



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List (MMEL)

Revision: 18
Date: 09/20/2014

ATR – GIE Avions de Transport Régional ATR-72 ATR-72/100/200/211/212/212A

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MASTER MINIMUM EQUIPMENT LIST
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Record of Revision

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ATR-72**Highlights of Change**

EFFECTIVE ABOVE DATE, the ATR-72 Master Minimum Equipment List has been revised. Please replace pages of previous lists with Revision 18 for a complete up-to-date MMEL. Retain this sheet with your MMEL until the next revision is issued.

NOTE 1: Pages are not itemized in a CONTROL PAGE for individual revisions. Rather, the ATA section will contain the applicable number of pages and revision number. Any changes to any item within an ATA section will result in the entire section receiving a revision number. To find any revised item within the section see the list below.

NOTE 2: The "Table of Contents" is replaced with a "CONTENTS" page having System, Pages, and Revision Numbers.

NOTE 3: Operators must insert the applicable DEFINITIONS from current Policy Letter 25 and the applicable PREAMBLE from current Policy Letter 34 (Air Carriers) or Policy Letter 36 (Part 91 Operators) into their MEL.

System/Sequence Number	Remarks
31 Navigation Indicating/Recording 31-1 Multipurpose Computer (MPC) or Multifunction Computer (MFC)/Aircraft Performance Monitor (APM)	Added relief for the MPC and APM for aircraft fitted with Mod 5567, 8392, or 8442 and STC02647NY

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Definitions

Insert current MMEL Policy Letter 25 DEFINITIONS here.

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Preamble

Insert current MMEL Policy Letter 34 or 36, as applicable, PREAMBLE here.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
				NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH
				REMARKS OR EXCEPTIONS	
<u>21 - AIR CONDITIONING</u>					
10-1	Flow Selector				
	1) Normal Position	C	1	0	NORMAL position may be inoperative provided the system operates normally in the HIGH position.
	2) High Position	C	1	0	HIGH position may be inoperative provided the system operates normally in the NORMAL position.
22-1	Recirculation Fans	C	2	0	
23-1	Overboard Valve				
	1) Automatic Mode	C	1	0	(M)(O) May be inoperative provided: a) Manual mode is verified to operate normally before each departure, and b) Cabin differential pressure is maintained equal to or less than 1 psi.
23-2	Underfloor Valve	C	1	0	(O) May be inoperative closed provided: a) EXHAUST MODE is selected to OVBD, b) Flight is conducted at or below 17,000 MSL, and c) Adequate cooling is provided within 30 minutes after aircraft electrical system is powered on the ground. NOTE: Not installed on cargo aircraft converted by STC ST01198WI.
23-3	Extraction Fan	C	1	0	(O) May be inoperative closed provided: a) EXHAUST MODE is selected to OVBD, b) Flight is conducted at or below 17,000 MSL, and c) Adequate cooling is provided within 30 minutes after aircraft electrical system is powered on the ground.
23-4	Cockpit Isolation Valve (Cargo Configuration STC ST01189WI)	C	1	0	May be inoperative provided associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>							
31-0	Manual Pressurization Controller	A	1	0	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, and c) Repairs are made within three flight days.	
31-1	Automatic Pressurization Controller	C	1	0	0	(M)(O) May be inoperative provided Manual pressurization system operates normally.	
		A	1	0	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, and c) Repairs are made within three flight days.	
31-2	Descent Rate Selector	C	1	0	0		
31-3	Dump Function	C	1	0	0	(M)(O) May be inoperative provided: a) Manual pressurization system operates normally, and b) Overboard valve operates normally.	
31-4	Electropneumatic Outflow Valve					DELETED REV. 4	
31-5	Cabin Altimeter	C	1	0	0	(M)(O) May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) a chart is available to the flight crew which converts cabin differential pressure to cabin altitude.	
		C	1	0	0	(M)(O) May be inoperative provided flight is operated in an unpressurized configuration.	
31-6	Cabin Differential Pressure Indicator	C	1	0	0	(M)(O) May be inoperative provided: a) Cabin altimeter operates normally, and b) A chart is available to the flight crew which converts cabin altitude to cabin differential pressure.	
		C	1	0	0	(M)(O) May be inoperative provided flight is operated in an unpressurized configuration.	

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			NUMBER INSTALLED		
			NUMBER REQUIRED FOR DISPATCH		REMARKS OR EXCEPTIONS
<u>21 - AIR CONDITIONING</u>					
31-7	Cabin Rate of Climb Indicator	C	1	0	(M)(O) May be inoperative provided cabin altimeter operates normally.
		C	1	0	(M)(O) May be inoperative provided flight is operated in an unpressurized configuration.
31-8	CCAS Cabin Altitude Warning	C	1	0	(O) May be inoperative provided flight remains at or below 10,000 feet MSL.
50-1	Packs	C	2	1	One may be inoperative provided flight remains at or below 17,000 feet MSL.
51-1	Pack Valves	C	2	1	(M)(O) One may be inoperative provided: a) Valve is secured closed, and b) Flight remains at or below 17,000 feet MSL.
51-2	Pack Fault Light System	C	2	1	(M) One may be inoperative provided: a) Associated pack is considered inoperative and is selected OFF, b) Flight remains at or below 17,000 feet MSL, and c) Light(s) erroneously ON due to system failure are deactivated.
51-3	Ground Turbo Fans	C	2	1	(M)(O) One may be inoperative provided: a) Associated pack remains OFF during ground operations, b) Duct OVHT alert operates normally on inoperative side, and c) Associated Duct Temperature Indicator operates normally.
51-4	FWD CARG Ventilation Valve	C	1	0	May be inoperative provided associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.					

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
			NUMBER INSTALLED		
			NUMBER REQUIRED FOR DISPATCH		
			REMARKS OR EXCEPTIONS		
<u>21 - AIR CONDITIONING</u>					
61-1	Pack Auto Temperature Controls	C	2	1	(O) One may be inoperative provided associated manual control operates normally.
		C	2	1	(O) One may be inoperative provided: a) Associated pack is considered inoperative and is selected OFF, and b) Flight remains at or below 17,000 feet MSL.
61-2	Pack Manual Temperature Control	C	2	1	(O) One may be inoperative provided associated auto control operates normally.
		C	2	1	(O) One may be inoperative provided: a) Associated pack is considered inoperative and is selected OFF, and b) Flight remains at or below 17,000 feet MSL.
61-3	OVHT Warning Light Systems	C	2	1	(M)(O) One may be inoperative provided: a) Associated duct temperature indication operates normally, and b) Light(s) erroneously ON due to system failure are deactivated.
63-1	COMPT/DUCT Temperature Indication System				
	1) COMPT Temperatures	C	2	0	
	2) DUCT Temperatures	C	2	0	One or both may be inoperative provided AUTO temperature control(s) for associated zone(s) operates normally.
		C	2	0	One or both may be inoperative provided: a) COMPT temperature indication for the associated zone(s) operates normally, and b) MAN temperature control(s) for the associated zone(s) operates normally.
70-1 ***	Vent Fan System	C	1	0	

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
22 - AUTO FLIGHT					
15-1	Advisory Display Unit				DELETED REV. 4.
16-1	Pitch Wheel	C	1	0	Autopilot function may be inoperative provided both TCS functions operate normally.
16-2	Touch Control Steering (TCS)	C	2	0	
16-3	Coupling Function	C	1	0	(O) May be inoperative so as to remain stuck on either the pilot's or co-pilot's side.
16-4	AFCS Control Wheel Disconnect	C	2	1	One may be inoperative provided autopilot is not utilized at less than initial approach altitude.
		B	2	0	May be inoperative provided autopilot is not used.
18-1	Autopilot Function	B	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Approach minimums do not require its use, b) Enroute operations do not require its use, and c) Number flight segments and segment duration is acceptable to the flight crew. NOTE 1: Operators should make every effort to repair the autopilot early in the repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and the effect of other inoperative systems.
		B	2	0	NOTE 2: Any mode which operates normally may be used.
	1) Quick Disconnect Push Button	C	2	1	One may be inoperative provided: <ul style="list-style-type: none"> a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.
		B	2	0	May be inoperative provided autopilot is not used.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 - AUTO FLIGHT						
18-2	Flight Director	C	1	0	0	May be inoperative provided approach minimums do not require its use. NOTE: Any mode which operates normally may be used.
18-3	Yaw Damper Function	B	1	0	0	May be inoperative provided rudder releasable centering unit operates normally.
		A	1	0	0	May be inoperative provided: a) One pilot monitors rudders with feet on pedals, and b) Repairs are made within two flight legs.
36-1	Mode Annunciators (On ADI)	B	2	0	0	(O) One or both may be inoperative provided: a) Advisory Display Unit operates normally, b) Autopilot function is not used, and c) Associated flight director display is considered inoperative, and is not used.
36-2	CCAS Autopilot Disconnect Aural	B	1	0	0	May be inoperative provided autopilot is considered inoperative and is not used.
36-3	AP OFF Light	C	2	1	1	(O) One may be inoperative provided aural alert is verified to operate normally before each departure.
		B	2	0	0	(M) both may be inoperative provided: a) Autopilot is not used, and b) Light(s) erroneously on due to system failure are deactivated.
36-4 ***	Guidance Light	C	-	0	0	May be inoperative provided approach minimums do not require its use.
70-4	AFCS Maintenance Panel Controls & Indicators	C	-	0	0	

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
23 - COMMUNICATIONS					
11-1	Communications Systems (VHF, HF, UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the DC Emergency Bus, DC Standby Bus, DC Essential Bus, or either Hot Battery Bus, and is not required for Emergency Procedures.
	1) VHF Control Panels				
	a) Active Frequency Indicator (T or ACT)	C	-	0	
	b) Frequency Transfer Switch	C	-	0	May be inoperative provided Active Frequency can be tuned by frequency selector knobs.
	c) Frequency Selector Knobs	C	-	2	
	d) Frequency Indication	C	-	2	
	2) High Frequency Communication System (HF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link system operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat codes are not available while using SATCOM Voice, prior coordination with the appropriate ATS facility is required.
NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.					

