including corrective action, in accordance with PSM 1-8/83-2, chapter 29.

NOTE: Observe closely the hydraulic fluid Viscosity and total acid number(TAN) analysis.

4. Make appropriate entry in the Technical Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	29-5
	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
29. HYDRAULIC POWER (Cont,d)				
6. Hydraulic Quantity Indicators (Nacelle)	C	2	0	(M) One or both may be inoperative provided Flight Compartment Hydraulic Quantity Indicators are verified operative.
7. #2 SPU AUX PWR Caution Lights Mod 8/1983)	B	2	0	NOT INSTALLED.

29-06 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Apply DC power to the aircraft buses.
2. Check hydraulic quantity in the corresponding flight compartment quantity indicator. Drain some hydraulic fluid from the associated engine nacelle hydraulic reservoir. Ensure that the flight compartment hydraulic quantity is decreasind when fluid is draining from the reservoir. Refill the hydraulic fluid based on the QUANTITY VS FLUID TEMP graph located adjacent to nacelle hydraulic quantity indicator.
3. Remove electrical power from the aircraft buses.
4. Placard inoperative nacelle hydraulic quantity indicator(s) on the hydraulic instrument panel in the FLT Compartment and on the affected indicator(s) in the associated nacelle.
5. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	30-1
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
30. ICE AND RAIN PROTECTION			
1. Aircraft De-icing System C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.
2. Elevator Horn Heater A	2	0	May be inoperative provided flight is not conducted in known or forecast icing conditions. Repairs are to be made within three flight days.
3. Propeller De-icing System C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.

30-01 (O) OPERATING PROCEDURES;
None Required.

(M) MAINTENANCE PROCEDURES;
Placard Airframe De-icing System on the ICE PROTECTION panel.
Make an appropriate entry in the Tech Log.

30-02 (O) OPERATING PROCEDURES;
None Required.

(M) MAINTENANCE PROCEDURES;
Placard Elevator Horn Heater on the ICE PROTECTION panel.
Make an appropriate entry in the Tech Log.

30-03 (O) OPERATING PROCEDURES;
None Required.

(M) MAINTENANCE PROCEDURES;
Placard Propeller De-icing System on the ICE PROTECTION panel.
Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	30-2
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
30. ICE AND RAIN PROTECTION (Cont'd)			
4. Windshield Wipers C	2	0	May be inoperative provided the flight is not conducted in precipitation within 5 nautical miles of the airport of take-off or intended landing.
5. Pitot /Static Heaters B	4	3	One may be inoperative provided airplane is not operated in known or forecast icing conditions.

30-04 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Placard Windshield Wipers on Windshield panel
Make an appropriate entry in the Tech Log.

30-05 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Placard Pitot/Static on ICE PROTECTION panel.
2. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	30-3
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
30. ICE AND RAIN PROTECTION (Cont'd)			
6. PITOT HEAT Caution Lights (Heater Off Monitor) B	2	0	(M) May be inoperative provided: a) the flight is not conducted in known or forecast icing conditions; and, b) Both heaters are verified to operate normally before each departure.

30-06 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Prior to each departure conduct the following:

1. Ensure engines are not running and DC and AC EXTERNAL POWER are selected OFF.
2. Select Main Battery and Battery Master switches to MAIN BATT and BATTERY MASTER positions respectively at DC Control Panel.
3. Ensure No.1 and No. 2 PITOT STATIC switches are selected to OFF position at Ice Protection Panel.
4. Open STAT PORT HTR 1 (D4) circuit breaker panel on Left DC Circuit Breaker Panel and STAT PORT HTR 2 (P4) circuit breaker on Right DC Circuit Breaker Panel.
5. Note load on MAIN BATT load indicator at DC System Indicator Panel.
6. Select No. 1 PITOT STATIC switch to No.1 position and ensure that discharge rate increase (increased negative indication) from load value noted in step 6.
7. Select No. 1 PITOT STATIC switch to OFF position and note load on MAIN BATT load indicator.
8. Select No. 2 PITOT STATIC switch to No. 2 position and ensure discharge rate increases (increased negative indication) from load value in Step 8.
9. Select No. 2 PITOT STATIC switch to OFF position.
10. Close circuit breakers opened in step 4.
11. Select Main Battery and Battery switches to OFF position at DC Control Panel.
12. Placard PITOT HEAT Caution Light(s) on the Caution Light panel.
13. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	30-4
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
30. ICE AND RAIN PROTECTION Cont,d				
7. Tail De-ice Boots Advisory Lights	C	4	0	One or more may be inoperative provided the flight is not conducted in known or forecast icing conditions.
8. De- Ice Press Indicator	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
	C	1	0	May be inoperative provided the wing and tail de-icing boots advisory lights and DE-ICE PRESS caution light operate normally.

30-7 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1.Placard Tail De-ice Boots Advisory Lights on ICE PROTECTION panel.
2. Make appropriate entry in the Tech Log.

30-8 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Placard De-ice Indicator on co-pilot's console panel.
2. Make appropriate entry in Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	30-5
	Date 05/05/2014	

1. System & Sequence Item Numbers		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
30. ICE AND RAIN PROTECTION Cont,d				
9. DE-ICE PRESS Caution Light	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
	C	1	0	May be inoperative provided wing and tail de-icer boot advisory lights and the De – Ice Press indicator operate normally.
10. Propeller Heat Timers	C	2	1	
11. Engine Intake Heaters	C	2	1	One may be inoperative provided the flight is not conducted in known or forecast icing conditions.

30-09 (O) OPERATING PROCEDURES;
None Required.
(M) MAINTENANCE PROCEDURES;
1.Placard DE-ICE PRESS Caution Light on the caution light panel.
2. Make appropriate entry in Tech Log.

30-10 (O) OPERATING PROCEDURES;
None required.
(M)MAINTENANCE PROCEDURES;
1.Placard Propeller Heat Timer at ICE PROTECTION control panel.
2. Make appropriate entry in the Tech Log.

30-11 (O) OPERATING PROCEDURES;
None Required.
(M) MAINTENANCE PROCEDURES;
1.Placard Engine Intake Heater on ENGINE INTAKE BYPASS DOOR panel at the instrument panel.
2. Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	30-6
	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
30. ICE AND RAIN PROTECTION Cont,d				
12. Engine Intake Heater Indicators	C	2	1	(M) One may be inoperative provided the associated heater is confirmed operational prior to dispatch into known or forecast icing conditions.
	A	2	0	(M) May be inoperative provided: a) Heaters are verified to operate normally before each departure into known or forecast icing conditions, and b) Repairs are made within three flight days.

30-12 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Visually check that associated engine intake bypass door is closed on affected engine(s).

2. Start associated engine(S) and run to Ground Idle.

3. Ensure all aircraft electrical buses are powered.

4 Select VARIABLE FREQUENCY switch, at AC SYSTEM power monitor panel to 130V AC electrical bus associated with inoperative engine intake heater indicator (LEFT A for No. 1 intake heater and RIGHT A for No. 2 intake heater) and monitor LOAD.

5. Check that OAT (Outside Air Temp.) is below 7°C (45°C).

NOTE: If OAT is above 7°(Mod 8/0928–30°C) spray aircraft skin at thermostat location station X170.4/Y12.0 (below flight compartment Left hand side) using Freeze Mist cooling spray.

6. Press associated OPN/HTR switch light on ENGINE INTAKE BYPASS DOOR panel and check that:

a) associated OPN light at ENGINE INTAKE BYPASS DOOR panel illuminates, and CLOSED light is off,

b) selected VARIABLE FREQUENCY LOAD leading increases.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	30-6a

1. System & Sequence Numbers	2. .Number installed	3..Number required for dispatch	4. Remarks or Exceptions
30 ICE AND RAIN PROTECTION Cont,d			

7. Press associated OPN/HTR switch light on ENGINE INTAKE BYPASS DOOR panel and check that;

   a) associated CLOSED light at ENGINE INTAKE BYPASS DOOR panel illuminates, and OPN light is off;
   b) selected VARIABLE FREQUENCY LOAD decreases.

8. Repeat Steps (5) through (7).

9. Shut down engine(s).

10. Remove aircraft electrical power applied in Step 4.

11. Make appropriate Technical Log entry prior to departure into known or forecast icing conditions.
12. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	30-7

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
30. ICE AND RAIN PROTECTION (Cont'd)				
13. Windshield Heaters	C	3	1	(O) One front and/or pilot's side window system and associated HOT light(s) may be inoperative provided airplane is not operated in known or forecast icing conditions.
	C	3	0	(O) May be inoperative provided: a) the flight is not conducted in known or forecast icing conditions; and, b) OAT along the route flown is +5 degree (41 degrees F) or higher.

30-13 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Placard Windshield Heater on the WINDSHIELD control panel.
2. Make appropriate entry in the Tech Log.

NOTE: Front windshield WARM UP feature will not operate with either of the front windshield heaters inoperative (i.e. NORMAL heating mode only).

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	30-8

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
30. ICE AND RAIN PROTECTION (cont'd) 14. Wing Deicer Boot Advisory Lights (Series 100/200)	C	8	0	(O) Any or all may be inoperative provided: a) boot operation is visually monitored when in use; and, b) the appropriate wing inspection light(s) operate normally for night operations.

30-14 (O) OPERATING PROCEDURE

1. Start No. 2 engine and run to Ground Idle.

2. Check that the BOOT AIR switch is selected to NORM position, at the ICE PROTECTION panel.

3. Check that the airframe dual DEICE PRESS indicator reads 18± 1 psi.

4. Visually check that all wing deice boots are deflated and held smoothly to wing leading edge.

5. Set AIR FRAME AUTO rotary switch to FAST position on ICE PROTECTION panel.

6. Visually check that the appropriate deice boot(s) inflation and deflation sequence, inflation time (6) seconds & dwell time 24 seconds,operates normally (see Figures 30- 14-1 and 30-14-2).

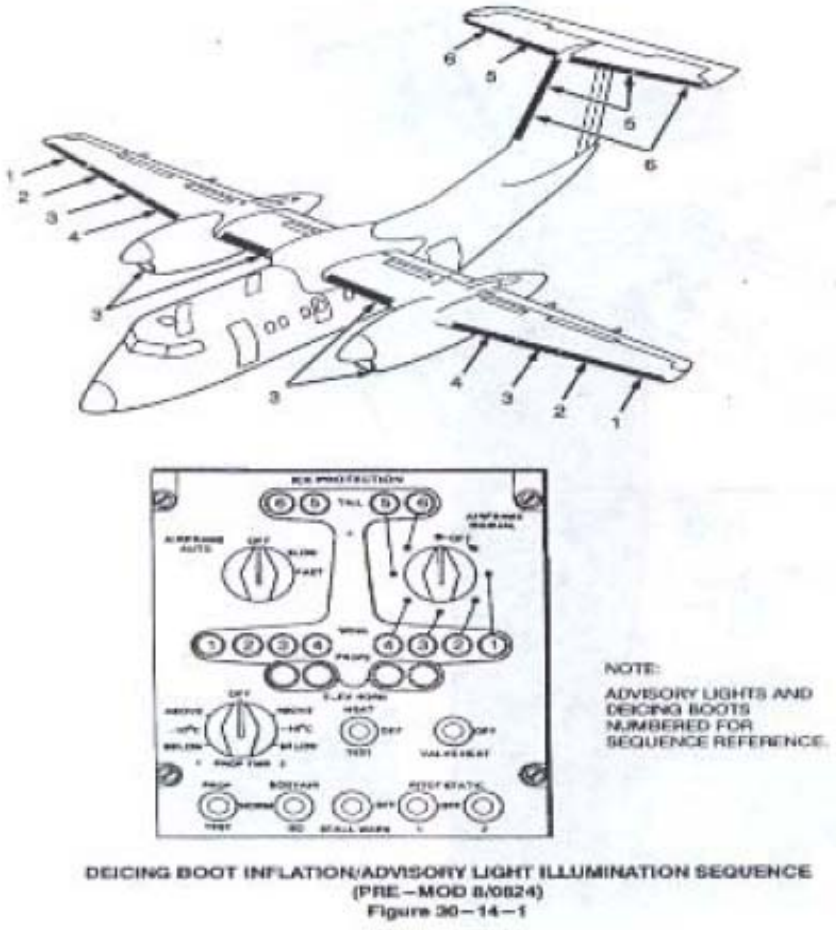
7. Select the AIR FRAME AUTO switch to OFF position.

