Australian Government

Civil Aviation Safety Authority

Revision: 2
Date: 23 August 2010

CIVIL AVIATION SAFETY AUTHORITY

AUSTRALIA

MASTER MINIMUM EQUIPMENT LIST

GIPPSAERO PTY LTD GA8 and GA8-TC 320

Civil Aviation Safety Authority Australia
Head Office,
CASA Building
Cnr Northbourne Ave & Barry Dr
CANBERRA ACT 2600

Telephone: (61)-131 757
FAX: (61)-02 6217 1444

Approved:

Date: 23 August 2010
Dinh Nguyen
Manager
Certification Policy and Programs
Civil Aviation Safety Authority

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Control Page

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HIGHLIGHTS OF CHANGE

Revision 1	Page 77-1 updated to include Turbine Inlet Temperature (TIT) gauge for GA8-TC 320 model plus associated editorial corrections.
Revision 2	All pages updated to reflect change to type certificate holder (GippsAero Pty Ltd). Page 77-1 Turbine Inlet Temperature gauge exception modified to allow inoperative gauge with any approved TSO'd Engine Monitoring System.

1. Systems Definitions

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

a. **Item** (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. **Number Installed** (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

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

d. **Remarks or Exceptions** (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A **vertical bar** (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

f. **Approved** means approved by CASA. -

g. **Master Minimum Equipment List (MMEL)** means a document approved by the country of original type certification NAA, that establishes the aircraft equipment allowed to be inoperative under conditions specified therein for a specific type of aircraft.

h. **Minimum Equipment List (MEL)** means a document approved by CASA that authorizes an operator to operate an aircraft with aircraft equipment inoperative under the conditions specified therein. **-**

i. ***NAA***, for Australia, means CASA. For a country other than Australia, means:
(a) The national airworthiness authority of the country; or
(b) EASA, in relation to any function or task that EASA carries out on behalf of the country. -

2. **Airplane/Rotorcraft Flight Manual** (AFM) means Flight Manual for aeroplane/rotorcraft as applicable.

3. **Placarding** Adhesive label used to identify a defective equipment or system, placed according to the instructions in the MEL.

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

5. **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.

6. **Flight Day** means a 24-hour period from midnight to midnight during which at least one flight is initiated for the affected aircraft. –

7. **Icing Conditions** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

8. **Alphabetical symbol** in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative. The condition or limitation is signified by (O) or (M).

9. **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).

10. **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.

11. **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 MEL).

12. **(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 authorised under Civil Aviation Safety Authority (CAR) 42ZC; however, other personnel may be qualified and authorised (in the aircraft System of Maintenance (SoM) to perform certain functions. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the registered operator. -

13. **(O)** symbol indicates a requirement for a specific operations procedure, which must be accomplished in planning for and/or operating with the listed item inoperative.

14. **Deactivated** and **Secured** means that the specified component must be put into an acceptable condition for safe flight.

15. **Visual Flight Rules** (VFR) is as prescribed in Part 12 of the *Civil Aviation Regulations 1988*.

16. **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.

17. **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.

18. **Passenger Convenience Items** means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps, etc.

19. **Repair Intervals:** All users of an MEL must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

    Category A. Items in this category shall be repaired within the time interval specified in the "Remarks or Exceptions" column of the operator's approved MEL. Whenever the proviso in the "Remarks or Exceptions" column of the MEL states cycles or flight time, the time interval begins with the next flight. Whenever the time interval is listed as flight days, the time interval begins (except where specified in the remarks column) on the flight day following the day of discovery.

    Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day of discovery. 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, excluding the day of discovery. For example, if it were recorded at 10 a.m. on January 26th, the ten-day interval would begin at midnight the 26th and end at midnight February 5th.

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

    The letter designators are found adjacent to Column 2.

20. **Excess Items** means those items that have been installed that are redundant to the requirements.