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
				NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH
				REMARKS OR EXCEPTIONS	
23 - COMMUNICATIONS					
11-2	Emergency Locator Transmitters (ELT)				Deleted Revision 14.
22-1 ***	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
	1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
22-2 ***	ACARS System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
***	1) ACARS Printer	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
23 - COMMUNICATIONS					
31-1	Passenger Address System (PA)				
	1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operate normally may be used.
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures, and/or operating restrictions are established and used NOTE: Any station function(s) that operate normally may be used.
	a) Cabin Attendant Handsets				DELETED REV. 7
	b) Lavatory Speaker(s)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	2) Cargo Configuration				
	a) Lavatory Speakers	D	-	0	
31-2 ***	Automated Passenger Address/Music System	D	1	0	May be inoperative if used exclusively for passenger entertainment purposes.
		C	1	0	(O) May be inoperative if alternate procedures are established and used.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
23 - COMMUNICATIONS					
44-1	Crewmember/ Service Interphone System (Passenger and Cargo Configurations)				
	1) Flight Deck to Cabin/Cabin to Flight Deck				DELETED REVISION 11.
	2) Flight Deck to Ground Function	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
44-2	Alerting System (Audio/Visual)				
	1) Passenger Configuration				
	a) Flight Deck Call Visual Alerting System (ATTND Light)	B	1	0	May be inoperative provided the flight deck audio alerting system operates normally. NOTE: The Flight Deck audio alerting system must always be operative.
	b) Flight Attendant Visual Alerting system (CAPT Light)	B	1	0	May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for Lavatory Smoke Detector Alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
				NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH
				REMARKS OR EXCEPTIONS	
23 - COMMUNICATIONS					
44-2	Alerting System (Audio/Visual) (Cont'd)				
	c) Flight Attendant Audio Alerting System	B	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) PA system operates normally, b) If affected Audio alerting system is used for Lavatory Smoke Detector Alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.
	d) Seat Belt and Smoking Sign Chime	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) PA system operates normally, and b) Alternate, normal and emergency procedures and/or operating restrictions are established and used.
44-3	Passenger to Flight Attendant Call system (Light/Chime)				DELETED REVISION 6.
45-1	Mechanic Horn	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is not left unattended with GPU powering aircraft electrical system, and b) Overboard extraction fan operates normally.
50-1	Audio Selector Panels				DELETED REVISION 1.
50-2	Headsets	D	-	2	Any in excess of those required for flight deck crewmembers may be inoperative.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS						
50-3	Flight Deck Speakers (Communications Function)	C	2	0	(M) May be inoperative provided: a) Operative headsets are available to each flight deck crewmember, and b) Aural alert functions of both speakers operate normally.	
51-4	Push to Talk Switches (PTT)	C	-	2	(M) May be inoperative provided: a) Yoke mounted or audio panel PTT switch must operate normally at each pilot's station, and b) Inoperative switch is verified failed open, or deactivated.	
60-1	Boom Microphones					
	1) Cockpit Voice Recorder Equipped to Record Boom Microphone per 14 CFR 121.359(g), 135.151(d), or 125.227(e)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
***	2) Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
71-1	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	

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		NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH
					REMARKS OR EXCEPTIONS
23 - COMMUNICATIONS					
81-1	Cockpit Handheld Microphones	C	-	0	May be inoperative provided associated boom microphone is operative.
***	1) Touchtone Type (DTMF)	C	-	0	May be inoperative provided associated boom microphone is operative.
***	a) Touchtone Keypad Functions (DTMF)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
24 - ELECTRICAL POWER						
21-1	No.2 Inverter	B	1	0		(M)(O) May be inoperative provided: a) Flight is conducted in day VMC only, b) Autopilot is not below 1000 feet AGL, and c) TLU manual mode operates normally.
21-2	INV FAULT Light Systems	C	2	0		(M)(O) One or both may be inoperative provided: a) Associated inverter(s) is verified to operate normally before each departure, and b) Light(s) erroneously ON due to system failure is deactivated.
21-3	AC Bus Tie Contactor	B	1	0		(M) May be inoperative provided DC generation Bus Tie Contactor is considered inoperative, refer to item 32-2.
21-4	BUS OFF Light Systems	C	2	0		(M) May be inoperative provided light(s) erroneously ON due to system failure are deactivated.
21-5	ACW External Power System	C	1	0		
22-1	ACW GEN FAULT Light Systems	C	2	1		(M)(O) One may be inoperative provided: a) ACW BUS OFF light systems operate normally b) ACW BTC operates normally, and c) Light(s) erroneously ON due to system failure is deactivated.
22-2	ACW BTC	B	1	0		(O) May be inoperative so that it remains open provided: a) All other components of both ACW systems operate normally, and b) Hydraulic crossfeed valve operates normally and is selected ON before takeoff and landing.
22-3	ACW BUS OFF Light Systems	C	2	0		(M) May be inoperative provided light(s) erroneously ON due to system failure are deactivated.

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		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
24 - ELECTRICAL POWER					
22-4	ACW Generator Systems	B	2	1	(O) One may be inoperative for day operations only provided: <ul style="list-style-type: none"> a) Airplane is not operated in known or forecast icing conditions, b) Airplane does not depart from or to an airport with wet or contaminated runways, c) DC Auxiliary hydraulic pump operates normally, d) Both ACW hydraulic pumps operate normally, e) All wheel brakes operate normally, f) Nose wheel steering operates normally, and g) AFM performance penalties are applied. NOTE: ACW Service BUS "SHED" light will be illuminated on FA panel.
22-5	ACW SHED Indicator (Flight Attendant's Panel or Forward Cargo/Crew Door panel, STC ST01189WI)	C	1	0	
22-6	ACW Service Bus	C	1	0	May be inoperative provided switch remains OFF. NOTE: Switch on F/A or Forward Cargo/Crew Door, STC ST01189WI.
30-2 ***	TRU (Transfer Rectifier Unit)	C	1	0	
32-1	DC GEN FAULT Light Systems	C	2	1	(M) May be inoperative provided: <ul style="list-style-type: none"> a) DC BTC system is verified to operate normally before each departure, and b) Lights erroneously ON due to system failure are deactivated.

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			NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
24 - ELECTRICAL POWER					
32-2	DC generation Bus Tie Contactor (BTC)	B	1	0	(M)(O) May be inoperative in the ISOL position, provided: a) Both DC generator channels are operative, and b) DC BUS OFF lights are operative, and c) Both inverters are operative, and d) HYD X FEED is operative and is selected ON before takeoff, then OFF during cruise and re-Selected ON before landing
32-3	DC SVCE & UTLY BUS Control System	C	1	0	May be inoperative provided switch remains OFF.
32-4	DC BUS OFF Lights	C	2	0	(M) May be inoperative provided that Light(s) erroneously ON due to system failure are deactivated.
32-5	DC SHED Indicator (Flight Attendant's Panel)	C	1	0	
46-1	DC External Power System	C	1	0	

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**SYSTEM &
 SEQUENCE
 NUMBER**

ITEM

1.

2.

NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25 - EQUIPMENT AND
 FURNISHINGS

11-0 Observer Seat
 (Including
 Associated
 Equipment)

A

1

0

May be inoperative provided:
 a) A passenger seat in the passenger cabin is
 made available to an FAA Inspector for the
 performance of official duties, and
 b) Repairs are made within two (2) flight days.

A

1

0

May be inoperative provided:
 a) Required minimum safety equipment (safety
 belt and oxygen) is available,
 b) Seat is acceptable to the FAA Inspector for
 performance of official duties, and
 c) Repairs are made within two flight days.