8. Visually monitor appropriate deice boot(s) OPERATION IN FLIGHT.

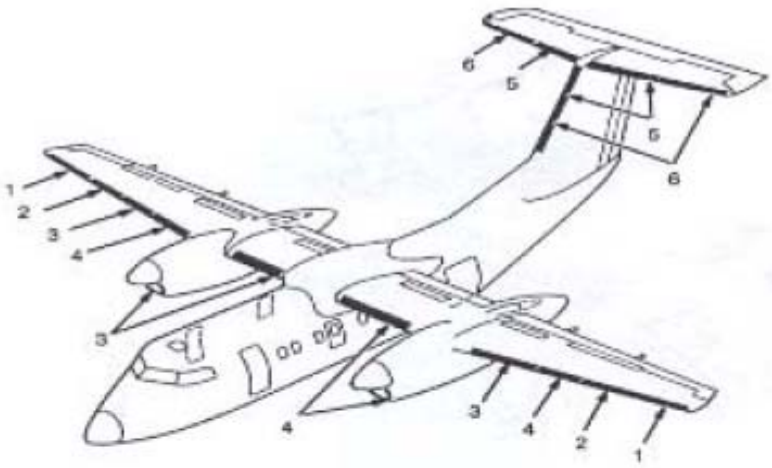
NOTE: For Night Operations, check that the appropriate wing inspection light(s) operate normally.

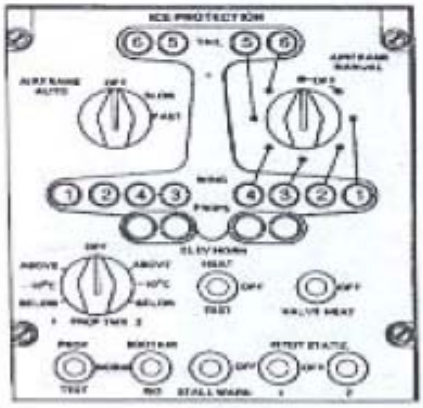
(M) MAINTENANCE PROCEDURES;

1. Placard Wing De-icer Advisory Light on ICE PROTECTION panel.
2. Make appropriate Tech Log entry



DEICING BOOT INFLATION/ADVISORY LIGHT ILLUMINATION SEQUENCE
(PRE–MOD 8/0824)
Figure 30–14–1





NOTE:
ADVISORY LIGHTS AND DEICING BOOTS NUMBERED FOR SEQUENCE REFERENCE.

DEICING BOOT INFLATION/ADVISORY LIGHT ILLUMINATION SEQUENCE
(MOD 8/0824)
Figure 30-14-2

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1 Date 05/05/2014	30-9

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
30. ICE AND RAIN PROTECTION (cont'd)				
15. Ice Detector Lights	C	2	0	May be inoperative for day operations.
	C	2	0	May be inoperative for night operations provided the flight is not conducted in known or forecast icing conditions.
16. Propeller Heat Advisory Lights	C	4	0	May be inoperative provided the flight is not operated in known or forecast icing conditions.
	B	4	3	(O) May be inoperative provided: a) Associated heater is confirmed operational prior to dispatch into known or forecast icing conditions; and, b) Associated AC Loadmeter is operative and monitored during propeller deice operation.

30-15 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Placard Ice Detector Light(s) on both pilot's side panel.
2. Make appropriate entry in the Tech Log.

30-16 (O) OPERATING PROCEDURES;

1. Prior to dispatch into known or forecast icing conditions,or at any time the propeller ice protection system is being tested per AFM paragraph 4.7.1, conduct, on ground, a functional test of the propeller deicing system (both propellers, all blades) to confirm Propeller Heat Advisory Lights illumination for unaffected blades (see figure 30-16-1).

CAUTION: Excessive ground testing must be avoided to prevent extreme heat buildup resulting in damage to the heating elements and propeller blades.

2. On the AC System Panel, select the side and phase which correspond to the inoperative Propeller Heat Advisory Light(See Figure 30-16-1 and 30-16-2)

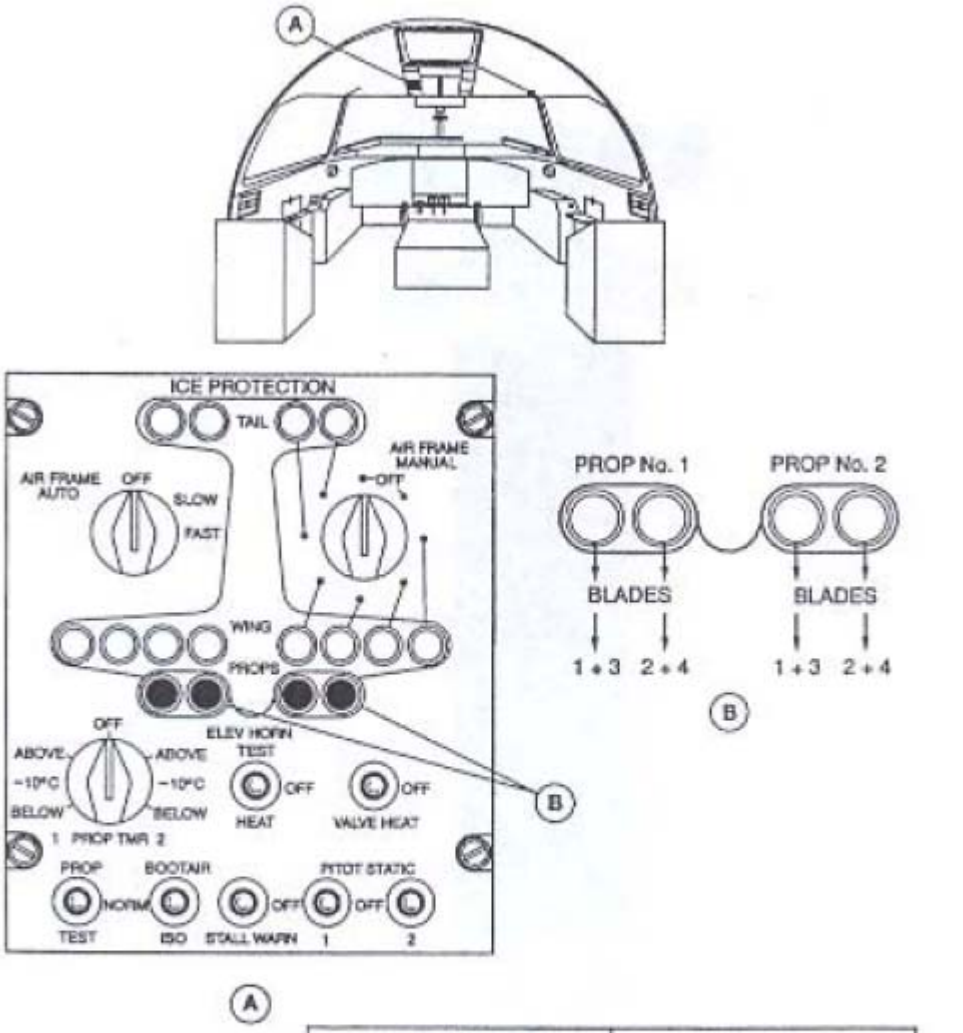
Aircraft	Revision No. 1	Page 30-9b
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. .Number installed	3..Number required for dispatch	4. Remarks or Exceptions
30 ICE AND RAIN PROTECTION Cont,d				

30-16 OPERATING PROCEDURES Cont,d

3.Observe the Load change during the affected blade's ON/FF cycle. The AC Loadmeter reading, must not be less than 0.20 (20% of maximum load – see figure 30-16-2). If the AC load increase between the ON/OFF cycles is less than 0.20,then the affected blades are not being adequately heated and dispatch is prohibited.
4.Monitor the affected blades AC load, on the loadmeter, during flight.
5. In the event of a heating failure in flight (AC Loadmeter, reading less than 0.20), the AFM procedure in AFM paragraph 4.17.4, must be applied.

(M)MAINTENANCE PROCEDURES;
1. Placard inoperative Propeller Heat Advisory Lights on the ICE PROTECTION panel.
2.Make an appropriate entry in Tech Log.



	PROP No. 1		PROP No. 2	
	BLADES 1 + 3	BLADES 2 + 4	BLADES 1 + 3	BLADES 2 + 4
SIDE	LEFT	LEFT	RIGHT	RIGHT
PHASE	A	B	A	B

PROPELLER DEICING PHASE AND SIDE SEQUENCE
Figure 30-15-1

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	31-1
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
31. INDICATING/RECORDING SYSTEMS				
1. Flight Data Recorder	A	1	0	May be inoperative provided: a) the Cockpit Voice Recorder (CVR) operates normally; and, b) repairs made within three flight days.
DFDR Recording Parameters required by Regulation	A	-	-	Up to three parameters may be inoperative provided: a) the Cockpit Voice recorder is operative; and b) repairs are made within twenty calendar days.
2.				Deleted from Chapter 31 and moved to Chapter 23.

31-01 (O) OPERATING PROCEDURES;

None Required.

MAINTENANCE PROCEDURES;

CASE I: Flight data Recorder inoperative

1. Placard Flight Data Recorder on FLIGHT DATA RCDR/ELT Panel on the overhead console.

2. Make appropriate entry in the aircraft Technical Log.

CASE 2 and 3: DFDR Recording Parameters required/not required by Regulation inoperative.

1. Ensure aircraft external electrical power is on.

2. Access the FDR via AFT Equipment Bay door, 311AB.

3. Download the flight data parameters from the FDR.

4. Upon completion of FDR download, close access door.

5. Review the data to ensure required parameters are being recorded.

6. Placard the flight data recorder on the FLIGHT DATA RCDR/ELT Panel on the overhead console.

7. Make appropriate entry in the aircraft Technical Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	31-2
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
31. INDICATING/RECORDING SYSTEMS (Cont'd)				
3. Clocks	C	2	1	One must operate normally at the pilot's or the co- pilot's station.
4. EFIS Control Panel Switches				
1) WX	C	2	1	May be inoperative provided weather radar system is operative.
2) MAP	C	2	1	May be inoperative provided weather radar system is operative.
3) WX DIM	C	2	1	Dimming may be inoperative provided the display intensity is adequate.
4) WX/TERR (POST MS 82900292)	C	2	1	May be inoperative provided: a) Weather radar system is operative b) Enhanced Ground Proximity Warning System is Operative.

31-03 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Placard appropriate Clock.
2. Make an appropriate entry in the Tech Log.

31-04 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES:

1.Placard WX/TERR Switch

2.Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	32-1
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
32. LANDING GEAR				
1. Parking Brake Pressure Indicators	C	2	1	(O) Either the flight deck or the nacelle mounted indicator may be inoperative. Brake pressure must be confirmed adequate on the operative indicator before engine start.

32-01 (O) OPERATING PROCEDURES;

If external AC power is connected to the aircraft, select both STDBY HYD PRESS switches to NORM and flaps to zero degrees.

Before engines are started, ensure a minimum reading of 1,500 psi pressure on the operative parking brake pressure indicator.

If the cockpit mounted indicator is inoperative, check the alternate indicator in the RH nacelle.

To open the nacelle doors and gain access to the indicator, activate landing gear ALTERNATE EXTENSION.

(M) MAINTENANCE PROCEDURES;

1.Placard Parking Brake Pressure Indicator.
2.Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	32-2
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
32. LANDING GEAR (Cont'd)				
2. Anti-Skid System	C	1	0	(O) May be inoperative provided operations are conducted in compliance with the AFM Supplement 7 – OPERATION WITH INOPERATIVE ANTI-SKID BRAKE CONTROL SYSTEM.
3. Nosewheel Steering System				Deleted, Revision 24.