21. **Affected** refers to the subject item of equipment (component, system or function) listed in the Item column.-

22. **Associated** refers to a related component, system or function other than the subject one. –

23. **Instrument Meteorological Conditions (IMC)** - The atmospheric environment is such that the flight cannot proceed under Visual Flight Rules applicable to the flight. -

24. **Instrument Flight Rules (IFR)** - is as prescribed in Part 12 of the *Civil Aviation Regulations 1988*. –

25. **Repair** means such maintenance action, including replacement, as necessary to restore an inoperative item to an operative condition. –

26. **System** means the group of directly related components, which together perform a specified function. For example, "RPM Indicating System" would include the RPM indicator, tachometer generator, circuit breaker and associated circuitry. –

27. **Day of Discovery** is the calendar day an equipment/instrument malfunction was discovered. This day is excluded from the calendar days or flight days specified in the MEL for the repair of an inoperative item of equipment. This provision is applicable to all MEL items, i.e., categories "A, B, C, and D for items measured in days.

28. **Engine Indicating Crew Alerting System** (EICAS), Electronic Centralized Aircraft Monitoring System **(ECAM)** or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatch ability will normally be at status message level (e.g., Advisory Status) or higher. -

29. Administrative control item means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL provided no relief is granted, or provided conditions and limitations are contained in an approved document such as the Structural Repair Manual. If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to CASA. If the request results in review and approval, the item becomes an MEL item rather than an administrative control item. -

PREAMBLE
22 Aug 2006

This MMEL is applicable only to the GippsAero Pty Ltd GA8 Airvan type aircraft. It is a requirement of CASA that all items of equipment and systems which are required to be installed in an aircraft in compliance with the airworthiness standards or operating rules must be operative to allow the conduct of certain categories and classes of operations.

Experience has shown that with the various levels of redundancy designed and built into modern aircraft, operation of every system or component installed may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

This MMEL has been developed by the manufacturer in conjunction with CASA and participation from industry to improve aircraft utilisation and there by provide more convenient and economic air transportation for the public. This CASA approved MMEL includes only those items of equipment that CASA finds may be inoperative and yet still maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL is the basis for the development of individual operator MELs that take into consideration the operator's particular aircraft equipment configuration and operational conditions. The MMEL is used by an operator to derive an acceptable MEL, which may then be approved by the NAA. The NAA approved MEL will permit operation of aircraft with inoperative equipment within the conditions and limitations of that document.

This MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the Australian Civil Aviation Regulations and optional equipment in excess of those Regulations are included with appropriate conditions and limitations. For each listed item the installed equipment configuration considered to be normal for the aircraft is specified. 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 operating regulations of the aircraft not listed on the MMEL must be operative. Where the manufacturer has determined that (O) and/or (M) procedures are required, guidance has been provided in this MMEL. It is incumbent on the operator to develop the (O) and/or (M) procedures for the particular items of equipment. The procedures developed must comply with all the Regulations, Rules, Orders and Directives and Publications of the responsible NAA. Wherever the statement " as required by the NAA" appears in the MMEL the operator must list the applicable, regulatory requirement in the MEL and specify the requirements and/or limitations to conduct the flight in accordance with the Regulations.

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. The MEL provides for the release of the aircraft for flight with inoperative equipment. When an item of equipment is found to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record and/or Logbook as prescribed by the Regulations. The item is then either repaired or may be deferred per the MEL or other approved means prior to further operation. The 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 conditions are met, an Airworthiness or Maintenance Release, Aircraft Maintenance Record/Logbook entry or other approved documentation is issued as prescribed by the 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. 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, CONDITIONS AND LIMITATIONS SPECIFIED IN THE MMEL IS REQUIRED.

In order to provide an adequate level of safety while providing relief for items of inoperative equipment certain Operational (O) and/or Maintenance (M) procedures may be required to be conducted prior to dispatch. These procedures must be established by the operator. The following guidelines are to help the operator to establish these procedures.