NOTE 1: These provisos are intended to provide for
 occupancy of the seat by an FAA Inspector
 when the minimum safety equipment
 (oxygen & safety belt) is functional and the
 inspector determines the conditions to be
 acceptable.

NOTE 2: The pilot-in-command will determine if the
 minimum safety equipment is functional for
 other persons authorized to occupy the
 observer seat.

12-1 Flight Crew Seat

1) Vertical
 Adjustment

A

-

0

(M) May be inoperative provided:
 a) Seat position is acceptable to affected
 crewmember,
 b) Fore/Aft adjustment operates normally, and
 c) Repairs are made within three flight days.

2) Recline

A

-

0

May be inoperative provided:
 a) Seat is acceptable to affected crewmember,
 and
 b) Repairs are made within three flight days.

*** 3) Lumbar and
 Thigh Supports

A

-

0

May be inoperative provided:
 a) Seat is acceptable to affected crewmember,
 and
 b) Repairs are made within three flight days.

(Continued)

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		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
25 - EQUIPMENT AND FURNISHINGS					
12-1	Flight Crew Seat (Cont'd)				
	4) Arm Rest	A	-	0	(M) May be inoperative provided: a) Associated armrest is removed or secured in the stowed position, and b) Repairs are made within three flight days.
20-1	Overhead Storage Bins(s)/Cabin and Galley Storage Compartments/ Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Associated bin or compartment is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, entire overhead storage compartment is considered one bin or compartment.
		C	-	-	(M) May be inoperative provided: a) Affected door(s) is removed, b) Associated bin or compartment is not used for storage of any item(s) except for those permanently affixed, c) Associated bin or compartment is prominently placarded DO NOT USE, d) Procedures are established and used to alert crew members and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used. NOTE 1: If no partitions are installed, entire overhead storage compartment is considered one bin. NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.
***	1) Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.

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		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
25 - EQUIPMENT AND FURNISHINGS					
21-1	Flight Attendant Seat Assembly				
	1) Required Flight Attendant Seats	B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: <ul style="list-style-type: none"> a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seats(s) occupies either an adjacent flight attendant seat or the passenger seat(s) most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY." NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that proximity to exits and distribution requirements of the applicable 14 CFR are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.
(Continued)					

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
25 - EQUIPMENT AND FURNISHINGS					
21-1	Flight Attendant Seat Assembly (Cont'd)				
	2) Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
25-4	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNER THIS SEAT", and c) Procedures are established to alert cabin crew of inoperative restraining bar.
30-1	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY." NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
	1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the up-right position.
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
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		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
25 - EQUIPMENT AND FURNISHINGS					
30-1	Passenger Seat(s) (Cont'd)				
	2) Armrest				
	a) Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, b) Arm rest does not restrict any passenger from access to main aircraft aisle, and c) If armrest is missing, seat is secured in upright position.
	b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, and b) Arm rest does not restrict any passenger from access to main aircraft aisle.
	3) All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.
30-2	FASTEN SEAT BELT WHILE SEATED Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
36-1 ***	Non-Essential Equipment & Furnishings (NEF)		-	-	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
NOTE: EXTERIOR LAVATORY DOOR ASH TRAYS ARE NOT COSIDERED CONVENIENCE ITEMS.					

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
				NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH
				REMARKS OR EXCEPTIONS	
25 - EQUIPMENT AND FURNISHINGS					
40-1	Exterior Lavatory Door Ashtray	A	-	0	May be missing provided it is replaced within three calendar days.
52-1	Cargo Restraint Systems	A	-	-	(M) May be inoperative, or missing provided: a) Acceptable cargo loading limits from an approved source, i.e. an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
		C	-	-	May be inoperative, or missing provided cargo compartment remains empty.
56-1	Sunvisors	C	-	0	
64-1	Emergency Medical Equipment				
	1) First Aid Kit (FAK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with-in 1 flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
	2) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with-in 1 flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
(Continued)					

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
				NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH
				REMARKS OR EXCEPTIONS	
25 - EQUIPMENT AND FURNISHINGS					
64-1	Emergency Medical Equipment (Cont'd)				
	3) Automated External Defibrillators (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with-in 1 flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
65-1	Megaphones				
	1) Passenger Configuration	D	-	1	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative megaphone is removed from the passenger cabin, and b) Required distribution is maintained.
	2) Cargo Configuration	D	-	0	
66-1	Emergency Locator Transmitters (ELT)				
	1) Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
	2) Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
		A	-	0	May be missing provided repairs are made within 90 days
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by 14 CFR may be missing.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3. NUMBER INSTALLED	4. REMARKS OR EXCEPTIONS
25 - EQUIPMENT AND FURNISHINGS					
77-1	Cabin Emergency Flashlight(s)	C	-	0	May be inoperative or missing provided crewmember in affected position has an equivalent operating flashlight readily available.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
			NUMBER INSTALLED		
			NUMBER REQUIRED FOR DISPATCH		REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION					
12-1	Engine Fire Detection systems (Loops)	C	4	2	One loop on each engine system may be inoperative provided the affected loop(s) is selected OFF.
12-2	FUEL SO Lights (In Condition Levers)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
12-3	#2 Engine NAC Overheat system	C	1	0	May be inoperative provided Hotel mode operation is restricted to 10 knot tailwind maximum.
12-4 ***	#1 Engine NAC Overheat System	C	1	0	
15-1	Forward Cargo Compartment Smoke Detection System	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
	1) Dual Detector System	C	2	1	(M) May be inoperative provided cargo compartment contains no smoke curtains, or smoke curtains remain in the open position throughout the flight.
		C	2	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
26 - FIRE PROTECTION					
15-2	Aft Cargo Compartment Smoke Detection System (Passenger Configuration)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
15-3	FWD COMPT Agent DISCH Light	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
15-4	FWD Cargo Extinguisher System	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
15-5	FWD/AFT AUX Cargo Compartment (Class C) Agent DISCH Light	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		3.	4.
						NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS	
26 - FIRE PROTECTION							
15-6	FWD/AFT AUX Cargo Compartment (Class C) Extinguisher System	C	1	1	0		(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
15-7	FWD Cargo Compartment (Class C) Smoke Detection Fans	C	2	2	0		(O) One may be inoperative provided the remaining fan is checked for normal operation before each departure.
		C	2	2	0		(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
15-8	FWD/AFT AUX Cargo Compartment (Class C) Smoke Detection system	C	2	2	0		(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 - FIRE PROTECTION						
15-9	Cargo compartment Smoke Detection System (Cargo Configuration STC ST01189WI)	C	1	0		(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
	1) Smoke Detectors	C	10	0		May be inoperative provided Smoke Detection System is considered inoperative.
		B	10	9		One may be inoperative.
	2) Smoke Detection Panel (SDP)	C	1	0		May be inoperative provided Smoke Detection System is considered inoperative.
	a) Warning Lights	B	10	9		One may be inoperative.
	b) Test Function	C	1	0		May be inoperative provided Smoke Detection System is considered inoperative.
		B	1	0		(M)(O) May be inoperative provided alternate procedures of determining individual smoke detector operation are established and used.
17-1	Lavatory Smoke Detection System					
	1) Passenger Configuration	C	-	-		(M)(O) May be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used by crewmembers only. NOTE: these provisos are not intended to prohibit lavatory use or inspections by crewmembers.
	2) Cargo Configuration	D	-	0		

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		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
26 - FIRE PROTECTION					
18-1	Lavatory Smoke Fans	C	2	1	(O) One may be inoperative provided the remaining fan is checked and operates normally before each departure.
		C	2	0	(O) May be inoperative the lavatory is considered inoperative and door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER." NOTE: This proviso is not intended to prohibit lavatory use or inspections by crewmembers.
21-1	AGENT DISCH Lights (Engine)	C	4	2	(M) May be inoperative provided: a) Inoperative lights are not on the same fire extinguisher bottle, b) Adequate bottle pressure is verified once each flight day, and c) Light(s) erroneously ON due to system failure are deactivated.
25-1	Portable Fire Extinguishers	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
27-1	Lavatory Fire Extinguisher System				
	1) Passenger Configuration	C	-	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system operates normally.
		C	-	0	(M)(O) The lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used by crewmembers only. NOTE: these provisos are not intended to prohibit lavatory use or inspections by crewmembers.