32-02 (O) OPERATING PROCEDURES;

1. Operations are to be carried out in compliance with AFM (Section 6,Supp. 7), and verify the Supplement Compatibility Table Section is crosschecked. Supplement 7- "OPERATION WITH INOPERATIVE ANTI-SKID BRAKE CONTROL SYSTEM".
2. Select ANTI SKID switch to OFF at copilot's glare shield panel.

(M) MAINTENANCE PROCEDURES;

Placard Anti Skid System at ANTI SKID switch and make Tech Log entry.

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32-2(M) MAINTENANCE PROCEDURES Cont'd

7. Confirm forward nose landing gear doors are closed.
8. Shut down the #2 engine.
9. Reset Nose Gear Ground Lock.
10. Pull and clip NLG STEER CONT circuit breaker on the right main DC circuit breaker panel and NLG STEER IND circuit breaker on the left main DC circuit breaker panel.
11. Placard Nosewheel Steering switch on the pilot's side console panel in the OFF position.
12. Placard NOSE STEERING caution light.
13. Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	32-3

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
32. LANDING GEAR (Cont'd).				
4. Touched Runway Indicator System (Series 300)	C	1	0	Appliable to Series 300 only
5. INBD ANTI SKID OUTBD ANTI SKID Caution Lights	C	2	0	(O) May be inoperative provided: a) Anti Skid remains off, and b) AFM performance penalties are applied as per Supplement 7 OPERATION WITH INOPERATIVE ANTI-SKID BRAKE CONTROL SYSTEM
6. NOSE STEERING Caution Light				Deleted, Revision 24.
7. Nose Gear Lock		1	0	(M) May be inoperative provided Nose Gear Lock is verified disengaged prior to each departure.

32-05 (O) OPERATING PROCEDURES;
Anti Skid remain OFF, and AFM penalties are applied per SUPPLEMENT 7 OPERATION WITH INOPERATIVE ANTI_SKID BRAKE CONTROL SYSTEM
(M) MAINTENANCE PROCEDURES;
Placard ANTI SKIN inoperative and make appropriate entry in the Tech Log.
32-07(O)OPERATING PROCEDURES;
Operate in compliance with AFM Supplement 8.
(M)MAINTENANCE PROCEDURE;
Placard NOSE STEERING Caution light and make Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	33-1
	Date 05/05/2014	

1. System & Sequence Item Numbers		2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33. LIGHTS				
1. Cockpit and Instrument Panel Lighting System	B	1	1	Individual lights may be inoperative provided the remaining lights are: a) Not required for an emergency procedure. b) sufficient to clearly illuminate all required instruments,controls and other devices for which they are provided, c) Positioned so that direct rays are shielded from flight crew member's eyes, and d) Lighting configuration and intensity is acceptable to the flight crew. NOTE: Individual button/switch lights and/or annunciations/indicators are excluded from the relief.
2. Cabin Interior Normal Lighting System	C	1	1	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.

33-01 (O) OPERATING PROCEDURES;
None Required.

(M) MAINTENANCE PROCEDURES;
Placard Cockpit and Instrument Panel Lighting System on PANEL LIGHTING Control Panel and make appropriate Tech Log entry.

33-02 (O) OPERATING PROCEDURES;
None Required.

(M) MAINTENACE PROCEDURES;
Placard Cabin Interior Normal Lighting System on Flight Attendant's Lighting Panel and make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	33-2
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33. LIGHTS (Cont'd)				
3. Landing Lights	C	4	2	Two may be inoperative provided one inboard and one outboard light (in any combination) operate normally for night operations.
	C	4	0	(O)May be inoperative for daylight operations.
4. Taxi Light	C	1	0	
5. Wing Inspection Lights	A	4	0	(M) One or more may be inoperative for these flight days provided: a) at least one wing inspection light is operative, and b) a portable lamp/light of adequate capacity for wing inspection is available for night operations in icing conditions.
	C	4	0	(M) One or more may be inoperative provided the flight is not conducted in known or forecast icing conditions at night.
	C	4	0	One or more may be inoperative for daylight operations.

33-03 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Placard Landing Lights on EXTERIOR LIGHTS control Panel and make Tech Log entry.

33-04 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Placard Taxi Light on EXTERIOR LIGHTS control panel and make Tech Log entry.

33-05 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Placard Wing Inspection Lights on EXTERIOR LIGHTS control panel.
2. Make appropriate entry in the aircraft Technical Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	33-3
	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33 LIGHTS (Cont'd)				
6. Position Light System Light Bulbs	C	6	4	One bulb at each position (wing tip and aft) may be inoperative.
	C	6	0	May be inoperative for day light operations.
7. Anti-Collision Lights (White)	C	3	0	May be inoperative for daylight operations. NOTE: The anti-collision light switch must be operated as if the lights were operating normally.
8. Anti-Collision Lights(Red)	C	1	0	(O) May be inoperative provided adequate precautions are taken to clear the area prior to engine start and while engines are running. NOTE: The anti-collision light switch must be operated as if the lights were operating normally.

33-06 (O) OPERATING PROCEDURES;
None Required.

(M) MAINTENANCE PROCEDURES;
Placard Position Lights on EXTERIOR LIGHTS control panel and make Tech Log entry.

33-07 (O) OPERATING PROCEDURES;
All flight confined to daylight operations. Operate the anti-collision lights switch as if the lights were operating normally.

(M) MAINTENANCE PROCEDURES;
Placard Anti-Collision Lights(White) on EXTERIOR LIGHTS control panel, make Tech Log entry.

33-08 (O) OPERATING PROCEDURES;
Ensure the area around the aircraft is clear of personnel prior to engine start and during ground engine running.
Operate the anti-collision light switch as if the lights were operating normally.

(M) MAITENANCE PROCEDURES;
Placard Anti-Collision(Red)on EXTERIOR LIGHTS control panel and make Tech Log entry

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	33-4
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33. LIGHTS (cont'd).				
9. Logo Lights	D	2	0	
10. Interior Emergency Lighting System	C	1	1	
11. Exterior Emergency Lighting System	A	1	0	(O) May be inoperative for day operations.

33-09 (O) OPERATING PROCEDURES;
None Required.

(M) MAINTENANCE PROCEDURES;
Placard Logo Lights on EXTERIOR LIGHTS control panel and make Tech Log entry.

33-11 (O) OPERATING PROCEDURE;
None Required

(M) MAINTENANCE PROCEDURES;
1. Placard Exterior Emergency Lighting System EMER LIGHTS switch on PASSENGER INFORMATION SIGNS, CAUTION?ADVISORY LIGHTS AND EMERGENCY LIGHTS SWITCHES panel.
2. Make appropriate entry in the TECH Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	33-5
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33. LIGHTS (cont'd).				
12. Floor Proximity Emergency Path Marking System	C	1	1	Adjacent lights may not be inoperative.
"EXIT" Identifiers	C	4	4	Two bulbs from five may be inoperative on each identifier.

33-12 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Placard inoperative Floor Proximity Emergency Path Marking System thepilot's overhead EMER LIGHTS Control Panel and at the Flight Attendant's Lighting Panel.

2. Make appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	33-6
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33. LIGHTS (cont'd)				
13. "No Smoking/Fasten Seat Belt" Light	C	1	1	(O) (M) No passenger seat or flight attendant seat may be occupied from which a "No Smoking/Fasten Seat Belt" sign is not readily legible, and that seat must be blocked and placarded "DO NOT OCCUPY".
	C	1	1	(O) If one or more "No Smoking/Fasten Seat Belt" signs are inoperative, the affected passenger seat(s) or flight attendant seat may be occupied provided: a) Passenger Address system is operating normally, and can heard throughout the cabin during flight, and b) An acceptable procedure is used to notify passengers when seat belts must be fastened and smoking prohibited.

33-13 (O) OPERATING PROCEDURES;

CASE 1 (Unoccupied/Blocked Seat): None required.

CASE 2 (Occupied Seat)

1. Verify that the Passenger Address system operates normally as follows:

a) Ensure aircraft DC bus system is powered.

b) Ensure PA CAB INTPH PWR circuit breaker (M1) on the left DC circuit breaker panel is closed.

c) PUSH release level and remove attendant handset from cradle assembly. Select PA system switch light at attendant control unit (ACU), press PUSH-TO- TALK switch on the handset and make announcements over the passenger address (PA) system.

d) Deselect or terminate PA mode by pressing the PA switch at the control unit, and replace handset to cradle assembly.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	33-6a
	Date 05/05/2014	

1. System & Sequence Numbers	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33. LIGHTS(cont'd)			

2. Establish procedures whereby notification of passengers to fasten seat belt and/or not to smoke is given via the PA system

CASE 3,4,5,(Cargo Operations).

For cases 3 and 4 the Public Address or the Crew Interphone system is used to notify the cabin crew the fasten Seat Belt light has been turned on. For Case 5 None Required.

(M) MAINTENANCE PROCEDURES;

CASE 1 (Unoccupied/Blocked Seat)

Block each seat in the passenger compartment from which an operative "No Smoking/Fasten Seat Belt" is not readily legible and placard affected seat(s) "DO NOT OCCUPY".

Make appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	33-7
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33. LIGHTS (cont'd).				
13.1. Aural Tone Function	C	1	0	(O) May be inoperative provided alternative procedures are established and used.
Automatic Function	C	1	0	(O) May be inoperative provided: a) manual control function is operative, and b) alternate procedures are established and used.
All Cargo Operations	D	1	0	May be inoperative provided all crew members are in the flight compartment.

33-13 (O) OPERATING PROCEDURES;

CASE 1,2 and 3

For Cases 1 and 2 the Public Address or the Crew Interphone system is used to notify the cabin crew the fasten Seat Belt light has been turned on.

For Case 3 None Required.

(M) MAINTENANCE PROCEDURES;

Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	33-8
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33. LIGHTS (cont'd)				
14. Baggage Compartment Ceiling Light	B	1	0	(O) May be inoperative provided: a) the Baggage Compartment Smoke Detectors and Door Light operate normally; and, b) each flight attendant is equipped with an operative flashlight.
	C	1	0	May be inoperative provided the baggage compartment is empty.
15. Baggage Compartment Door Light	C	1	0	

33-14 (O) OPERATING PROCEDURES;

1. Apply DC power to aircraft DC electrical system.
2. Select and hold BAGGAGE SMOKE WARNING switch at TEST 1 Position and ensure SMOKE warning light and MASTER AWARNING light illuminate.
3. Select and hold BAGGAGE SMOKE WARNING switch at TEST 2 position and ensure SMOKE warning light and MASTER WARNING light illuminate.
4. Verify each flight attendant had an operational flashlight.

(M) MAINTENANCE PROCEDURES;

Placard Inoperative BAGGAGE COMPT lighting switch Flight Attendant's panel
Make appropriate Tech Log entry

33-15 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Placard inoperative BAGGAGE COMPT lighting switch Flight Attendant's panel
Make appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	33-9
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33. LIGHTS(cont'd)				
16. Passenger Door Step Lights				
Passenger Configuration	C	4	2	Two may be inoperative provided they are not adjacent.
	C	4	0	May be inoperative provided acceptable alternate lighting is used to board and deplane passengers.
	C	4	0	May be inoperative for day operations.
Cargo Configuration	D	4	0	May be inoperative provided the flight deck crew are the only occupants of the aircraft.

