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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D. C.

Revision: 1
Date: 08/30/91

MASTER MINIMUM EQUIPMENT LIST

BOEING
B-377 / B-377-MG

Federal Aviation Administration
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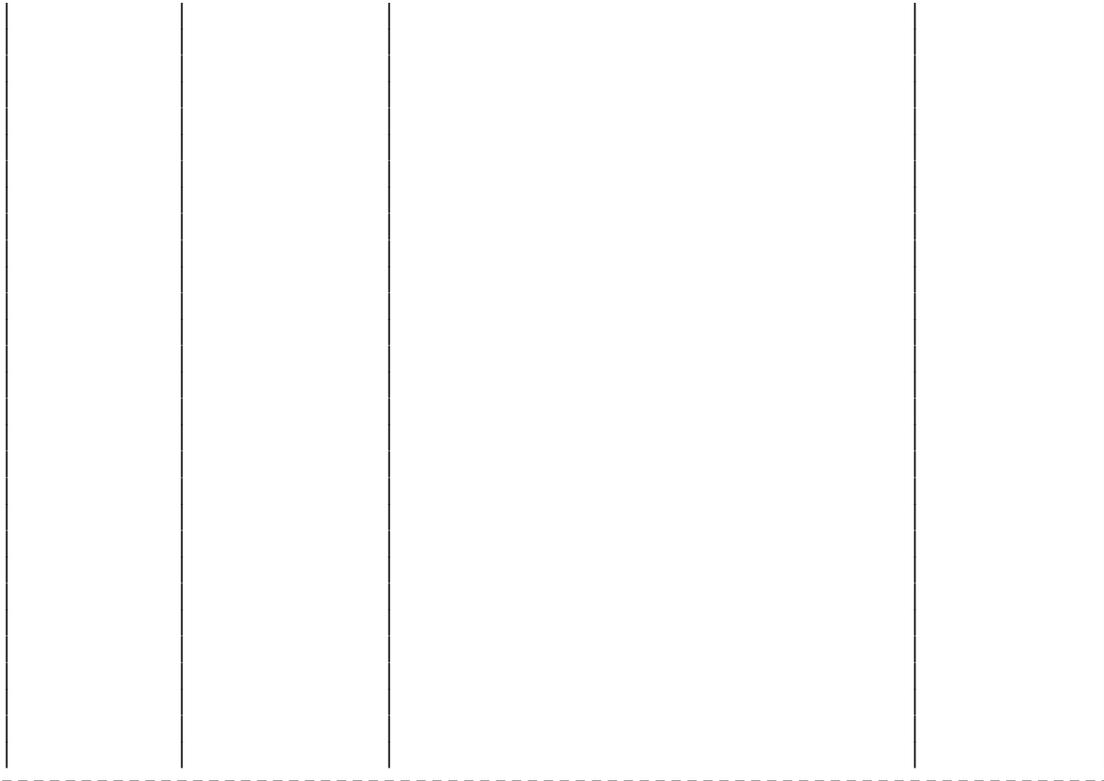
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Log of Revisions

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Highlights of Change

EFFECTIVE ABOVE DATE, The Boeing B-377-MG (Mini Guppy) Master Minimum Equipment List has been consolidated with the B-377 MMEL. This was done because of the similarity and compatibility of the two documents.

This revision includes ABC categorization, current policies, and effectively generates an original document.

Operators should peruse and compare this MMEL with their MEL to identify necessary changes.

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Definitions
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1. System Definitions.

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

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

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

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

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

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

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

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3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. Items installed that are in excess of the FAR requirements may be permitted by the operator's MEL to be inoperative if not otherwise required by the MMEL.

4. "*" symbol in Column 4 indicates the listed item if inoperative, must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

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

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

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

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8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance

procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

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

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

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20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

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

22. Repair Intervals: All users of an MEL approved under FAR 121,
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125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

The letter designators are inserted adjacent to Column 2.

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

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24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item is installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this definition nor the use of this symbol provide authority to install or remove an item from an aircraft.