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26 - FIRE PROTECTION						
27-1	Lavatory Fire Extinguisher System (Cont'd)					
	2) Cargo Configuration	D	-	0		
67-1 ***	Emergency Vision Assurance System (EVAS) (STC ST00892LA)	D	-	0		May be inoperative provided procedures do not require its use.
		C	-	0		May be inoperative provided alternate procedures are established and used.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
27 - FLIGHT CONTROLS						
15-1	Roll Trim Position Indicator	C	1	0	0	DELETED REV. 2. Reference AD-T9424-51.
20-1	Rudder Damper	C	1	0	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Maximum crosswind does not exceed 15 knots, b) Maximum total wind velocity does not exceed 30 knots, and c) Nosewheel steering operates normally.
20-2	Rudder Releasable Centering Unit	C	1	0	0	(O) May be inoperative provided Yaw Damper operates normally and is used throughout the flight.
		A	1	0	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) One pilot monitors rudder with feet on pedals, and b) Repairs are made within two flight legs.
23-1	TLU (Travel Limit Unit)					
		1) Automatic Mode	C	1	0	0
	2) High Speed Mode	C	1	0	0	(O) High speed function may be inoperative provided airspeed is limited to 185 KIAS or less.
23-2	TLU FAULT Light	C	1	0	0	(O) May be inoperative provided MAN MODE is used.
25-1	Yaw Trim Position Indicator	A	1	0	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Rudder tab is visually verified in neutral position before each departure, b) Aircraft is re-trimmed in flight prior to engaging Yaw Damper or Autopilot, and c) Repairs are made within three flight days.
32-1	Control Wheel Trim Switch Systems	B	2	1	1	(O) Copilot's may be inoperative provided the pitch trim system operates normally using the pilot's control wheel trim switch.

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			NUMBER INSTALLED		
			NUMBER REQUIRED FOR DISPATCH		
			REMARKS OR EXCEPTIONS		
27 - FLIGHT CONTROLS					
36-1	Stall Warning (Stick Shaker Only)				
	1) Stall Warning Channels	A	2	1	(O) One channel may be inoperative provided: a) The remaining channel operates normally, and b) Repairs are made within two flight days.
55-1	Flap Position Indicator	A	1	0	(O) May be inoperative provided: a) External Flap Position placards are installed, b) Correct takeoff flap position is visually verified before each takeoff, c) Operation Take Off Configuration Warning is verified before each take off, and d) Repairs are made within two flight days.
61-1	Spoiler Control System	B	1	0	(M)(O) May be inoperative provided: a) Spoilers are secured in the retracted position, and b) AFM performance penalties are applied.
61-2	Spoiler Position Indicators	C	2	0	(O) May be inoperative provided both spoilers are checked to operate normally before each departure. NOTE: Not required for an inoperative spoiler control system.
70-1	Gust Lock System	C	1	0	(M)(O) May be inoperative provided an alternate method of securing or protecting the flight controls is utilized.
71-1	Flight Controls Maintenance Panel Controls and Indicators	C	-	0	(M) May be inoperative provided proper FLAP operation is verified by alternate procedures.

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28 - FUEL						
21-1	FEED LO PR Light	B	2	1	(M)(O) One may be inoperative provided: a) Associated CCAS warning operates normally, and b) Light(s) erroneously ON due to system failure are deactivated.	
21-2	Electric Pumps	C	2	1	(M)(O) One may be inoperative provided: a) Crossfeed valve operates normally, b) Both jet pumps operate normally, c) Inoperative electric pump control circuit is secured open, and d) Fuel pump switch operates normally and remains selected ON, except as required for normal and abnormal operations.	
21-3	PUMP RUN Light Systems	C	2	0	(M)(O) One or both may be inoperative provided: a) Associated electric pump operates normally before each departure, b) Crossfeed valve operates normally, c) Associated FEED LO PR light operates normally, d) Associated fuel pump switch operates normally and is selected ON, except as required for normal and abnormal operations, and e) Light(s) erroneously ON due to system failure are deactivated.	
21-4	Jet Pump Systems (Engine Fuel System)	C	2	1	One may be inoperative provided: a) Both electric pumps operate normally, and b) Crossfeed operates normally.	
23-1	X-FEED Indication (Flow Bar)	C	1	0	(O) May be inoperative provided crossfeed valve is verified closed before each departure.	
23-2	FUEL X-FEED Memo Light	C	1	0		

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28 - FUEL						
25-1	Refueling Panel System	C	1	0	0	May be inoperative provided pressure fueling is not used.
		C	1	0		(M) May be inoperative provided a manual mode pressure fueling procedure is established and used. NOTE: Refueling valve switches may be used provided they function normally.
25-2	Refueling Panel Quantity Repeater System	C	2	0	0	(M) May be inoperative provided associated fuel quantity indicator in the cockpit operates normally.
		C	2	0		(M) May be inoperative provided fuel quantity in associated tank(s) is verified by an alternate procedure.
25-3	Pressure refueling cap	A	1	0	0	(M) May be inoperative provided: a) Refuel valves are confirmed closed, and b) There is no leakage from the refuel coupling, and, c) Operations are limited to no more than three calendar days
26-1	LP VALVE Position Lights	C	2	0	0	(M) May be inoperative provided light(s) erroneously ON due to system failure are deactivated.
41-1	Fuel Tank Temperature Indicator	C	1	0	0	(O) May be inoperative provided aircraft is flown at an OAT that is at least 4 degrees above the freezing point of the fuel on board.
42-1	Fuel Quantity Indicators	C	2	1	1	(M)(O) One may be inoperative provided: a) Fuel quantity in associated tank is verified at each refueling by an alternate procedure, b) Associated Fuel Flow/Fuel Used indicator operates normally, c) Opposite tank low level warning system operates normally, and d) Associated Fuel Quantity Repeater is considered inoperative and not used.
42-2	FUEL Low Level Lights	C	2	0	0	(M) May be inoperative provided light(s) erroneously ON due to system failure are deactivated.

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				3. NUMBER REQUIRED FOR DISPATCH		
28 - FUEL						
42-3	Fuel Quantity Test System	C	1	0		
43-1	Fuel Level Sticks	C	4	0		

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29 - HYDRAULICS						
11-1	ACW Driven Pumps	C	2	1	1	One may be inoperative provided: a) Crossfeed valve is open, b) ACW BTC operates normally, c) DC AUX pump operates normally, and d) Both ACW generator systems operate normally.
11-2	DC AUX Pump	C	1	0	0	May be inoperative provided the following are checked before each departure: a) Both ACW driven pumps operate normally, b) Hydraulic crossfeed valve operates normally, c) Both ACW generator systems operate normally, and d) Wheels are chocked until ACW BUS is powered.
21-1	Crossfeed Valve	C	1	0	0	(O) May be inoperative so as to remain closed provided both ACW driven pumps operate normally.
31-1	LO LVL Light Systems	C	2	1	1	(M) One may be inoperative provided: a) Hydraulic fluid quantity is verified adequate before each departure, b) Crossfeed valve is closed and placarded "DO NOT USE DURING FLIGHT", and c) Light(s) erroneously ON due to system failure are deactivated.
32-1	LO PR Light Systems	C	2	1	1	(M) One may be inoperative provided: a) Associated hydraulic system pressure indication operates normally, and b) Light(s) erroneously ON due to system failure are deactivated.

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				NUMBER REQUIRED FOR DISPATCH		
				REMARKS OR EXCEPTIONS		
29 - HYDRAULICS						
32-2	Flight Deck Pressure Gauges					
	1) System	C	2	1		One may be inoperative provided the associated LO PR light operates normally.
	2) Brake Accumulator	C	1	0		(M) May be inoperative provided: a) Accumulator pressure gauge in hydraulic bay operates normally, and b) Accumulator pressure is verified adequate before each departure.
33-1	OVHT Light Systems	C	2	1		(M) May be inoperative provided: a) The associated ACW driven pump is considered inoperative and is not used, and b) Light(s) erroneously ON due to system failure are deactivated.
33-2	OVHT Light DC AUX Hydraulic Pump	C	1	0		(M)(O) May be inoperative provided: a) Both ACW driven pumps operate normally, b) Crossfeed valve operates normally, c) Both ACW generator systems operate normally, d) Aux hydraulic pump is considered inoperative, e) Both EEC's operate normally, f) Light(s) erroneously ON due to system failure are deactivated. g) Wheels are chocked until ACW BUS is powered.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
30 - ICE AND RAIN PROTECTION						
11-1	De-Ice Valves	B	2	0		(O) May be inoperative closed provided the airplane is not operated in known or forecast icing conditions.
11-2	Airframe De-Icing System	B	1	0		(O) May be inoperative provided the airplane is not operated in known or forecast icing conditions.
11-4	De-Icing Mode Selector	C	1	0		(O) May be inoperative provided the airplane is not operated in known or forecast icing conditions.
			1	0		(O) May be inoperative provided AUTO MODE operates normally.
***	2) Automatic	C	1	0		May be inoperative provided MAN mode operates normally.
11-5	AIRFRAME Airbleed FAULT Light System	B	1	0		(M) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure are deactivated.
11-6	DE-ICE ON Memo Light	C	1	0		
11-7	De-Icing OVRD System	A	1	0		May be inoperative provided: a) All other de-icing system functions operate normally, b) All MFC channels operate normally, and c) Repairs are made within two flight days.
21-1	Engine Anti-Icing Systems	C	2	1		One may be inoperative provided the airplane is not operated in known or forecast icing conditions.
21-2	Engine/Airframe FAULT Light Systems	B	3	0		(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure are deactivated.