21-2	(O) Operations procedure to electrically isolate the affected blower. –
23-4	(O) Operations procedure to operate aircraft with reduced COMMS and NAV audio capability. –
24-1	(O) Procedure to monitor electrical/charging system is operating correctly.
25-4-1	(M) Procedure to disconnect the Remote Switch from the ELT and manually arm the ELT per manufacturer instructions. Care must be exercised to ensure that the G-Switch is NOT disabled.
25-5	(O) Procedure to ensure inoperative item does not have an adverse effect on the safe conduct of the flight. - (M) Procedure to disable the inoperative item and prevent any interaction with any other systems if necessary-
25-7	(O) Operations procedure to secure cargo restraint system so that it cannot be inadvertently utilised
28-1	(O) Operations procedure to ensure that the quantity of fuel on board meets the regulatory requirements for the intended flight.
31-2	(O) Operations procedure to record flight time. –
32-1	(O) Operations procedure to prevent movement of aircraft when stopped or parked.
32-2	(O) Operations procedure for visual inspection of Nose Landing Gear to confirm that the unserviceability is confined to the fluid seal(s) and loss of damping fluid.
34-12	(O) Operations procedure to verify status and suitability of navigation fixes prior to flight and to manually tune approach radios.
77-2	(M) Maintenance procedure to ensure that no mechanical fault exists that will have an adverse effect on the operation of the air box.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
1. Fresh Air Vent	D	-	0	May be inoperative
2. Cabin Air Vent Blower *** Fan	D	-	0	(O) May be inoperative

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
1. Communications Systems	D	-	-	Any in excess of those required by the NAA for the specific category or class of operation(s) may be inoperative.
2. Cockpit Speaker	D	1	0	May be inoperative provided that operative headset(s) is/are available and used by the flight crew
3. Cabin Speakers ***	D	5	0	May be inoperative provided that an alternate means of briefing passengers for normal and emergency procedures is provided.
4. Audio Selector Panel -	B	-	0	(O) May be inoperative provided: a) that operative headset(s) is/are available and used by the flight crew; and b) the intended operations only require the use of COMM 1. Note: Other COMMS and NAV audio may not be available.
5. Cockpit and Cabin Intercom System	C	1	0	May be inoperative
6. Press to Talk Switch	C	-	0	May be inoperative provided: a) that a hand mike is available on the affected side; OR b) the failed press to talk switch is not being used by the pilot flying the aircraft.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24 ELECTRICAL POWER				
1. Alternator caution annunciator	B	1	0	(O) May be inoperative provided battery condition indicator is operative.
2. Amp / Volt meter	B	1	0	May be inoperative provided that alternator caution (amber) annunciator is operative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
1. Cockpit seat harness	C	2	1	May be inoperative on the side not used by the pilot provided the seat is not occupied and placarded "DO NOT OCCUPY".
2. Passenger Seat(s)	D	6	0	May be inoperative provided: a) the seat does not block an emergency exit; and b) the seat does not restrict any passenger from access to the main aircraft aisle; and c) the affected seat(s) are blocked and placarded "DO NOT OCCUPY" Note 1: A seat with an inoperative seat belt is considered inoperative.
3. Flotation Equipment ***	D	-	-	Any in excess of those mandated by the NAA as being required for the category or class of operation may be inoperative.