33-16 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1.Placard Inoperative AIRSTAIR DOOR lighting switch on the Flight Attendant's panel.
2. Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	33-10
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33. LIGHTS (cont'd)				
17. Boarding Lights				
Passenger Configuration	C	2	0	One or both may be inoperative provided the Cabin Overhead Lighting is operative and is used for passenger boarding.
				OR
	C	2	0	May be inoperative for day operations.
Cargo Configuration	D	2	0	May be inoperative provided the flight deck crew are the only occupants of the aircraft.
18. Ceiling Emergency Lighting System		-	-	Not Installed

33-17 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Placard BOARDING LIGHT switch at the FlighT Attendant's panel located adjacent to the air stair door.
2. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	33-11
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33. LIGHTS (cont'd)				
19.Lavatory Compartment (RETURN TO SEAT and TOILET OCCUPIED Light)				
1)RETURN TO SEAT light	C	1	0	May be inoperative and the lavatory may be occupied provided: a)Passenger Address System operates normally , and b)Passenger Address system is used to notify passengers when associated sign(s)are placed on or off.
	C	1	0	(M) May be inoperative provided a) Lavatory compartment is not occupied and must be blocked and placarded "DO NOT OCCUPY", and b) The pilot-in-Command will determine if flight duration is acceptable with the lavatory unusable NOTE: This condition is not intended to prohibit lavatory use or inspections by crewmebers
2)Toilet occupied Light	C	1	0	May be inoperative

33-19(O)OPERATING PROCEDURES;

Verify that the Passenger Address system operates normally as follows:
a)Ensure DC bus system is powered.
b)Ensure PA CAN INTPH circuit breaker is closed.
c) PUSH release lever and remove attendant handset from cradle. Select PA system switch at attendant ACU, press PUSH TO TALK switch and make announcement over the PA system
d) Deselect PA mode by pressing PA switch at the control unit, replace handset.

(M)MAINTENANCE PROCEDURES;

Make an appropriate Tech Log entry.

Aircraft	Revision No	Page
De HAVILLAND - 8 – 100 SERIES	1	33-12
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
33. LIGHTS (cont'd)				
20.Lavatory Light				
Overhead Light Configuration	C	4	1	May be inoperative provided at least one incandescent lamp within the light panel is operative
Sidewall light Configuration	C	1	0	Full illumination mode may be inoperative provided the dimmed mode is functional at all times

33-20 (O)OPERATING INSTRUCTIONS;

None Required

(M)MAINTENANCE PROCEDURE;

Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	34-1
	Date 05/05/2014	

1. System & Sequence Item Numbers		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
34. NAVIGATION				
1. Static Air Temperature Indicators	C	2	1	
2. Radio Altimeter System No. 1 Radio Altimeter System (Series 100/200)	A	1	0	(M) May be inoperative for two flight days provided: a) Dispatch deviation for EGWPS is observed, b) Approach minimums or operating procedures do not require its use, and c) Beta Warning Horn System is deactivated.
No. 2 Radio Altimeter System	D	–	0	
3. Horizontal Situation Indicator (HSI)	B	2	1	(O) One may be inoperative provided: a) one stabilized heading indication is available on each pilot's instrument panel; and, b) the flight is conducted in day VMC flight conditions only.

34-02 (O) OPERATING PROCEDURES;

NOTE: Inoperative or deactivated No. 1 Radio Altimeter System will also render the Ground Proximity Warning System (GPWS), item 34-6, inoperative.

(M) MAINTENANCE PROCEDURES;

Aircraft No. 1 Radio Altimeter System Inoperative.

1. Placard "RAD ALT 1" inoperative.
2. **Open and clip 'RAD ALT 1' Right Main DC Circuit Breaker on Avionics Circuit Breaker panel.**
3. Placard Beta Warning Horn on Pilot's flight instrument panel with "Beta Warning Horn inoperative. Do not select power levers below flight idle in flight".
4. Open and clip Reverse Beta Warning circuit breaker on the left main circuit breaker panel.
5. **Make an appropriate entry in the Tech Log.**

Aircraft No. 2 Radio Altimeter System Inoperative

Placard "RAD ALT 2" Inoperative and make Tech Log entry.

34-03(O) OPERATING PROCEDURES;

Flight Operations confined to day VMC conditions. Verify that the stabilized heading indication on the associated RMI operates normally by comparing readings with the operative HSI and RMI.

(M) MAINTENANCE PROCEDURES;

Placard applicable indicator "Inoperative" and make Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	34-2
	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
34 NAVIGATION (Cont'd)				
4. Radio Magnetic Indicator (RMI)	C	2	1	One may be inoperative provided the HSI operates normally on that pilot's panel.
5. Standby Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three gyro (or INS (IRS)) stabilized compass systems is operative.
	B	1	0	(O) May be inoperative provided: a) any combination of two gyro (INS(IRS)) stabilized compass systems operates normally, b) aircraft is operated: 1) With dual independent navigation capacity, and 2) Under positive radar control by ATC during enroute flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.
	C	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative and used in conjunction with approved free gyro navigation techniques.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	
	Date 05/05/2014	34-3

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
34. NAVIGATION(cont'd)				
6 Ground Proximity Warning System (GPWS)/Enhanced Ground Proximity Warning System				
If Required by Regulation	A	1	0	(O) May be inoperative provided: a) alternate procedures are established and used, and b) repairs are made within two flight days.
1) Terrain Avoidance Warning (Modes 1 thru 4)	A	1	0	(O) May be inoperative provided: a) alternate procedures are established and used, and b) repairs are made within two flight days.
2) Test Mode	A	1	0	May be inoperative provided: a) EGPWS is considered inoperative; and b) repairs are made within two flight days.
3) Flap Over-ride Function	A	1	0	May be inoperative provided: a) EGPWS flap aural warning is operative, and b) repairs are made within two flight days.

34-06 34-6 (O) OPERATING PROCEDURES;

If entire GPWS is inoperative adhere to altitude awareness procedures.

The non-flying pilot will monitor the flight instruments and radio altimeter and call out any abnormal flight path deviations.

Case 1: (Modes 1- 4)

Adhere to altitude awareness procedures.
The non-flying pilot will monitor the flight instruments and radio altimeter and call out any abnormal flight path deviations.

(M) MAINTENANCE PROCEDURES;

Placard EGPWS on pilot's/copilot's glareshield panel and make the relevant Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	34-4
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
34. NAVIGATION(cont'd)				
6. Ground Proximity Warning System (GPWS) Enhanced Ground Proximity Warning System				
4) Glideslope Deviation (Mode 5)	B	2	0	(O) May be inoperative provided alternate procedures are established and used.
5) Minimums Alert (Mode 6)	C	1	0	(N) May be inoperative provided alternate procedures are established and used.

34-6 (O) OPERATING PROCEDURES;

If entire GPWS is inoperative adhere to altitude awareness procedures. The non-flying pilot will monitor the flight instruments and radio altimeter and call out any abnormal flight path deviations.

Case 1: (Modes 1- 4)
Adhere to altitude awareness procedures.
The non-flying pilot will monitor the flight instruments and radio altimeter and call out any abnormal flight path deviations.

Case 4: (Advisory Callouts)
Adhere to altitude awareness procedures.
The non-flying pilot will monitor the flight instruments and radio altimeter and call out any abnormal flight path deviations

Case 5: (Wind Shear Mode).
Be extra alert to any abnormal deviations in airspeed and vertical rate during takeoff and approach the landing.

(M) MAINTENANCE PROCEDURES;

Placard EGPWS on pilot's/copilot's glareshield panel and make the relevant Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	34-5
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
34. NAVIGATION(cont'd)				
7. VHF Navigation System	C	2	1	Any in excess of those required by regulations and not powered by any emergency or stand by electrical bus maybe inoperative.
8. Distance Measuring Equipment (DME)				
1)DME HOLD function	A	2	0	(O) May be inoperative provided: a) associated DME is operative. b) alternate means are established and used to provide position and distance. c) repairs are made three flight days.
	C	2	1	May be inoperative provided associated DME is operative .
2) DME Systems	D	2	1	Any in excess of those required by regulations may be inoperative.

34-07 (O) OPERATING PROCEDURES;

None Required

(M) MAINTENANCE PROCEDURES;

Placard VHF System inoperative System and make appropriate entry in the Tech Log.

34-08 (O) OPERATING PROCEDURES;

CASE 1 & 2

Operating procedures to use additional navigation aids such as NDB, VOR etc,should be established.

(M) MAINTENANCE PROCEDURES;

Placard inoperative DME switchlight adjacent to the affected VHF NAV control head and make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	34-6
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
34. NAVIGATION (cont'd)				
9. ATC Transponder/ Altitude Reporting System	B	1	0	May be inoperative provided; a) Enroute operations do not require its use b) Prior to flight, approval is obtained from the ATC facilities having jurisdiction over the planned flight route.
10. Weather Radar System	C	2	1	Any in excess of those required by regulations may be inoperative.
1) Weather Radar Display	C	1	0	May be inoperative provided: a) Weather radar models are operative, and b) EFIS WX and MAP function is operative and used.
11. Automatic Direction Finding (ADF) Systems	C	2	1	Any in excess of those required by regulations may be inoperative.
12. Flight Director Command Bar Displays	C	2	0	Not required unless weather minimums are dependent on their use.

34-09 (O) OPERATING PROCEDURES;
If required, obtain ATC permission.
(M) MAINTENANCE PROCEDURES;
Placard ATC Transponder/Altitude Reporting System on ATC XPDR control unit.
Make an appropriate entry in the Tech Log.

34-10 (O) OPERATING PROCEDURES;
None required.
(M) MAINTENANCE PROCEDURES;
Placard Weather Radar Display inoperative and make relevant entry in Tech Log

34-11 (O) OPERATING PROCEDURES;
None required.
(M) MAINTENANCE PROCEDURES;
Placard ADF System at associated ADF control unit and make relevant entry in the Tech Log.

34-12 (O) OPERATING PROCEDURES;
None required.
(M) MAINTENANCE PROCEDURES;
Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	34-7
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
34 NAVIGATION (cont'd)			
13. Attitude/Heading Reference System (Series 100/200) B	2	1	(O)(M) One may be inoperative provided: a) the Standby Attitude/Heading Reference System SOO 8051 and 8151, Inertial Reference System CSI 82111 or CR834CH00025 is operative and selected prior to take – off; b) operations are conducted in compliance with the AFM Supplement 4 STANDBY ATTITUDE/HEADING SYSTEM (SAHS) OR AFM Supplement 29 – INERTIAL REFERENCE SYSTEM (CSI 82111) (DND ONLY)OR AFM Supplement 40 INERTIAL REFERENCE SYSTEM (CH834CH00025) and, c) the autopilot is not used..
14. Standby Attitude/ Heading Reference System D	-	-	NOT INSTALLED.
15. Standby Attitude/ Heading Switching System D	-	-	NOT INSTALLED.

34-13 (O) OPERATING PROCEDURES;

Prior to flight, select standby Attitude/Heading system (SOO 8051 or SOO8301) to affected side.

Operations are conducted in compliance with the AFM Supplement 4 – "STANDBY ATTITUDE/HEADING SYSTEM (SAHS)" OR AFM Supplement 29 – INERTIAL REFERENCE SYSTEM (CSI 82111)(DND ONLY) OR AFM Supplement 40 – "INERTIAL REFERENCE SYSTEM (CH834CH00025).

(M) MAINTENANCE PROCEDURES;

Isolate the inoperative system by pulling the following circuit breakers:

Left side:

HDG 1 Located on left 26V AC Bus (avionics circuit breaker panel) (C1).
AHRS 1 located on left 28V DC essential bus (left hand circuit breaker panel)(K1).
AHRS 1 AUX located on right 28V DC essential bus (right hand breaker panel) AUX (F1).

Right side:

HDG 2 located on right 26V AC bus (Avionics circuit breaker panel) (C2).
AHRS 2 located on right 28V DC main bus (avionic circuit breaker panel) (C8).
AHRS2 AUX located on left 28V DC essential bus (left hand circuit AUX breaker AUX panel) (F1)
Placard applicable AHRS Controller on center console.
Make appropriate entry in Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	34-8
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
34. NAVIGATION (cont'd)				
16. Standby Attitude Indicator	B	1	0	May be inoperative for day VMC provided: a) the instrument face is covered, b) operation is not conducted into known or forecast VFR OTT (Over the Top) conditions. OR May be inoperative provided: a) the instrument face is covered. b) the Standby Attitude/Heading System SOO 8051 or SOO 8301 and both AHRS operate normally. c) operation is not conducted into known or forecast VFR OTT (Over the Top) conditions.
17. Turn Indicators (Non –EFIS Aircraft Pre-Mod 8/1736)	C	-	-	Not applicable – EFIS installed.
18. Microwave Landing System (MLS)	C	-	-	NOT INSTALLED.
19. Area Navigation System (RNAV)	D	-	-	NOT INSTALLED.