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				3.	NUMBER REQUIRED FOR DISPATCH	
30 - ICE AND RAIN PROTECTION						
30-1	Pitot Heater Systems	B	3	2		One may be inoperative provided the airplane is not operated in visible moisture, known or forecast icing conditions.
30-2	Static Heater Systems	B	6	5		(M) One may be inoperative provided the standby static system heaters operate normally.
		B	6	0		(O) May be inoperative provided: a) The airplane is not operated in known or forecast icing conditions, and b) Neither taxiway nor runway is covered with standing water or slush.
31-1	TAT Heater System	B	2	1		(O) One may be inoperative provided: a) ADC associated with valid probe is selected, and b) FDAU indicated torque values are to be cross-checked against table values.
31-2	PITOT Fault Light Systems (Capt. & F/O)	B	2	1		(M)(O) Captain's or First Officer's light may be inoperative provided: a) The heater element operates normally, b) The airplane is not operated in known or forecast icing conditions, and c) Light(s) erroneously ON due to system failure are deactivated.
31-3	Standby PITOT, TAT, ALPHA Fault Light Systems	B	4	0		(M)(O) May be inoperative provided: a) Associated heater elements operate normally before departure, and b) Light(s) erroneously ON due to system failure are deactivated.
53-1	Horn Anti-Icing Systems	A	2	0		One or both may be inoperative provided: a) The airplane is not operated in known or forecast icing conditions, and b) Repairs are made within three flight days.
53-2	Horn Anti-Icing FAULT Light Systems	A	2	0		(M) May be inoperative provided: a) Associated system(s) is considered inoperative, b) Light(s) erroneously ON due to system failure are deactivated., and c) Repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
30 - ICE AND RAIN PROTECTION						
60-1	Windshield Heat Systems	C	2	1	1	One may be inoperative provided the airplane is not operated in known or forecast icing conditions.
		C	2	0	0	Both may be inoperative provided: a) Both packs operate normally, b) OAT is above +5 degrees C, and c) The airplane is not operated in known or forecast icing conditions.
60-2	Side Window Systems	C	2	1	1	Right hand side may be inoperative provided both windshield systems operate normally.
		C	2	0	0	May be inoperative provided the airplane is not operated in known or forecast icing conditions.
60-3	Window HTG FAULT Lights	C	3	2	2	(O) One may be inoperative provided associated heating system is verified to operate normally before each departure into known or forecast icing conditions.
		C	3	0	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) The associated heating system is not used, and c) Light(s) erroneously ON due to system failure are deactivated.
61-1	Propeller Anti-Icing Systems	C	2	0	0	Except for ETOPS, may be inoperative provided airplane is not operated in known or forecast icing conditions.
61-2	Propeller Anti-Icing ON Light Systems	C	2	0	0	(M)(O) One or both may be inoperative provided: a) Associated FAULT alert(s) operates normally, and b) Light(s) erroneously ON due to system failure are deactivated.
61-3	Propeller Mode Selector	C	1	0	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.
		C	1	0	0	(O) May be inoperative provided AUTO SEL MODE operates normally.
***	1) AUTO MODE	C	1	0	0	May be inoperative provided MAN mode operates normally.

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30 - ICE AND RAIN PROTECTION						
61-4	Propeller Anti-Ice FAULT Light Systems	C	2	0		(M) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure are deactivated.
65-1	Windshield Wiper Systems	C	2	0		(O) May be inoperative provided the airplane is not flown in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
65-2	Wipers FAST/SLOW Selection	C	4	2		SLOW function may be inoperative
		C	4	0		May be inoperative provided associated windshield wiper system is considered inoperative.
70-1	Ice & Rain Protection System Maintenance Panel Controls and Indicators	C	-	0		(M) May be inoperative provided ice and rain protection systems are verified to operate normally by alternate procedures.
80-1	Ice Detector	B	1	0		(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure are deactivated.
80-2	Icing FAULT Light	B	1	0		(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure are deactivated.

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				NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH
				REMARKS OR EXCEPTIONS	
31 - INDICATING / RECORDING SYSTEMS					
21-1	Clocks	C	-	1	
31-1	Multipurpose Computer (MPC) or Multifunction Computer (MFC) APM Fault Only (fitted with Mod 5567, or 8392, or 8442 or STC02647NY)	C	1	0	(O) May be inoperative
	Aircraft Performance Monitor (APM) (fitted with Mod 5567, or 8392, or 8442 or STC02647NY)	D	1	0	(O) May be inoperative provided flight is not conducted in icing conditions.
32-1	Flight Data Recorder System (FDR)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless; <ul style="list-style-type: none"> 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, d) Repairs are made within three flight days, and e) If the inoperative component of the system is the Flight Data Acquisition Unit (FDAU), the FDAU Torque Bugs are considered inoperative.

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						NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
31 - INDICATING / RECORDING SYSTEMS							
1)	FDR Recording Parameters required by 14 CFR	A	-	-	-	-	Up to three (3) recording parameters may be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days. Continued
31-1	Flight Data Recording System (FDR) (Continued)						
2)	FDR Recording Parameters not required by 14 CFR	A	-	-	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
32-2 ***	ERMS	C	1	0	0	0	(M) May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
48-1	MFC Modules						
1)	Module 1A	A	1	0	0	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Modules 2A, 1B, and 2B operate normally, b) Avionics Vent OVBD manual mode operates normally, c) Right air conditioning pack operates normally, d) AC BTC operates normally, e) No. 2 inverter operates normally, f) De-Icing OVRD system operates normally, g) Following warnings are tested, and operate normally before each departure: <ul style="list-style-type: none"> 1) Flaps UNLOCK, 2) Stick Pusher inhibition, and h) Repairs are made within two flight days.

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31 - INDICATING / RECORDING SYSTEMS						
	2) Module 2A	A	1	0		(M)(O) May be inoperative provided: a) Aircraft remains at or below 17,000 feet MSL, b) Modules 1A, 1B, and 2B operate normally, c) Avionics Vent OVBD manual mode operates normally, d) Left air conditioning pack operates normally, e) AC BTC operates normally, f) No. 1 inverter operates normally, g) De-icing OVRD system operates normally, h) Following warnings are tested, and operate normally before each departure: 1) Flaps UNLOCK, 2) Stick Pusher inhibition, and i) Repairs are made within two flight days.
48-6	MFC Module FAULT Lights	A	4	3		Either Module 1A FAULT light or Module 2A FAULT light, but not both, may be inoperative provided: a) Light(s) erroneously ON due to system failure is masked, and b) Repairs are made within two flight days.
		A	4	3		Either Module 1A FAULT light or Module 2A FAULT light, but not both, may be inoperative provided: a) Associated module is considered inoperative, and b) Repairs are made within two flight days.
53-2	Master Warning Lights	C	2	1		(M) One may be inoperative provided that light(s) erroneously ON due to system failure are deactivated.
53-3	Master Caution Lights	C	2	1		(M) One may be inoperative provided that light(s) erroneously ON due to system failure are deactivated.
53-4	Crew Alerting Panel					
	1) System Alert Lights	A	-	0		(M) May be inoperative provided: a) Associated Warn or Caution alert operates normally, b) Local alert light on associated system panel operates normally, c) Light(s) erroneously ON due to system failure are deactivated, and d) Repairs are made within three flight days.

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					NUMBER REQUIRED FOR DISPATCH		
					REMARKS OR EXCEPTIONS		
31 - INDICATING / RECORDING SYSTEMS							
2)	RCL Function	A	1	0	(O) May be inoperative provided: a) Alternate procedures for recording ALERTS are established and used, and b) Repairs are made within three flight days.		
3)	TO INHI Function	A	1	0	May be inoperative so as to remain in the non-inhibit mode provided repairs are made within three flight days.		
53-5	Emergency Audio Cancel	C	1	0			
53-6	T.O. CONFIG Test System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		

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31 - INDICATING / RECORDING SYSTEMS						
70-1	Instruments Maintenance Panel Control and Indicators	C	-	0		

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				3.	NUMBER REQUIRED FOR DISPATCH	
32 - LANDING GEAR						
31-1	Anti-Retraction System (Lever Latch)	C	1	0		
31-2	Landing Gear Lever Integral Red Light	B	1	0		
31-3	Landing Gear Retraction System	C	1	0		(M)(O) May be inoperative provided: a) Landing gear is secured down, b) Retraction system is deactivated, c) Flight is conducted in accordance with AFM Flight With Landing Gear Down Supplement, and d) Airplane is not operated in known or forecast icing conditions.
42-1	Wheel Brakes	C	4	3		(M)(O) One may be inoperative provided: a) Antiskid system operates normally, b) Both ACW generator systems operate normally, c) Affected brake is deactivated, d) Airplane does not depart from or to an airport with wet or contaminated runways, and e) AFM performance penalties are applied.
42-2	Anti-Skid System	C	1	0		(O) May be inoperative provided: a) All wheel brakes operate normally, b) Airplane does not depart from or to an airport with wet or contaminated runways, c) AFM performance penalties are applied, and d) Anti-Skid system remains off.
42-3	BRK TEMP Light System	C	1	0		(O) May be inoperative provided: a) A minimum 20 minute turnaround time (block in to block out) is observed, and b) Landing gear remains down for 1 minute after takeoff except in case of emergency.
45-1	Parking Brake Light (on CAP)	C	1	0		(M) May be inoperative provided: a) Parking brake operates normally, b) PRKG BRK light on CAP is deactivated, and c) Takeoff configuration warning system operates normally.

