

EUROPEAN AVIATION SAFETY AGENCY
MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

For DHC-8 SERIES 100/200/300/400
with STG Aerospace, Inc. Photoluminescent Floor Proximity
Emergency Escape Path Marking System (FPEEPMS) installed
EASA STC No. 10031520

Original

This Master Minimum Equipment List (MMEL) Supplement is accepted by the European Aviation Safety Agency (EASA) at the above revision and is recommended for approval as the basis of the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this type with STC No. 10031520 installed as certified by the European Aviation Safety Agency and operated under the jurisdiction of EASA member states National Authorities.

Signed by:



Mr. Evan Nielsen
for and on behalf of EASA



Dated: 29 MAR 2011

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1.0 Preamble

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

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

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

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

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

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectifications can be accomplished. It is important that rectifications be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The maintenance procedures identified in the MMEL are required to be performed once prior to dispatching with MEL relief. If there is a requirement to perform the procedures more frequently, for example, prior to each flight, then this is clearly stated in the provisos. The same principle applies to the operational procedures, although in some cases it is required that certain equipment be confirmed operative and this equipment is checked regularly in accordance with the normal Flight Manual procedures.

Rectification Interval Extension, as prescribed in JAR---MMEL/MEL.081, has been taken into account in the development of this MMEL. As such, and under allowance of those provisions, operators may develop and submit for approval, MEL procedures to permit one---time extensions to rectification intervals, for inoperative items designated with B, C, or D rectification intervals. 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 the applicable regulations. The item is then either rectified or may be deferred per the MEL or other approval means acceptable to the competent Authority prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items of equipment inoperative.

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

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

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

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

2.0 Guidance for Use of This Supplement

1.1 This MMEL supplement is applicable for DHC-8 Series 100/200/300/400 aircraft types with EASA STC No. 10031520 – SaftGlo Inc. SaftGlo Inc. Photoluminescent Floor Proximity Emergency Escape Path Marking System (FPEEPMS) - installed.

1.2 This supplement is to be used in conjunction with the MMEL approved by the competent authority as basis of the preparation and approval of individual operator's Minimum Equipment Lists (MELs). Items listed in this supplement will supersede those in the MMEL for the type mentioned. For items not contained in this Supplement consult the MMEL approved by the competent authority.

NOTE: It has been assumed for this supplement, that the MMEL approved by the competent authority for the type concerned is based upon that approved by the type certificating authority TCCA, i.e. for the DHC-8-400 Series on TCCA MMEL Rev. 4 and JAA Supplement Rev. 4 and for the DHC-8 100/200/300 Series on TCCA MMEL Rev. 20.

Items within this supplement will use the same reference number as the corresponding item in the referenced MMEL.

1.3 As it is not possible to know the content of future revisions to the above referenced MMEL, the operator is expected to be cautious when implementing any future revisions to any of these documents which may have an impact on MMEL entries listed herein. If the operator is in any doubt they should contact either of the parties listed on the cover page of this supplement.

3.0 ATA Chapter 33 - Lights

ATA Chapter: 33 Lights				
AIRCRAFT: Bombardier, Inc. DHC-8 Series 100/200/300/400		REVISION NO: 0 DATE: Mar 15/2011		PAGE NO: S33-1
(1) System & Sequence Numbers ITEM	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
<p>33 <u>LIGHTS</u></p> <p>-50-3 Photoluminescent Floor Proximity Emergency Escape Path Marking System</p> <p>Relief limited to installation defined by STG Aerospace, Inc. EASA STC 10031520.</p>	B	-	-	<p>Portions of lighting strip may be inoperative provided:</p> <p>(a) All strips marking right angle intersections, including window exits, are not stained or otherwise obscured.</p> <p>(b) Along the aisle axis, all strips within one meter of strips marking right angle intersections are not stained or otherwise obscured and,</p> <p>(c) No more than 4.8 inches not exceeding 10% of the FPEEPMS track area over any 48 inch length track section are stained or otherwise obscured.</p>