34-16 (O) OPERATING PROCEDURES;
None Required.

(M) MAINTENANCE PROCEDURES;
Use an appropriate means to cover the instrument.
Placard Standby Attitude Indicator on instrument panel.
Make an appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	34-9
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
34. NAVIGATION (cont'd)				
20. Electronic Attitude Direction Indicator (EADI) Turn Indicator Functions (EFIS Aircraft)	C	2	0	(O) One or both may be inoperative provided the Standby Attitude Indicator operates normally.
21. Electronic Horizontal Situation Indicator (EHSI) Display.	A	2	1	(O) Co-pilot EHSI display may inoperative for 2 flt days provided: a) co-pilot EADI is operative and is operated in composite display mode, b) standby ADI and Co-pilot RMI is operative, and, c) ILS approaches are conducted from pilot position.

34-20 (O) OPERATING PROCEDURES;

Ensure that standby attitude indicator OFF flag (invalid attitude) is not displayed.

(M) MAINTENANCE PROCEDURES;

Placard EADI Turn Indicator on the instrument panel
Make an appropriate entry in the Tech Log.

34-21 (O) OPERATING PROCEDURES;

1. Apply DC power to aircraft electrical buses.
2. Ensure that operative EADI/EHSI displays are free of failure annunciator.
3. Press the TEST button on EFIS controller at affected pilot's position and check for the following on operative (remaining) EADI/EHSI display
   a) Remaining EADI displays ATT FAIL symbol and red "X" superimposed over display.
4. At EFIS controller, select appropriate ADI or HIS DIM control to OFF position for inoperative EADI/EHSI display.

NOTE: ILS approaches are to be conducted from the flight crew position where both EADI and HSI displays operate normally.

(M) MAINTENANCE PROCEDURES;

Placard affected EHSI display on the instrument panel.
Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	34-10

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
34. NAVIGATION (cont'd)			
22. Marker Beacon Systems C If used routinely	2	1	May be inoperative provided alternate procedures are established and used.
23. Slip Indicator/Inclinometer C	2	0	
24. Standby Barometric Altimeter B	1	0	May be inoperative for day VMC.
25. Vertical Speed Indicators (VSIs) C	2	1	One may be inoperative for day VFR.

34-22 (O) OPERATING PROCEDURES;
Alternate procedures are established and used.
(M) MAINTENANCE PROCEDURES;
Placard VHF NAV Controller and make relevant Tech Log entry.

34-23 (O) OPERATING PROCEDURES;
None Required.
(M) MAINTENANCE PROCEDURES;
Placard Slip Indicator on the instrument panel and make relevant Tech Log entry.

34-24 (O) OPERATING PROCEDURES;
All flights confined to day VMC flights only.
(M) MAINTENANCE PROCEDURES;
Placard Standby Barometric Altimeter and make relevant Tech Log entry.

34-25 (O) OPERATING PROCEDURES;
All flights confined to day VMC flights only.
(M) MAINTENANCE PROCEDURES;
Placard VSI on instrument panel.
Make appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	34-11
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
34. NAVIGATION (cont'd)				
26. Traffic Collision and Avoidance System (TCAS)				
1) Traffic Collision and Avoidance System (TCAS)	B	1	0	(M) May be inoperative provided the system is deactivated and secured.
2) Combined Traffic alert (TA) and Resolution Advisory (RA) Dual Displays	C	2	1	(O) May be inoperative on the non- flying pilot side provided TA and RA elements and audio functions are operative on the flying pilot's side.
3) Resolution Advisory (RA) Display System	C	2	0	(O)May be inoperative provided all TA display elements and voice command audio functions operate normally and only TA mode is selected by the crew.
4) Traffic Alert (TA) Display System(s)	C	2	0	(O)May be inoperative provided the RA visual display and audio functions are operative and enroute or approach procedures do not require its use.

34-26 (O) OPERATING PROCEDURES;

Using current aeronautical publications, verify that en route and approach procedures do not require TCAS.
Case 2: Combined TA and RA
Verify that Traffic Alert (TA) and Resolution Advisory (RA) System on the flying pilot's side operated normally.
Verify that TA and RA indications are visible to the non-flying pilot.
Verify that audio functions operate normally.

Case 3: RA (on non- flying side)
Verify that Traffic Alert (TA), Resolution Advisory (RA) System and audio functions on flying pilot's side operate normally.

Case 4: RA (none Req'd) Use Mode selector Switch to select TA only operation. Verify "ONLY TA" is annunciated in bottom right corner VSI/TRA indicator and audio functions operates normally.

(M) MAINTENANCE PROCEDURES;
Case 1:
1. Pull and collar the TCAS II circuit breaker on the avionics circuit breaker panel.
2. Placard inoperative VSI/TRA indicators 'TCAS INOP' on pilot's/copilot's flight instrument panel.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	34-11a
	Date 05/05/2014	

1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
34. NAVIGATION (cont'd)			

34-26(M)MAINTENANCE PROCEDURES Cont'd

3.Make an appropriate entry in the Tech Log.

CASE 2:

1.Placard inoperative TA and RA Dual Displays
2. Make appropriate entry in the Tech Log.

Cases 3 and 4:

1. Placard inoperative RA Display System(s).
2. Make appropriate entry in the Tech Log.

Case 5:

1. Placard inoperative TA Display System(s).
2. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	34-12
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
34. NAVIGATION (cont'd)			
27. Inertial Reference System D	-	-	NOT INSTALLED.
28. Attitude Alerter A	1	0	(O) Except where enroute operations require its use, May be inoperative provided: a) autopilot altitude hold is operative and, b) repairs are made within three flight days.
29. Bearing Pointers EHSI (EFSI) C	4	0	One or more may be inoperative provided both RMIs are operative.

34-28 (O) OPERATING PROCEDURES;

Prior to each departure complete the following check;
1. Verify altitude hold mode is operative by selecting ALT push button on flight guidance controller and confirming green ALT message illuminates on ID-802 display unit.
2. Air carrier to develop suitable alternate operational procedures for increased altitude awareness.

(M) MAINTENANCE PROCEDURES;

1. Placard the ALTSET preselect controller on the engine instrument panel.
2. Make an appropriate entry in the Tech Log.

34-29 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. Placard associated Bearing Pointer(s) at the respective HSIs/ EHSIs in the flight compartment.
2. Make appropriate entry in the Technical Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	34-13
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
34. NAVIGATION (cont'd)			
30. RAD ALT Height Displays C	2	1	One may be inoperative provided approach minimums or operating procedures are not dependent on the use.
31. Maximum Operating Speed (Vmo) Pointer C	2	1	(M) One Airspeed Indicator (Vmo) Pointer may be inoperative provided the over speed warning system operates normally.
C	2	0	(M) Both may be inoperative provided: a) the over speed warning system operates normally; and, b) airspeed does not exceed 200KIAS.

34-30 (O) OPERATING PROCEDURES;

Follow alternate procedures for operation without Radio Altimeter information.

(M) MAINTENANCE PROCEDURES;

1. Placard associated RAD ALT Height Display at ADI/EADI on pilot's/co-pilot's instrument panel.

2. Make appropriate entry in the Technical Log.

34-31 (O) OPERATING INSTRUCTIONS;

CASE 2.

If both Pointers are inoperative do not exceed 200 KIAS.

(M) MAINTENANCE PROCEDURES;

CASES 1 AND 2.

1. Verify Over Speed Warning Horn operates normally by selecting ADC test switch on pilot's side panel to TEST 1 or TEST 2 position.

2. Placard inoperative WMO and make appropriate entry in the Technical Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	34-14
	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
34. NAVIGATION (cont'd)				
32. Flight Management System (FMS)				
If used routinely	C	1	0	May be inoperative provided alternate procedures are established and used.
If not used routinely	D	1	0	May be inoperative provided procedures do not require its use.
FMS Enroute Data Base	C	1	0	May be out of currency provided: a) current Aeronautical charts are used to verify Navigational Fixes prior to dispatch. b) procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) approach Navigation Radios are manually tuned and identified.
FMS Approach Data Base	C	1	0	May be out of currency provided approaches are not conducted using associated system.

34-32 (O) OPERATING PROCEDURES;

Case 1: FMS used routinely
Establish and use alternate procedures for the operation.

Case 2 and 4: None required.

Case 3:
FLIGHT Plan reviewed and verifies Navigation facilities to be used are available by checking NOTAMs.

(M) MAINTENANCE PROCEDURES;

1.Placard inoperative FMS on the center console.
2. Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	34-15
	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
34. NAVIGATION (cont'd)				
33. Radar Graphic	C	2	0	May be inoperative provided alternate procedures are established and used.
	D	2	0	May be inoperative provided routine procedures do not require its use.
34. Global Positioning System (GPS) If used routinely	C	2	1	May be inoperative provided alternate procedures are established and used.
If not used routinely	D	2	1	May be inoperative provided routine procedures do not require its use.

34-33 (O) OPERATING PROCEDURES;

Alternate procedures are established and used.

(M) MAINTENANCE PROCEDURES;

Placard Radar Graphics on center console and make Tech Log entry.

34-34 (O) OPERATING PROCEDURES;

Establish alternate procedures for navigation where required.

(M) MAINTENANCE PROCEDURES;

Placard GPS System and make appropriate entry in Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	34-16
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
34. NAVIGATION (cont'd)				
34. Global Positioning System (GPS) cont'd.				
GPS Enroute Data Base	C	1	0	May be out of currency provided: a) current Aeronautical charts are used to verify Navigational Fixes prior to dispatch. b) procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) approach Navigation Radios are manually tuned and identified.
GPS Approach Data Base	C	1	0	May be out of currency provided approaches are not conducted using associated system.
35. LORAN		-	-	NOT INSTALLED.
36. Omega		-	-	NOT INSTALLED.
37. Head-Up Display System (HUD)		-	-	NOT INSTALLED.
38 SAT/FLEX Indicator (Series 300)	D	-	-	Applicable only to 300 Series.

34-34 (O) OPERATING PROCEDURES;
Establish alternate procedures for navigation, where required.

(M) MAINTENANCE PROCEDURES;
Placard GPS and make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	35-1
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
35. OXYGEN				
1. PASSENGER Portable Oxygen Units Series 100/200	B	2	1	(M) (O) Any in excess of those required by regulation may be inoperative or missing provided: a) required distribution of operative units is maintained throughout the aircraft; b) the inoperative unit is removed from the passenger cabin and its normally installed location is placarded "INOPERATIVE", or removed from the installed location, secured out of sight and the unit and its normally installed location are placarded " INOPERATIVE" and, c) procedures are established to alert crew members of inoperative or missing equipment.