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32 - LANDING GEAR					
51-1	Nose Wheel Steering	C	1	0	(M) May be inoperative provided: a) Centering function operates normally, b) All brake systems operate normally, and c) Maximum crosswind is limited to 15 knots.
61-1	Landing Gear Position Indicating Systems				
	1) System 1 (Forward Inst. Panel)	B	1	0	(O) May be inoperative provided system 2 operates normally.
	2) System 2 (Overhead Panel)	A	1	0	(O) May be inoperative provided: a) System 1 operates normally, b) System 2 malfunction does not generate false "gear not down and locked" warnings, and c) Repairs are made within one flight day.
61-2	Landing Gear Not Down Warning System	B	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured down, b) Retraction system is deactivated, c) Flight is conducted in accordance with AFM flight with Landing Gear Down supplement, and d) Airplane is not operated in known or forecast icing conditions.

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			NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH
					REMARKS OR EXCEPTIONS
33 - LIGHTS					
10-1	Flight Compartment and Instrument Light Systems	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
10-2	Cabin Interior Light System	C	-	0	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.
16-1	Annunciator lights Switch				
	1) Test Function	A	1	0	May be inoperative provided repairs are made within one flight day.
	2) Dim Function	A	1	0	May be inoperative for night operations provided repairs are made within one flight day.
		C	1	0	May be inoperative for day operations so as to remain in the bright mode.
16-2	NO SMKG Memo Light	C	1	0	
16-3	SEAT BELTS Memo Light	C	1	0	

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		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
33 - LIGHTS					
26-1	Passenger Notice System				
	1) "No Smoking/ Fasten Seat Belt/Return to Seat" Lights	C	-	-	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded – DO NOT OCCUPY. NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.
		C	-	-	(O) May be inoperative and the associated passenger seat or lavatory may be occupied provided: <ul style="list-style-type: none"> a) The PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
	2) "Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
31-1	Nose Wheel Well Light	C	1	0	
31-2	Forward Avionics Compartment	C	1	0	
31-3	Flight Control Bay Light	C	1	0	
34-1	Cargo Bay Lights	C	-	0	Individual lights may be inoperative provided remaining lights or supplemental lighting is sufficient to illuminate the cargo compartment.
37-1	Main Wheel Well Lights	C	2	0	

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		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
33 - LIGHTS					
41-1	Navigation Lights System(s)	C	-	0	May be inoperative for day operations.
		C	-	2	One light is required in each position for night operations. NOTE: Ice Evidence Probe Light is inoperative on ALT system on aircraft without modification 03654.
***	1) Pulse System	D	-	0	May be inoperative provided NORM navigation light function is not impaired.
42-1	Landing Light Systems	C	2	1	May be inoperative for night operations provided all taxi and takeoff lights operate normally.
		C	2	0	One or both may be inoperative for day operations.
***	1) Pulse System	D	-	0	May be inoperative provided NORM landing light function is not impaired.
43-1	Strobe Light System	C	1	0	May be inoperative provided anti-collision (BEACON) light system operates normally.
46-1	Taxi & Takeoff Light System	C	1	0	May be inoperative for day operations.
		C	1	0	May be inoperative for night operations provided all landing lights operate normally.
47-1	Logo Light	D	1	0	

***	1) Pulse System	D	-	0	
48-1	Anti-Collision (BEACON) Light System	C	1	0	May be inoperative provided white strobe light system operates normally.
49-1	Wing Inspection Lights	C	2	0	May be inoperative for day operations.
		C	2	0	May be inoperative for night operations provided: a) Airplane is not operated in known or forecast icing conditions, and b) Ground deicing procedures do not require their use.

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33 - LIGHTS						
49-2 ***	Ice Evidence Probe Light	C	1	0	0	May be inoperative for day operations.
		B	1	0		(O) May be inoperative for night operations provided airplane is not operated in known or forecast icing conditions.
50-1	Emergency Exit DISARM Annunciator Light	C	1	0	0	May be inoperative provided Emergency Exit light system is verified to operate normally, and is armed before each departure.
50-2	Floor Proximity Emergency Escape Path Marking System	C	1	-	-	Individual lights may be inoperative provided FAA approved minimum acceptable light levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of the type design holder, c) Limitations and Conditions section of the applicable supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
51-1 ***	Sterile Cockpit Light	C	1	0	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0		May be inoperative provided procedures do not require its use.

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SYSTEM & SEQUENCE NUMBER		1. ITEM	2.	NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION							
12-1	Altitude Alerting System	A	-	0	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations, i.e. RVSM, do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within three flight days.	
	1) Aural Alert	C	-	0	0	May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.	
	2) Visual Alert	C	-	0	0	May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.	
		C	1	0	0	May be inoperative provided it is not required by 14 CFR.	
12-2	Standby Altimeter	A	1	0	0	May be inoperative for day VMC provided repairs are made within two flight days.	
13-1	Standby Airspeed Indicator	A	1	0	0	May be inoperative for day VMC provided repairs are made within two flight days.	
13-2	External Airspeed Bugs On Airspeed Indicator Bezel	C	4	2	2		
14-1	Vertical Speed Indicators	C	2	1	1	One may be inoperative for day VMC operations.	
15-1	TAT Indication System	C	1	0	0	May be inoperative provided SAT indication system operates normally.	
15-2	SAT Indication System	C	1	0	0	May be inoperative provided TAT indication system operates normally.	
15-3	True Airspeed System	C	1	0	0		

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
34 - NAVIGATION						
21-1	Attitude & Heading Reference Systems (AHRS)					DELETED REVISION 13.
21-2	ADC Switching System	A	1	0		(M) May be inoperative provided: a) Both ADC's operate normally, and b) Repairs are made within two flight days.
21-3	ADC Switch FAULT Light	C	1	0		May be inoperative provided both ADC's operate normally.
26-1	RMI Heading Indication	C	2	1		One may be inoperative provided heading information on EHSI at the associated pilot's station operates normally.
26-2	VHF Navigation Systems	D	-	-		Any in excess of those required by 14 CFR, and not powered by an Emergency Bus, may be inoperative.
26-3 ***	External Altimeter Bugs On Altimeter Indicator Bezel	C	-	0		(O) May be missing provided alternate procedures are established and used.
		D	-	0		May be missing provided procedures do not require their use.
27-1	Standby Attitude Indicators	C	-	0		May be inoperative provided not required by 14 CFR.
		B	-	0		May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into know or forecast over-the-top conditions.
28-1	Standby Compass	B	1	0		(O) May be inoperative provided: a) Any combination of two gyro stabilized or AHRS compass systems operate normally, and b) Airplane is operated with dual independent navigation capability, and under positive radar control by ATC on the enroute portion of the flight.
33-1	Marker Beacon System	C	-	0		May be inoperative provided approach minimums do not require its use.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 - NAVIGATION					
40-1 ***	Traffic and Terrain Collision Avoidance System (T2CAS) (ST01646LA)	A	1	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, b) Enroute and approach procedures do not require the use of TCAS, c) Alternate procedures are established and used for inoperative GPWS, and d) Repairs are made within two flight ays. NOTE: TCAS, GPWS and TAWS will be inoperative
	1) Ground Proximity Warning System (GPWS Function)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. NOTE: A GPWS FAULT annunciator indicates a failure of GPWS alert functions Modes 1-5.
	2) Ground Proximity Warning System (GPWS) Modes 1-4	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	3) Ground Proximity Warning System (GPWS) Glide Slope Deviation	B	2	0	
	4) Ground Proximity Warning System (GPWS) Glareshield Annunciator/GP Inhibit Switch	B	2	1	(O)One may be inoperative provided audio functions are operative. NOTE: The audio associated with the system test verifies audio functions are operative.
Continued					