4. ELT ***	C	-	-	As mandated by the NAA requirements for the category/class of operation. For Australia, may be inoperative provided the aircraft is operated in accordance with the restrictions of subregulation 242A(2) of the Civil Aviation Regulations 1988. Note: Requirements of the CAR to be entered in MEL
1) Remote Switch	.	1	0	(M) May be inoperative provided: a) Remote switch is disconnected from ELT; and b) ELT switch is placed in ARM position.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
5. Passenger Convenience Items	.	-	0	Passenger convenience items, as expressed in the MMEL are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo and audio equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and/or (O) procedures may be required and included in the operator's/air carrier's appropriate document.
6. Seat notice "Stowage of articles under seats is prohibited"	D	8	0	May be illegible or missing provided: a) the seat immediately behind is not occupied; OR b) the passenger is briefed accordingly.
7. Cargo Restraint Systems	C	-	-	(O) May be inoperative, or missing such that the effect is that the item must be considered inoperative, provided that acceptable cargo loadings limits derived from the approved aircraft and/or operational documents/manuals are observed.
	C	-	-	(O) May be inoperative, or missing such that the item must be considered inoperative provided the affected cargo area is not used for cargo.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26 FIRE PROTECTION				
1. Portable Fire extinguisher	D	-	-	Any in excess of those mandated by the NAA as being required for the category or class of operation may be inoperative provided: a) The inoperative fire extinguisher is tagged inoperative; and b)Removed from the installed location; and c) secured out of sight so it cannot be mistaken for a functional unit.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
1. Pitch Trim Position Indicator	C	1	0	May be inoperative provided: a) The stabiliser is visually checked for full range of operation prior to flight; and b) The trim adjusting system operation is not affected; and c) The stabiliser is positioned to the neutral (mid-range) position prior to each departure and the neutral position is verified by visual inspection.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
1. Fuel Quantity Indicators	C	2	1	(O) One may be inoperative provided a reliable means is established to determine that the fuel quantity on board meets the regulatory requirements for the intended flight
2. Left/Right "Check Fuel" Annunciators (Amber Lights)	D	2	1	One may be inoperative provided that the associated fuel quantity indicator is operative.
3. Fuel Flow Indicator	C	1	0	May be inoperative.
4. Sump Tank Low annunciators (Red Lights)	D	2	0	May be inoperative if both fuel quantity indicators are operative.
5. Electric Fuel Boost Pump Annunciator (Blue Light)	D	1	0	May be inoperative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN				
1. Pitot-Static Heater	D	1	0	May be inoperative provided: a) Aircraft is not operated under IFR, b) Alternate static source is operative for night VFR operations c) The NAA requirements for the category/class of operation are met.
2. Pitot-Static heater OFF annunciator (amber light)	D	1	0	May be inoperative if pitot-static heater is not required for the class/category of operation.
3. Windshield demister (cabin heater)	D	2	1	One may be inoperative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31 INDICATING/RECORDING				
1. Clock ***	D	-	-	May be inoperative provided that the pilot carries an accurate timepiece for those operational classes and categories of flight where one is required.
2. Hour Meter ***	C	-	0	(O) May be inoperative
3. Aircraft/Engine *** Monitoring System	D	-	0	May be inoperative