35-01 (O) OPERATING PROCEDURES;

1. Maintain required Distribution of operative units throughout the aircraft.

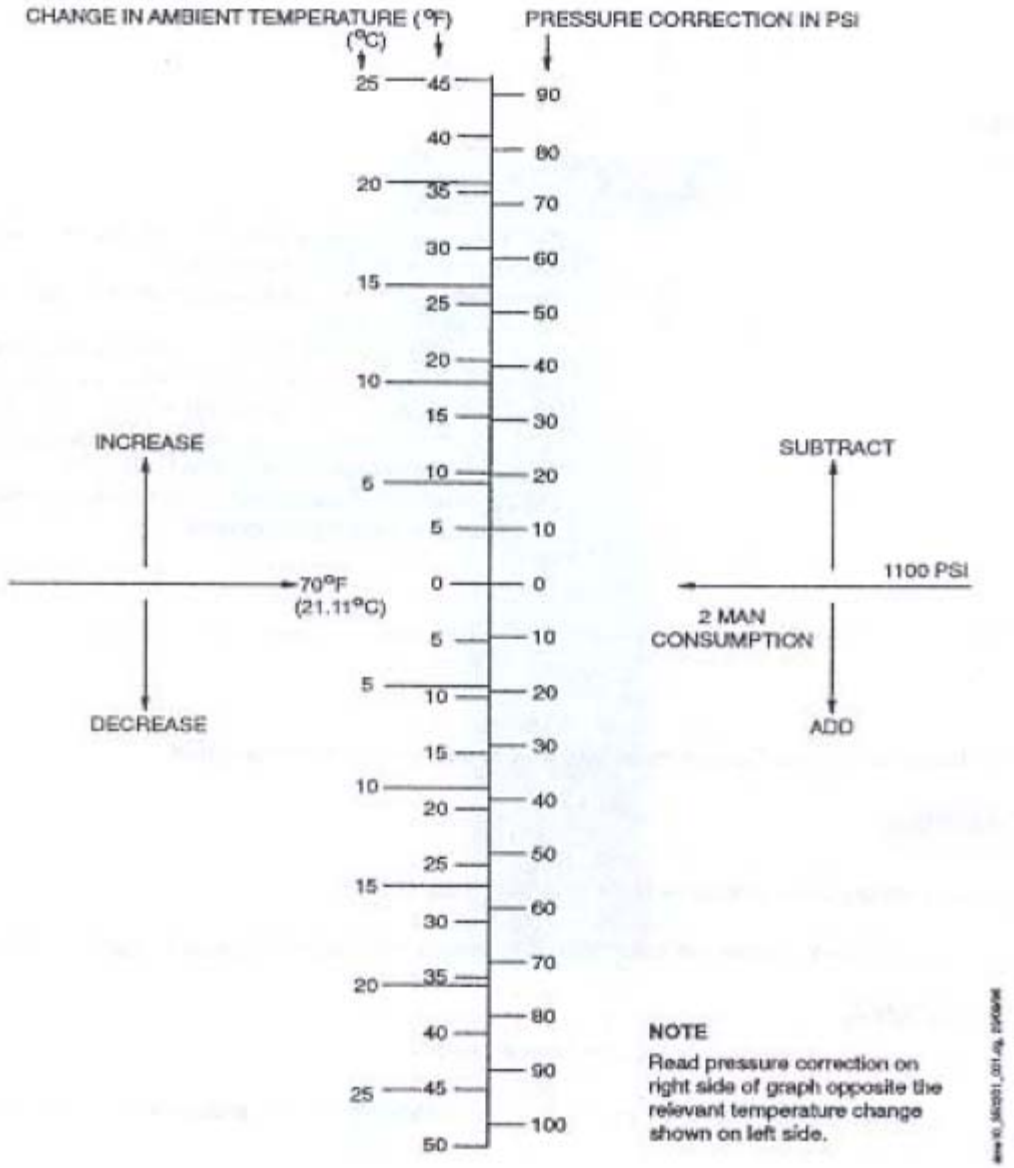
2. Establish procedures to alert the crew of operative or missing Passenger portable Oxygen Units (s).

(M) MAINTENANCE PROCEDURES;

1. Placard inoperative oxygen system(s) or remove from aircraft.

2.Check minimum dispatch pressure of 1100 psi at 70°F. (see Figure 35-1-1)for pressure variations with change in ambient temperature.

3. Make appropriate entry in the aircraft Technical Log.



PRESSURE DROP TEMPERATURE CORRECTION

FIGURE 35–1–1

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1	35-2
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
35. OXYGEN (Cont'd)				
2. Crew Fixed Oxygen System Pressure Gauges	C	2	1	(M) Either the Flight Compartment Gauge or the Cylinder Mounted Gauge may be inoperative, provided there is an acceptable method to confirm that adequate oxygen is available for the intended flight.
3. Crew Fixed Oxygen System Overboard Discharge Indicator	C	1	0	(O) or(M) May be missing provided an approved procedure is used to ensure that the oxygen supply is at or above minimum requirements for the flight.

35-02 (O) OPERATING PROCEDURES;

1. Prior to each flight the pressure in the crew Fixed Oxygen System bottle by which ever gauge is operative.
2. The minimum dispatch pressure is 1300 psi at 70°F. Refer to Figure 35-2-1 for pressure variations with change in ambient temperature.

(M) MAINTENANCE PROCEDURES;

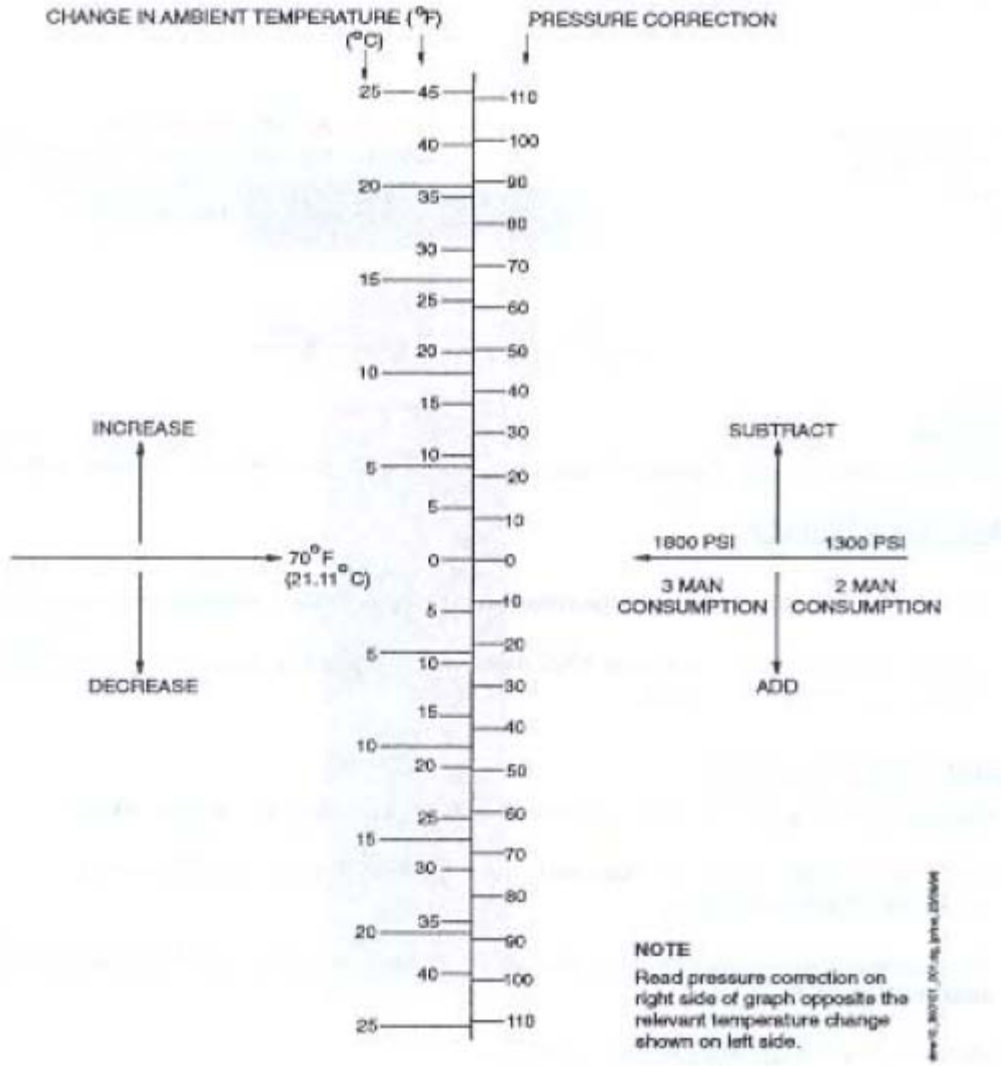
1. Placard Crew Fixed Oxygen System Pressure Gauge on co-pilot's console panel.
2. Prior to each flight, check the pressure in the crew fixed oxygen system bottle by whichever gauge is operative.
3. The minimum dispatch pressure is 1300 at 70°,Refer to Figure 35-2-1 for pressure variations with change to ambient temperature.
4. Make the appropriate entry in the Technical Log.

35-03 (O) OPERATING PROCEDURES;

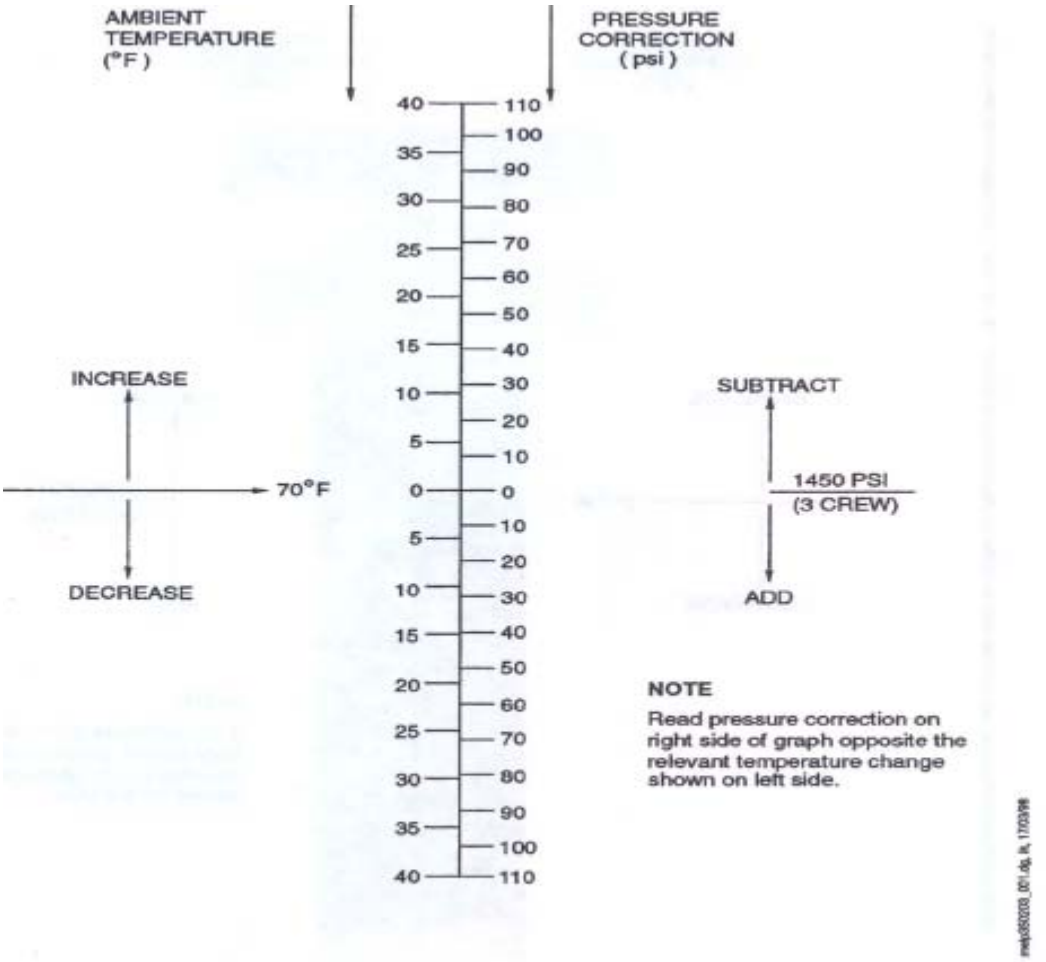
1. Prior to each departure, check the pressure in the crew fixed oxygen system bottle by whichever gauge is operative.
2. The minimum dispatch pressure is 1300 psi at 70°F. Refer to Figure 35-3-1 for pressure variations with change in ambient temperature.

(M) MAINTENANCE PROCEDURES;

3. Prior to each departure, check the pressure in the crew fixed oxygen system bottle by whichever gauge is operative.
4. The minimum dispatch pressure is 1300 psi at 70°F. Refer to Figure 35-3-1 for pressure variations with change in ambient temperature.