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
34 - NAVIGATION					
40-1 ***	Traffic and Terrain Collision Avoidance System (T2CAS) (ST01646LA) (Cont'd)				
	5) TAWS- Predictive Function	C	1	0	(O) May be inoperative. NOTE: A FAULT on the TAWS control panel indicates a failure of the predictive functions of the system.
	6) TAWS- Display Function	C	2	0	
	7) Combined TA/RA Dual Display System(s)	C	2	1	(O) May be inoperative on the non-flying pilot's side provided: a) TA and RA visual display is operative on the flying pilot's side, and b) TA and RA audio function is operative on the flying pilot's side.
41-1	Weather Radar System	C	1	0	As required by 14 CFR.
	1) Radome Bonding Adhesive Tape	C	8	7	(O) One may be inoperative or missing provided flight is not conducted into known or forecast thunderstorm of electrical storm activity.
43-1	Traffic Alert Collision/Avoidance System (TCAS II)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
34 - NAVIGATION						
43-1	Traffic Alert Collision/Avoidance System (TCAS II) (Cont'd)					
***	1) Combined Traffic Alert (TA and Resolution Advisory (RA) Dual Display System(s)	C	2	1	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and FA audio function is operative on the flying pilot side.
	2) Resolution Advisory (RA) Display System(s)	C	2	1	1	May be inoperative on the non-flying pilot side.
		C	-	0	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
	3) Traffic Alert (TA) Display System(s)	C	-	0	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
	4) Audio Functions	B	1	0	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
	5) Airspace Selection Function	C	-	0	0	

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
48-1	Ground Proximity Warning System (GPWS)	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) Modes 1-4	A	4	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) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	3) Glideslope Deviation(s) (Mode 5)	C	2	1		
		B	2	0		
	4) Advisory Callouts	B	-	0		(O) May be inoperative provided alternate procedures are established and used.
		C	-	0		(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
***	5) Windshear Mode (Reactive)					
	a) Reactive	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
	b) Predictive	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
Continued						

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
			3.	3.	3.	
34 - NAVIGATION						
48-1	Ground Proximity Warning System (GPWS) (Cont'd)					
	6) Terrain System – Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0		(O) May be inoperative provided alternate procedures are established and used.
	a) Terrain Displays	C	-	1		
		B	-	0		
***	7) Runway Awareness & Advisory System (RAAS)	C	1	0		
52-1	ATC Transponders And Automatic Altitude Reporting Systems	B	-	0		May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1		Any in excess of those required by 14 CFR may be inoperative.
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR.	A	-	0		May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
53-1	ADF System	C	-	0		As required by 14 CFR.
54-1	DME System	D	-	-		Any in excess of those required by 14 CFR may be inoperative.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
34 - NAVIGATION					
60-1 ***	LORAN C Navigation System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
60-2 ***	Microwave Landing System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
60-3 ***	Global Positioning System (GPS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
	1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
60-4 ***	Area Navigation System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
70-1	EFIS Display Source Select Switches (On Lateral Consoles)	C	-	0	(O) One or more may be inoperative so as to remain in the normal position provided: a) Associated sources operate normally, b) All EFIS CRTs operate normally, and c) Inoperative switches are not moved in flight.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 - NAVIGATION						
74-1	EADI Annunciators/ Displays					
	1) FAST/SLOW Indications	C	2	0		
	2) Flight Director Bars	C	2	0		May be inoperative provided approach minimums do not require their use.
	3) Radio Altitude	C	2	0		(M) May be inoperative provided radio altimeter input to landing gear warning system operates normally.
	4) ILS Deviation	C	2	-		As required by 14 CFR.
	5) Marker Indications	C	2	-		As required by 14 CFR.
74-2	Slip Indications	C	2	1		
75-1	EHSI Annunciations/ Displays					
	1) Selected Heading	C	2	0		
	2) Selected Course	C	2	0		(O) May be inoperative provided navigation and approach procedures do not require its use.
	3) Bearing Pointers	C	4	0		May be inoperative provided the adjacent RMI(s) operates normally.
	4) DME Display	C	2	0		As required by 14 CFR.
	5) Groundspeed/ Time to Go	C	2	0		
	6) ARC Mode	C	2	0		NOTE: Weather radar requirements must be considered if both ARC modes are inoperative.
76-1	Navigation Maintenance Panel Controls & Indicators	C	-	0		(M) May be inoperative provided avionics rack ventilation operates normally.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 - OXYGEN						
11-1	LO PR Alert	B	1	0		(O) May be inoperative provided high pressure indicator operates normally, and is monitored during flight.
13-1	HP Indicator	B	1	0		(O) May be inoperative provided oxygen supply is verified adequate for the flight.
15-1	Protective Breathing Equipment (PBE)	D	-	-		Any in excess of those required by 14 CFR may be inoperative.
17-1	Passenger Oxygen (Portable Bottles)	D	-	-		(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Inoperative unit is removed from passenger cabin, and b) Required distribution is maintained.
17-2 ***	Supplemental Passenger Oxygen System	C	1	0		(O) May be inoperative provided flight is conducted at or below 10,000 feet MSL.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 - PNEUMATICS						
11-1	HP Valve Systems	C	2	1	1	(M) One may be inoperative provided the HP Valve is secured closed.
11-2	Bleed Valves Systems	C	2	1	1	(M)(O) One may be inoperative provided: a) Associated valve is secured closed, and b) Flight remains at or below 17,000 feet MSL.
11-3	Bleed FAULT Light Systems	C	2	1	1	(M) One may be inoperative provided: a) Light(s) erroneously ON due to system failure are deactivated, and b) Associated pack FAULT light operates normally.
		C	2	1	1	(M) One may be inoperative provided associated bleed valve is considered inoperative and is selected OFF.
11-4	Crossfeed Valve	C	1	0	0	(M) May be inoperative secured closed.
11-5	X-VALVE OPEN Light System	C	1	0	0	(M) May be inoperative provided: a) Crossfeed valve is secured closed, and b) Light(s) erroneously ON due to system failure are deactivated.
11-6	OVHT Light Systems	C	2	1	1	(M) May be inoperative provided: a) Associated bleed valve is selected OFF, and b) Light(s) erroneously ON due to system failure are deactivated.
20-1	LEAK Warning Light Systems	C	2	1	1	(M) May be inoperative provided: a) Associated bleed valve is selected OFF, and b) Light(s) erroneously ON due to system failure are deactivated.
70-1	Pneumatic Systems Maintenance Panel Controls & Indicators	C	-	0	0	(M) May be inoperative provided pneumatic system operates normally.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38 - WATER / WASTE						
10-1	Potable Water Systems	C	-	-		(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 system which operates normally may be used.
		C	1	0		(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
30-1	Lavatory Waste Systems	C	-	-		(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 system which operates normally may be used.
		C	1	0		(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded "INOPERATIVE – DO NOT ENTER." NOTE: These provisions are not intended to prohibit use or inspections by crewmembers.

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**SYSTEM &
SEQUENCE
NUMBER**

ITEM

1.

2.

NUMBER INSTALLED

46 – INFORMATION SYSTEMS

3.

NUMBER REQUIRED FOR DISPATCH

4.

REMARKS OR EXCEPTIONS

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 - DOORS						
11-1	DOORS Alert Light Systems					
	1) Models 101/201/211	B	6	0		(M)(O) May be inoperative provided: a) Affected door(s) is verified closed and locked before each departure, b) Flight is conducted using Manual Pressurization mode, and c) Lights erroneously ON are deactivated.
	2) Models 102/202/212/213	C	5	0		(M)(O) May be inoperative provided: a) Affected door(s) is verified closed and locked before each departure, and b) Lights erroneously ON are deactivated.
41-1	Service Door Hold Open Device	C	1	0		(M) May be inoperative due to cable failure only provided an approved mechanical device to maintain the hook open is installed.
50-1	Flight Deck Door Lock System(s)					
***	1) Enhanced Flight Deck Security door Primary Locking System (14 CFR 25.795 Compliant) Passenger and Combi Aircraft ONLY	C	1	0		(M)(O) May be inoperative provided: a) Primary locking system is deactivated, b) Secondary locking system operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the door using the secondary locking system.
***	2) Enhanced Flight Deck Security Door Secondary Locking System (14 CFR 25.795 Compliant) Passenger and Combi Aircraft ONLY	C	1	0		May be inoperative provided primary locking system operates normally.

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				3.	NUMBER REQUIRED FOR DISPATCH	
52 - DOORS						
50-2	Flight Deck smoke Barrier Door (STC ST01189WI)	D	1	0		May be inoperative provided procedures are established and used to ensure the cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MEL must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
52-1	Cargo Door Motor/ Actuator					
	a) Passenger Configuration	C	1	0		(M)(O) May be inoperative provided: a) A mechanical means is available, and is used to operate the door, b) All door warning indications operate normally, and c) Cargo door motor is deactivated.
***	b) Cargo Configuration (STC ST01189WI)	D	1	0		(M)(O) May be inoperative provided: a) A mechanical means is available, and is used to operate the door, b) All door warning indications operate normally, and c) Cargo door motor is deactivated.
52-3	Cargo Door Support Mechanism					
	1) Passenger Configuration	A	1	0		(M)(O) May be inoperative provided: a) Support mechanism is removed or secured, b) Cargo door is not opened past a horizontal position, c) Maximum windspeed limit is 25KNOTS, and d) Repairs are made within three flight days.
	2) Gas Spring Struts (STC ST01189WI)	C	4	2		(M) One per cargo door may be inoperative provided an alternate means to open the door is available and used.
***	a) Extension Clip	D	-	0		

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			2.	3. NUMBER REQUIRED FOR DISPATCH	
52 - DOORS					
52-4	Aft Cargo Compartment Door/ Curtain (Passenger Configured Aircraft Only)	C	1	0	(O)(M) May be inoperative provided: a) Door/curtain is secured and does not block an Emergency exit, and b) Procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.
52-5 ***	Auxiliary Aft Cargo (Class C) Compartment Door	C	1	0	(O)(M) May be inoperative provided: c) Door is secured and does not block an Emergency exit, and d) Procedures are established and used to ensure the cargo compartment remains empty.