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
1. Parking Brake	C	1	0	(O) May be inoperative.
2. Nose Landing Gear damping system	C	-	1	(O) Loss of damping fluid is acceptable provided the structural integrity of the Nose Landing gear is maintained.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
1. Cockpit/Instrument Lighting System	C	-	-	Individual lights may be inoperative provided that the remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided; and b) Positioned so that direct rays are shielded from flight crew members eyes; and c) Lighting configuration and intensity is acceptable to the flight crew.
2. Cabin Lights	D	-	1	For passenger carrying operations at night, one cabin light must be operative.
	D	-	0	May be inoperative for day operations and all non passenger carrying operations.
3. *** Fin mounted Beacon Light	C	1	0	May be inoperative for day operations.
	C	1	0	May be inoperative for night operations provided: a) Anti-Collision Strobe Lights are installed and operative; and b) they are not required by the NAA regulations for the class or category of operation.
4. *** Belly mounted Beacon Light	C	1	0	May be inoperative for day operations.
	C	1	0	May be inoperative for night operations provided: a) Anti-Collision Strobe Lights are installed and operative; and b) they are not required by the NAA regulations for the class or category of operation.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
5. Strobe Lights ***	D	-	0	May be inoperative for day operations
	D	3	2	One may be inoperative for night operations provided: a) the co-located Nav light is operative; .and b) they are not required by the NAA regulations for the class or category of operation.
1) For aircraft fitted with beacon lights	D	2	0	May be inoperative for night operations provided: a) both Beacon Lights are operative; and b) they are not required by the NAA regulations for the class or category of operation.
6. Landing Lights	C	2	0	May be inoperative for day operations.
	C	2	0	May be inoperative for night operations provided the co-located taxi light is operative.
7. Taxi Lights	C	2	0	May be inoperative for day operations
	C	2	0	May be inoperative for night operations provided the co-located landing light is operative.
8. Position (Nav) Lights	C	3	0	May be inoperative for day operations.
9. External Utility Lights ***	D	-	0	May be inoperative
10. Warning Annunciator Dim Switch System	C	1	0	May be inoperative provided: a) It can be demonstrated that non-dimmed annunciator lights are satisfactory under all conditions of flight likely to be encountered; and b) Bright position must be available for day operations.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
1. Vertical Speed Indicator	C	1	0	As required by the NAA for class or category of operation.
2. ATC Transponders and Automatic Reporting Systems	D	1	0	May be inoperative provided: a) that enroute operations do not require its use; and/or b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of the flight.
1) Altitude Encoder	D	1	0	As required by the NAA for class or category of operation.
3. Navigation Equipment (VOR/ILS, GPS, DME, ADF)	D	-	-	Any equipment in excess of that specified by the NAA as a requirement for the class or category of operation may be inoperative.
4. *** Weather Radar / Thunderstorm Detection Equipment	D	-	0	As required by the NAA for class or category of operation.
5. *** Marker Beacon	D	-	-	May be inoperative provided the approach procedure does not require its use.
6. Altimeters, Barometric, adjustable	C	-	1	May be inoperative on the right hand side if not required by the NAA for class or category of operation.
7. Gyroscopic Pitch and Bank Indicator systems	C	-	-	Any equipment in excess of that specified by the NAA as a requirement for the class or category of operation may be inoperative.
8. Gyroscopic Directional Indicator System	C	1	0	Any equipment in excess of that specified by the NAA as a requirement for the class or category of operation may be inoperative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
9. Non-stabilised magnetic compass	B	-	-	As required by the NAA for class or category of operation.
10. HSI	C	-	0	Any equipment in excess of that specified by the NAA as a requirement for the class or category of operation may be inoperative.
11. RMI ***	D	-	0	Any equipment in excess of that specified by the NAA as a requirement for the class or category of operation may be inoperative.
12. Navigation Databases ***	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch; and b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define the route of the flight; and c) Approach Navigation Radios are manually tuned and identified.
13. OAT Gauge	C	-	-	May be inoperative provided that it is not required for the class or category of the intended operation.
14. Gyroscopic Rate of Turn/Slip Indicator	C	1	0	As required by the NAA for class or category of operation.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35 OXYGEN				
1. Portable Oxygen System ***	D	-	-	As required by the NAA for class or category of operation.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
37 VACUUM/PRESSURE				
1. Vacuum Pump – Dry	C	1	0	May be inoperative for day VFR. Refer item 34-7 Gyroscopic Pitch and Bank Indicator System
2. Vacuum Gauge				
1) Night VFR and IFR operations	B	1	0	May be inoperative providing the vacuum caution (amber) light is operative.
2) Day VFR operations	C	1	0	May be inoperative
3. Vacuum Caution (amber) annunciator				
1) Night VFR and IFR Operations	B	1	0	May be inoperative providing the vacuum gauge is operative.
2) Day VFR operations	C	1	0	May be inoperative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
77 ENGINE INDICATING				
1. *** Exhaust Gas Temperature Gauge	D	1	0	May be inoperative (Applicable to normally aspirated GA8 only).
2. Alternate Air Operating Annunciator (amber)	D	1	0	(M) May be inoperative provided the correct operation of the Alternate Air Inlet Door and operating cable is visually verified prior to each flight day.
3. Cylinder Head Temperature Gauge	D	1	0	May be inoperative.
4. Oil Pressure Annunciator (red Light) ***	D	1	0	May be inoperative provided the Oil Pressure Gauge is operative.
5. Oil Temperature Gauge	B	1	0	May be inoperative provided that the oil pressure gauge is operative.
6. Turbine Inlet Temperature (TIT)	D	1	0	May be inoperative provided an Engine Monitoring System approved in accordance with FAA TSO C43b or TSO C43c has been fitted in accordance with an approved Gippsland Aeronautics or GippsAero Pty Ltd Engineering Release (Applicable to GA8-TC 320 only).