PRESSURE DROP TEMPERATURE CORRECTION
FIGURE 35-2-1



PRESSURE DROP TEMPERATURE CORRECTION (APPLICABLE TO CR835CH00075)
FIGURE 35–2–3

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	1 Date 05/05/2014	35-3

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
35. OXYGEN (Cont'd)				
4. Crew Portable Oxygen Units	C	1	0	(M) (O) Any in excess of those required by regulation may be inoperative or missing provided: a) required distribution of operative units is maintained throughout the aircraft; b) the inoperative unit is removed from the cabin/flight compartment and its normally installed location is placarded "INOPERATIVE", or removed from the installed location, secured out of sight and the unit and its normally installed location are placarded "INOPERATIVE" and, c) procedures are established to alert crew members of inoperative or missing equipment.

35-04 (O) OPERATING PROCEDURES;

Flight Crew is to ensure that required distribution of operative units is maintained throughout the aircraft.

(M) MAINTENANCE PROCEDURES;

1. The inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable oxygen dispensing unit and its installed location are placarded INOPERATIVE.

3. In the Technical Log note the missing Oxygen Dispensing Units.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	35-4
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
35. OXYGEN (Cont'd)				
5. Portable Protective Breathing Equipment (PBE).	D	1	1	(M) (O) Any in excess of those required by regulations may be inoperative or missing provided: a) required distribution of operative units is maintained throughout the aircraft; b) the inoperative unit is removed from the installed location, secured out of sight and the unit and its normally installed location are placarded "INOPERATIVE", and c) procedures are established and used to alert crew members of inoperative or missing equipment

35-05 (O) OPERATING PROCEDURES;

Flight crew is to ensure that required distribution of operative units is maintained throughout the aircraft.

(M) MAINTENANCE PROCEDURES;

1. The inoperative Protective Breathing Equipment is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable oxygen dispensing unit and its installed location are placarded INOPERATIVE.

2. In the Technical Log note the missing Protective Breathing Equipment.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	35-5
	Date 05/05/2014	

1 System & Sequence Item Numbers		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
35. OXYGEN (Cont'd)				
6. Portable First Aid Oxygen Units (Bottle and Mask)	D	1	1	(M) (O) Any in excess of those required by regulations may be inoperative or missing provided: a) required distribution of operative units is maintained throughout the aircraft; b) the inoperative unit is removed from the compartment/passenger cabin and its normally installed location is placarded INOPERATIVE", or removed from the installed location, secured out of sight and the unit and its normally installed location are placarded " INOPERATIVE" and, c) procedures are established to alert crew members of inoperative or missing equipment.

35-06 (O) OPERATING PROCEDURES;

Flight Crew is to ensure that required distribution of operative units is maintained throughout the aircraft.

(M) MAINTENANCE PROCEDURES;

1. The inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable oxygen dispensing unit and its installed location are placarded INOPERATIVE.

2. In the Technical Log note the missing Oxygen Dispensing Units.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	35-6
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
35. OXYGEN (Cont'd)				
7. Passenger Oxygen Automatic Presentation System	B	0	0	NOT INSTALLED.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	38-1
	Date 05/05/2014	

1. System & Sequence Numbers	2 Number installed	3 Number required for dispatch	4 Remark or Exceptions
38. WATER/WASTE			
1. Lavatory Waste System C	1	0	(O) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used

38-1 (O) OPERATING INSTRUCTIONS:

Make an appropriate announcement to the passengers regarding unavailability of the lavatory.

(M) MAINTENANCE PROCEDURES;

1. Drain lavatory waste tank.
2. Remove centre floor panel next to lavatory and check under lavatory for signs of leakage.
3. Place placard in flight compartment indicating lavatory is inoperative.
4. Open and clip LAVATORY FLUSH circuit breaker on the Left DC circuit breaker panel.
5. Lock the lavatory door by placing a pen or other similar object in the hole in the latch and sliding it to the locked position.
6. Placard lavatory door "INOPERATIVE – DO NOT ENTER".

38-2 (O) OPERATING INSTRUCTIONS

Make an appropriate announcement to the passengers.

MAINTENANCE INSTRUCTIONS

1. Ensure associated components are deactivated or isolated.
2. Ensure system components do not have leaks.
3. Drain system, placard servicing panel " INOPERATIVE- DO NOT SERVICE"
4. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	38-2

1. System & Sequence Numbers / Item		2 Number installed	3 Number required for dispatch	4 Remark or Exceptions
38. WATER/WASTE				
1. Lavatory Waste System (Contd)	C	1	0	(M)Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks. b) The pilot-in-Command will determine if flight duration si acceptable with the lavatory unusable, and c) associated lavatory door is secured closed and placarded "INOPERATIVE-DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crew members.
3. Potable Water Systems/Warm Water Wash Systems	C	1	0	(M)May be inoperative provided: a)System is drained, and b) Procedures are established to ensure that system is not serviced.
	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	49-1
	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
49. AIRBORNE AUXILIARY POWER				
1.Auxiliary Power Unit (APU)	D	1	0	NOT INSTALLED
2. APU Caution Light	D	1	0	
3. APU Generator	D	1	0	
4. APU Bleed Air	D	1	0	
5. Hour meter and/or Cycle Counter.	C	1	0	

49-1(O)OPERATING PROCEDURES;

None Required

(M)MAINTANANCE PROCEDURES;

None required

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	52-1

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
52. DOORS			
1.Baggage Door Indicating System C	1	0	(M)May be inoperative provided door is verified closed and locked before each flight.
2.Entry Door Indicating System B	1	0	(O) May be inoperative for unpressurized flight provided: a) Door is verified to operate normally by an acceptable procedure one each flight day, and b) Door is closed by a crew member using an acceptable procedure.
3. Entry Door Inflatable Seal C	1	0	May be inoperative provided flight is conducted in an unpressurized configuration.

52-03 (O) OPERATING PROCEDURES;

1. The flight is conducted in accordance with AFM section 4.16.6.

2. Verify that Passenger Door is fully closed and locked prior to departure.

(M) MAINTENANCE PROCEDURES;

1. Placard the inoperative Passenger Door Inflatable Seal at the Pressurization and Indication panel on the overhead console as well as on the Flight Attendant's panel at the wardrobe.
2. Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	52-2
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
52. DOORS (Cont'd).				
4. Type 1 Emergency Exit Inflatable Seal (Series 300)	C	-	-	Applicable to 300 Series only.
5. Baggage Door Counter Balance Cable Assemblies	C	2	1	(M) One may be inoperative provided the baggage door support strut or approved equivalent) is installed and used.
	C	2	0	(M) Both may be inoperative provided: a) Baggage door is verified closed, latched and not used; and, b) Baggage door is placarded "DOOR INOPERATIVE – DO NOT OPEN".

52-05 (O) OPERATING PROCEDURES;

CAUTION:WITH INOPERATIVE BAGGAGE DOOR COUNTER BALANCE CABLE ASSEMBLY, BAGGAGE DOOR MUST BE SUPPORTED IN THE OPEN POSITION TO AVOID RAPID DOOR CLOSURE.

(M) MAINTENANCE PROCEDURES;

Case 1;

1. Secure support strut to right side doorframe bracket to support the baggage door in the OPEN position.
2. Make appropriate entry in the Tech Log.

Case 2;

1. Verify the baggage door is closed and locked and ensure the external handle is seated flush with the door.
2. Placard exterior of baggage Door "BAGGAGE DOOR INOPERATIVE – DO NOT OPEN".
3. Make appropriate Tech Log Entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	52-3

1. System & Sequence Item Numbers		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
52. DOORS (Cont'd)				
6. Baggage Door Support Strut (Mod 8/1056 or approved equivalent installation)	C	1	0	Not Installed
7. Lavatory Door Lock	C	1	0	(M)May be inoperative provided the door is locked and placarded, "INOPERATIVE-DO NOT OPEN"
10. Deadbolt (Secondary locking System)	C	1	0	(O)May be inoperative provided primary auto locking system is operative.

52-06 (O) OPERATING PROCEDURES;
None Required.

(M) MAINTENANCE INSTRUCTIONS;
None Required

52-07 (O) OPERATING PROCEDURES;
Make an appropriate announcement to the passengers.

(M) MAINTENANCE INSTRUCTIONS;

1. Place placard in flight compartment indicating lavatory is inoperative.
2. Door must be locked and placarded "INOPERATIVE-DO NOT USE".
3. Make appropriate entry in the Tech Log.

52-10 (O) OPERATING PROCEDURES;
Verify primary auto locking system is operative.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	61-1
	Date 05/05/2014	

1. System & Sequence Numbers / Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
61. PROPELLERS			
1. Synchrophasing System C	1	0	
2. Propeller RPM Indicators C	2	2	Deleted

61-01 (O) OPERATING PROCEDURES;

Ensure SYNCHROPHASE switch is selected to OFF position on co-pilots glare shield panel.

(M) MAINTENANCE PROCEDURES;

Placard Synchrophase switch inoperative and make an appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	61-2

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
61. PROPELLERS Cont'd				
3. Autofeather System	B	1	0	(O) May be inoperative provided: a) the Autofeather system is selected OFF; and, b) operations are conducted in compliance with the AFM Supplement 43 OPERATION WITH INOPERATIVE AUTOFEATHER SYSTEM.
4. Reverse Beta Warning Horn System	A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within three flight days.

61-03 O) OPERATING PROCEDURES;

1. Deselect the AUTOFEATHER switch light to deactivate the Auto feather System.
   NOTE: The lens portion of the auto feather switch light can be in either the proud (deselected) or depressed (selected) position. When in the proud position the lens will not be illuminated. When in the depressed position the green SELECTED section of the lens will be illuminated.
2. Operating procedures are to be carried out in compliance with the AFM Supplement 43 – "OPERATION WITH INOPERATIVE AUTOFEATHER SYSTEM".

(M) MAINTENANCE PROCEDURES;

1. Placard Autofeather System at AUTOFEATHER(SELECT/ARM) switchlight.
2. Make appropriate Tech Log entry.

61-04(O)OPERATING PROCEDURES:

None Required

(M) MAINTENANCE PROCEDURES;

1. Placard Beta Warning Horn on Pilot's flight instrument panel with "Beta Warning Horn Inoperative. Do not select power levers below flight idle in flight".
2. Open and clip Reverse Beta Warning circuit breaker on the left main circuit breaker panel.
3. Make an appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	71-1
	Date 05/05/2014	

1. System & Sequence Numbers / Item		2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
71. POWERPLANT				
1. Engine Intake Bypass Doors	C	2	1	One may be inoperative in the closed position provided the flight is not conducted in known or forecast icing conditions.
	C	2	0	(O) (M) One or both may be inoperative in the open position provided: a) the OAT along the route flown is less than ISA +25 deg C; b) the related engine oil temperature indicator operates normally and is monitored; and, c) the associated intake heater(s) is confirmed operative prior to each flight into known or forecast icing conditions.

71-01 (O) OPERATING PROCEDURES;

CASE 1

1. The OAT (Outside Air Temperature) along the route flown must be less than ISA + 25°C.
2. Start and run the associated engines(s) to Ground Idle. Check that engine oil temperature, when stabilized, is in normal range (GREEN ARC)on ENG OIL indicator.

NOTE: For high OAT (Outside Air Temperature) its recommended to run engine(s) to Maximum Power and check engine oil temperature is in normal operating range (GREEN ARC on ENG OIL indicator).

3. Shut down associated engine (s).
4. Monitor ENG oil temperature during flight.

(M)MAINTENANCE PROCEDURES;

1. Placard ENGINE INTAKE BYPASS DOOR panel.
2. Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8-100 SERIES	1 Date 05/05/2014	71-1a

1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
71. POWERPLANT			

(M) MAINTENANCE PROCEDURES;

CASE 2

Prior to each departure conduct the following check:

1. Start associated engine(s) and run to Ground Idle.

2. Ensure all aircraft buses are powered.

3.Select VARIABLE FREQUENCY switch, at AC SYSTEM power monitor panel, to 130 VAC electrical bus associated with inoperative Engine Intake Bypass Door and monitor LOAD.