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**SYSTEM &
SEQUENCE
NUMBER**

ITEM

1.

2.

NUMBER INSTALLED

56 - WINDOWS

11-1 Windshields

3.

NUMBER REQUIRED FOR DISPATCH

4.

REMARKS OR EXCEPTIONS

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57-1

**SYSTEM &
SEQUENCE
NUMBER**

ITEM

1.

2.

NUMBER INSTALLED

57 - WINGS

10-1 Vortex Generators

3.

NUMBER REQUIRED FOR DISPATCH

4.

REMARKS OR EXCEPTIONS

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61 - PROPELLERS						
21-1	Synchrophaser System	C	1	0		(M) May be inoperative provided system is deactivated.
21-2	Autofeather System	C	2	0		(O) One or both may be inoperative provided AFM performance penalties are applied.
21-3	PEC Channels	A	4	2		(M) One channel on each engine may be inoperative provided: a) PEC Channel test is performed before each departure, and b) Repairs are made within two flight days.
21-4	PEC SGL CH Light	A	2	0		(M) May be inoperative provided: a) PEC is considered inoperative on affected engine, b) Light(s) erroneously ON are deactivated, and c) Repairs are made within two flight days.
42-1	NP Indicating Systems					
	1) Digital Counter	C	2	0		
50-1 ***	Propeller Brake System	C	1	0		(M) May be inoperative provided system is deactivated.
51-1 ***	Prop BRK UNLK/ON Light	C	1	0		(M)(O) May be inoperative provided: a) Propeller brake system is deactivated, and b) Light(s) erroneously ON are deactivated.
51-2	PROP BRK Memo Light	A	1	0		May be inoperative provided repairs are made within two flight days.
		C	1	0		May be inoperative provided propeller brake is not used.
51-3	Propeller Brake READY Light	C	1	0		(O) May be inoperative provided propeller brake is not used.
60-1	Propeller System Maintenance Panel Controls & Indicators	C	-	0		May be inoperative provided test switches remain in neutral position.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 - ENGINE FUEL & CONTROL						
13-1	IDLE GATE FAIL Light	C	1	0		(M)(O) May be inoperative provided: a) System operates normally, and b) Light(s) erroneously ON due to system failure are deactivated.
15-1	Fuel Heater Systems	C	2	0		(M)(O) May be inoperative with fuel temp low indication provided: a) Fuel anti-icing additives meeting engine manufacturer's specifications are used, and b) Associated engine(s) oil level is check before each departure.
		C	2	0		(O) May be inoperative with fuel temp low indication provided flight is conducted in atmospheric conditions of 0 degrees SAT or above.
		C	2	0		(O) May be inoperative with fuel temp high indication provided: a) AVGAS or JP4 are not used, and b) All other fuel system components operate normally.
21-1	Automatic Takeoff Power Control System (ATPCS)	C	1	0		(O) May be inoperative provided AFM performance penalties are established and used.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
73 - ENGINE FUEL & CONTROL					
23-1	Power Management Rotary Selector Switches (PWR MGT)				
	1) Models without Mod 3973 or Mod 4371 Installed	C	2	1	(M)(O) One may be inoperative in other than the TO position provided: a) ATPCS is considered inoperative, b) CONFIG warning is inhibited, c) Torque is adjusted according to the non-affected engine, d) CLs are manually set to max RPM before landing, and e) Light(s) erroneously ON due to system failure are deactivated.
	2) Models with Mod 3973 or 4371 Installed, or PW127F Engines	A	2	1	(O) One may be inoperative in either CLB or CRZ position provided: a) ATPCS is considered inoperative, b) Condition levers (CLs) are manually set to 100% OVRD for Takeoff and Landing, and c) Repairs are made within two flight days.
		A	2	1	(O) One may be inoperative in TO position provided: a) Both Condition Levers (CLs) are manually set to 100% OVRD for entire flight, and b) Repairs are made within two flight days.
		A	2	1	(O) One may be inoperative in the MCT position provided: a) Both Condition Levers (CLs) are manually set to 100% OVRD for entire flight, b) ATPCS is considered inoperative, and c) Repairs are made within two flight days.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3.	NUMBER REQUIRED FOR DISPATCH	
73 - ENGINE FUEL & CONTROL						
23-2	Engine Electronic Control (EEC)	A	2	1	1	(O) One may be inoperative provided: a) Operative EEC is selected ON for takeoff and flight except as required for normal and abnormal procedures, b) Associated bleed valve operates normally, c) Associated pack operates normally, d) DC auxiliary hydraulic pump operates normally, e) Flight remains at or below 17,000 feet MSL, f) Operations are conducted in compliance with the AFM, and g) Repairs are made within two flight days.
31-1	Fuel Flow Indicators	B	2	1	1	One may be inoperative provided: a) Fuel quantity indicators systems operate normally, and b) Associated FEED LO PR light operates normally.
31-2	Fuel Used Counters	C	2	1	1	One may be inoperative provided the associated fuel quantity indicating system operates normally.
31-3	FUEL CLOG Alert System	A	2	1	1	May be inoperative provided: a) Malfunction is verified to be in the warning system, b) Light(s) erroneously ON are deactivated, c) Associated engine operating parameters are verified normal before each departure, d) Associated engine operating parameters are monitored throughout flight, and e) Repairs are made within two flight days.
35-1	Fuel Temperature Indicating Systems	C	2	0	0	(M)(O) May be inoperative provided: a) Fuel anti-icing additives meeting engine manufacturer's specifications are used, b) Associated engine(s) oil level is check before each departure, c) AVGAS or JP4 are not used, and d) All other fuel system components operate normally. (O) May be inoperative provided: a) Flight is conducted in atmospheric conditions of 0 degrees SAT or above, b) AVGAS or JP4 are not used, and c) All other fuel system components operate normally.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED		3.	4.
						NUMBER REQUIRED FOR DISPATCH	
						REMARKS OR EXCEPTIONS	
73 - ENGINE FUEL & CONTROL							
60-1	Engine Fuel & Control Maintenance panel Controls & Indicators	C	-	0			May be inoperative provided test switches remain in neutral position.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
74 - ENGINE IGNITION					
21-1	Ignition Systems				
	1) 4 Exciter Unit System (Only)	A	4	2	Two units may be inoperative provided: a) One ignition system per engine operates normally, and b) Repairs are made within three flight days.
31-1	CONT RELIGHT Memo Light	C	1	0	

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
			NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
75 – BLEED AIR					
20-1	HBOV Discharge Flapper (PW127)	C	4	0	

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
77 - ENGINE INDICATING					
11-1	NH Indicators				
	1) Digital counter	C	2	0	Digital counter(s) may be inoperative.
11-2	NL Indicators	C	2	0	One or both may be inoperative provided associated NH analog (pointer) indicator operates normally.
13-1	Torque Indicators				
	1) Digital Counter	C	2	0	(O) Digital counter(s) may be inoperative.
13-2	Torque Target Bugs				
	1) FDAU Torque Bugs	C	2	0	(O) May be inoperative provided: a) Torque charts are used, and b) Reference (Manual Torque Bugs operate normally.
	2) Reference (Manual) Torque Bugs	C	2	0	May be inoperative provided the FDAU Torque Bugs operate normally.
20-1	ITT Indicators				
	1) Digital Counter	C	2	0	Digital counter(s) may be inoperative.
21-1	ITT Over Temp Lights	A	2	1	(M) One may be inoperative provided: a) Light(s) erroneously ON due to system failure are deactivated, and b) Repairs are made within three flight days.
60-1	Indicator systems Maintenance Panel Controls & Indicators	C	-	0	May be inoperative provided all controls are in the normal position.

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	3.	4.
		NUMBER INSTALLED			
		NUMBER REQUIRED FOR DISPATCH			
		REMARKS OR EXCEPTIONS			
79 - ENGINE OIL					
36-1	Oil LOW PRESS Light Systems	B	2	1	(M) One may be inoperative provided: a) Associated oil pressure indicator operates normally, and is monitored throughout the flight, b) Oil quantity is verified adequate before each departure, and c) Light(s) erroneously ON due to system failure are deactivated.