4. Check that OAT (Outside Air Temperature) is below 7°C (45°F).

NOTE: If AOT is above 7°C (45°F) [Mod 8/0928, 30°C (60°F)] spray aircraft skin at thermostat location Station X170.4/Y12.0 (below flight compartment, left- hand side) using Freeze Mist cooling spray.

5. Press associated OPN/HTR switch light on ENGINE INTAKE BYPASS DOOR panel and checks that;

a) Associated HTR light at ENGINE INTAKE BYPASS DOOR panel illuminates; and
b) Selected VARIABLE FREQUENCY LOAD reading increases.

6. Press associated CLOSED switch light on ENGINE BYPASS DOOR panel and checks that:

a) Associated HTR light at ENGINE INTAKE BYPASS DOOR panel extinguishers; and
b) Selected VARIABLE FREQUENCY LOAD reading decreases.

7. Shut down engine(s).

8. Make appropriate Tech Log entry.

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	71-2

1. System & Sequence Item Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
71. POWERPLANT (Cont'd)			
2. Engine Intake C Bypass Door Indicators	2	0	(M) One or both may be inoperative provided: a) bypass door operation is confirmed prior to each flight; and, b) the related engine intake heater indicator operates normally.

71-02 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

Prior to each departure conduct the following check:

1. Apply DC power to aircraft electrical system.

2. Visually check that associated Engine Intake Bypass Door are closed at respective engine.

3. Press associated OPN/HTR switch light on ENGINE INTAKE BYPASS DOOR panel and check that the affected Engine Intake Bypass Door is open(visual)at respective engine.

4. Press associated CLOSED switch light on ENGINE INTAKE BYPASS DOOR panel and check that affected Engine Intake Bypass Door is closed(visual).

5. Remove DC electrical power from aircraft.

6. Make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	71-3
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
71. POWERPLANT				
3. Engine Condition Panel	B	1	0	(M) Fault indicators may be inoperative provided alternate procedures are established and used.

71-03 (O) OPERATING PROCEDURES;

None Required.

(M) MAINTENANCE PROCEDURES;

1. The following scheduled check procedures are to be carried out to accomplish approved maintenance program Task 7310/01 when operating with the Engine Condition Panel (ECP) Indicators inoperative. The alternate procedures need only be accomplished on the inoperative indicators. Operative indicators may be checked using the normal procedure (i.e. visual check of indicator).

ECP Indicator	Alternate Procedure
a) Electronic Control Unit(ECU)	Start and Run affected engine. Ensure engine operates normally and is in ECU mode (ENG MAN Caution Light not illuminated).
b) Reduction Gearbox Chip Detector.	Disconnect cannon plug to chip detector and use ohmmeter to check for continuity across detector pins. Removal of chip detector and visually inspect for accumulation is also acceptable.
c) Main Oil Tank Chip Detector	See RGB Chip Detector above.
d) AC Generator Chip Detector	See RGB Chip Detector above.
e) Engine Oil Filter	Remove filter and inspect accumulation of particulate matter, which could cause filter bypass.
f) RGB Scavenge Filters	See Engine Oil Filter.
g) LP Fuel Filter	See Engine Oil Filter above.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 100 SERIES	Revision 1 Date 05/05/2014	73-1

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
73. ENGINE FUEL AND CONTROL				
1. Fuel Flow Meters	B	2	1	(O) One may be inoperative provided the related engine instruments and fuel quantity indicator operate normally.

73-01 (O) OPERATING PROCEDURES;

1. Ensure aircraft DC electrical buses are powered.

2. Verify that the related engine instruments indicator operates normally.

3. Verify fuel quantity indicator operates normally;

   a) Press and hold FUEL CONTROL QTY TEST pushbutton on Engine Instrument Panel and verify that both FUEL QTY indicator pointers rise to full-scale reading.
   b) Release QTY TEST pushbutton, FUEL QTY pointers should return to original readings.

4. Both analog indicators must be inoperative if taking CAT "C" for one or both of the digital indicators.

(M) MAINTENANCE PROCEDURES;

1. Placard Fuel Flow Meter on the engine instrument panel.

2. Make appropriate Tech Log entry.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	Revision 1	73-2
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
73. ENGINE FUEL AND CONTROL (Cont'd)				
2. Engine Electronic Control Unit (ECU)	A	2	1	(M) (O) One may be inoperative provided: a) Nose wheel steering operates normally, b) Anti-skid operates normally, c) At least one Yaw Damper channel operates normally, d) Airplane is not dispatched to or from an airport with standing water or contamination on the runways. e) Operations are conducted in accordance with the AFM Supplement 10 OPERATION WITH ONE ECU INOPERATIVE, and, f) Repairs are made within two flight days

73-02 (O) OPERATING PROCEDURES;

1. Select associated ECU MODE selector switch to MANUAL.
   NOTE: Neither segment of the affected ECU MODE switch light will illuminate when ENG ECU circuit breakers are pulled (Reference Maintenance Procedure step 2)(Applicable to Series 100 airplanes only).
   Operations are conducted in compliance with the AFM Supplement 10 – " OPERATION WITH ONE ECU INOPERATIVE".

2. Apply electrical power to aircraft buses.

3. On co-pilot's glareshield, select ANTI-SKID switch to TEST position. Check that INBD and OUTBR ANTI-SKID caution lights illuminate for approximately 6 seconds and then extinguish.

4. Select STEERING switch to STEERING position and check that NOSE STEERING CAUTION LIGHT IS OUT.

5. Remove electrical power from aircraft.

Aircraft	Revision No.	Page
De HAVILLAND - 8 - 103	1	73-2a
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
73. ENGINE FUEL AND CONTROL (Cont'd)				

(M) MAINTENANCE PROCEDURES;

SERIES 100 AIRPLANES ONLY.

1. Placard Engine Electronic Control Unit (ECU) on the engine instrument panel in the flight compartment.

2. Pull and clip the appropriate ENG ECU circuit breakers for the engine with inoperative ECU on the DC Essential Buses.

3. Check ECU Trim for engine with operative ECU as follows:

   a) Select ENGINE ECU rating selector to TOP.

   b) Start engine with operative Electronic Control Unit (ECU).

   c) Select associated condition lever to MAX.

   d) Advance associated engine power lever to set 90% torque (TRQ).

   e) Select MANUAL on associated ENG ECU MODE switch and observe related. ENG MANUAL caution light illuminates and engine TRQ does not drop below 70% (record indicated TRQ). Retard associated engine power lever to FLT IDLE. If measured TRQ falls below 70%, trim engine with operative ECU in accordance with steps (f) through (n), otherwise proceed to Step (o).

   f) Select ENGINE ECU MODE switch On and observe related ENG MANUAL caution light is out.

   g) Remove panel from pilot's side console to gain access to ENGINE TRIM knobs and rotate associated ENGINE TRIM knob counter clockwise to trim position 1.

   h) Start engine with Inoperative Electronic Control Unit (ECU) and select associated condition lever to MAX.

Aircraft	Revision No. 1	Page 73-2b
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. .Number installed	3. Number required for dispatch	4. Remarks or Exceptions
73. ENGINE FUEL AND CONTROL (Cont'd)				

NOTE: Neither segment of the affected ECU MODE switch light will illuminate when ENG ECU circuit breakers are pulled. (Reference Maintenance Procedure step 2).

i) Select MANUAL on ENG 1 and ENG 2 ECU MODE switches and observe related #1 ENG MANUAL and #2 ENG MANUAL caution lights are illuminated(both engines running).

j) Advance both engine power levers together until lower engine TRQ is 70% (no power lever mismatch). Ensure higher engine TRQ is below 80%.

k) Select ENG ECU MODE switch on for engine with operative ECU and observe associated ENG MANUAL caution light is out.

l) Adjust ENGINE TRIM knob on engine with operative ECU to increase TRQ of related engine to 90% Record NH%, PROP RPM, TRO and TRIM knob setting.

m) Retard both engine power lever to FTL IDLE.

n) Reinstall pilot's side panel removed in step.

o) Advance both engine power levers and set to 90% TRQ. Power lever stagger must not exceed 2.5 inches (measured from center to center on the power lever knobs).

p) Retard both engine power levers to FLT IDLE.

4. Make appropriate entry in the aircraft Technical Log

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	73-3
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
73. ENGINE FUEL AND CONTROL Cont'd)				
3. Quiet Taxi Systems (With DHI SB8-73-15)	C	2	0	Service bulletin 8 – 73 – 30 not incorporated.
4. #1/#2 ENG MANUAL Caution Lights	A	2	1	(M)(O) One may be inoperative for as a ferry flight back to base, provided: a) Associated engine ECU is considered inoperative and is selected to MANUAL, and b) Repairs are made within two flight days

73-04 (O) OPERATING PROCEDURES;

Flight to be operated as per AFM Supplement 5.

(M) MAINTENANCE PROCEDURES:

Placard Engine Manual Caution Light and make appropriate entry in the Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	75-1

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
75. ENGINE BLEED AIR				
1. Handling Bleed Shut – Off Valves (HBOVs)	C Series 200/300)	-	-	Applicable to Series 200/300 only.

Aircraft	Revision No. 1	Page
De HAVILLAND - 8 – 100 SERIES	Date 05/05/2014	76- 1

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
76. ENGINE CONTROLS.				
76-1 Engine Instrument Panel ENGINE ECU Switch				
1) MCL (Series 200)	C	-	-	Applicable to Series 200 only.
2) MCR (Series 200)	C	-	-	Applicable to Series 200 only.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1	77-1
	Date 05/05/2014	

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions.
77. ENGINE INDICATING				
1. NH Indicators	C	2	0	The digital portion of the indicator may be inoperative on each engine provided all other indications on the associated engine operate normally.
2. NL Indicators (Series 100)	C	2	0	
3. Torque Indicators 1) Digital Readout	C	2	0	The digital portion of the indicator may be inoperative on each engine provided all other indications on the associated engine operate normally.
2) ECU Target Torque Bug (Series 200)	C	2	0	Applicable to Series 200 only.

77-01 (O) OPERATING PROCEDURES;
None Required.
(M) MAINTENANCE PROCEDURES;
Placard NH Indicator and make relevant entry in Tech Log.

77-02 (O) OPERATING INSTRUCTIONS;
Associated engine indications must be closely monitored.
(M) MAINTENANCE PROCEDURES;
Placard NL Indicator and make relevant entry in Tech Log.

77-03 (O) OPERATING PROCEDURES;
None Required.
(M) MAINTENANCE PROCEDURES;
Placard Torque Indicators and make relevant entry in Tech Log.

Aircraft	Revision No.	Page
De HAVILLAND - 8 – 100 SERIES	1 Date 05/05/2014	77- 2

1. System & Sequence Numbers	Item	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
77. ENGINE INDICATING (Cont'd).				
4. ITT Indicators Digital Readout	C	2	1	The digital portion of the indicator may be inoperative on each engine provided all other indications on the associated engine operate normally.
5. Engine Over Temperature Warning Lights	B	2	0	(O) One may be inoperative provided the related ITT indicator is monitored closely during flight.
6. Propellers RPM Indicators Digital Readout	C	2	0	

77-04 (O) OPERATING PROCEDURES;
None Required.

(M) MAINTENANCE PROCEDURES;
Placard ITT Indicators and make the relevant entry in Tech Log.

77-05 (O) OPERATING PROCEDURES;
Monitor the related ITT indicator, especially during engine start.

(M) MAINTENANCE PROCEDURES;
Placard Engine Overtemperature Warning Lights on ITT indicators. Make appropriate entry in the Tech Log.

77-06 (O) OPERATING PROCEDURES;
Monitor the related ITT indicator, especially during engine start up, and also during flight.

(M) MAINTENANCE PROCEDURES;
Placard RPM Indicator inoperative and make relevant entry in Tech Log.

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