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Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

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

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

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

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

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

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

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

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITI ONI NG				
1. Cabin Heater				
1) B-377	C	2	0	*(0)May be i noperati ve provi ded flight al ti tude temperatures bel ow +10 degrees C are not forecast.
2) B-377 MG	C	1	0	*(0)May be i noperati ve provi ded flight al ti tude temperatures bel ow +10 degrees C are not forecast.
2. Cabin Pressur- ization System (B-377)	C	1	0	*(M)May be i noperati ve provi ded: a)Flight is conducted in an unpressuri zed confi gurati on, and b)Onl y non-combusti ble materials are carried in the lower cargo compartments. OR c)Associati ed compartments remai n empty.
	C			

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			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
1.	Autopilot System	C	1	0	*May be inoperative provided approach minimums do not require its use. NOTE: Any mode which functions normally may be used.
2.	Control Wheel Disengage Switches	C	2	1	* (0) One may be inoperative provided the autopilot is not used below 1,500 feet AGL.
		C	2	0	*May be inoperative provided autopilot is not used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
1.	Flight Deck Speakers	C	-	0	*May be inoperative provided: a) Procedures do not require their use, and b) Headsets are installed and operate normally.
2.	Cabin/Service Interphone System Flight Deck to Cabin/Cabin to Flight Deck	C	1	0	*(0)May be inoperative provided: a) Alternate, Normal, and emergency procedures are established and used, and b) PA System operates normally. NOTE: Not required for all cargo operations.
3.	Passenger Address System	A	1	0	*(0)May be inoperative provided: a) Alternate normal and emergency procedures are established and used, b) Flight Deck-Cabin interphone function (two-way) operates normally, and c) The airplane may continue the flight or series of flights for a maximum of 15 flight hours (Domestic) or 25 flight hours (International). NOTE: Not required for all cargo operations.

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		3. NUMBER REQUIRED FOR DISPATCH				
23	COMMUNICATIONS					
4.	Static Dischargers	C	-	-	-	*One may be missing from each control surface.
5.	Communications Systems (VHF, HF and UHF)	C	-	-	-	*As required by FAR.
6.	Cockpit Voice Recorder (CVR) System	A	1	0	0	*May be inoperative provided a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
7.	Selective Call (SELCAL) System	C	1	0	0	*May be inoperative provided procedures do not require its use.

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4 ELECTRICAL POWER				
1. Generators				
	1) B-377MG	B 4	3	* (M) (0) One may be inoperative provided: a) Electrical loads are monitored, and b) Remaining generators operate normally.
	2) B-377	B 6	4	* (M) (0) Two may be inoperative provided: a) Electrical loads are monitored, and b) Remaining generators operate normally.
	2. Inverters (Essential, Secondary and Spare)	C 3	2	* Secondary inverter may be inoperative.
	3. Autopilot Inverters (Normal and Spare)	C 2	1	* One may be inoperative provided both pilot's instrument inverters operate normally.
	4. Pilot's Instrument Inverters (Normal and Spare)	C 2	1	* One may be inoperative provided both autopilot inverters operate normally.
	5. Main Inverter Warning Lights	C 2	1	*
	6. Autopilot Inverter Warning Lights	C 2	1	*
	7. Pilot's Instrument Inverter Warning Lights	C 2	1	*

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
1.	Crewmember Shoulder Harness (Flight Deck)	C	-	4	*Any in excess of those required for flight deck crewmembers (including official observer in forward observer's seat) may be inoperative.
2.	PBE Smoke Hoods				Moved to chapter 35.
3.	Emergency Locator Transmitter (ELT)	C	-	-	*Any in excess of those required by FAR may be inoperative.
4.	Passenger Convenience Item(s)		-	0	*Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. NOTE: Lavatory door ash trays are not considered convenience items.
5.	Forward Observer's Seat (Including Associated Equipment)	A	-	-	*May be inoperative provided: a) Repairs are made within two flight days, and b) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties. OR

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NUMBERS				4. REMARKS OR EXCEPTIONS	
25	EQUIPMENT/FURNISHINGS				
5.	Forward Observer's Seat (Including Associated Equipment) (Cont'd)	A			c) Second observer's seat is available, functional, and acceptable, including peripheral equipment, to an FAA inspector for the performance of official duties.
	1) Second Observer's Seat(s)	C	-	0	*
6.	Megaphones	C	-	2	*Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative megaphone is removed from the passenger cabin, and b) Required distribution is maintained. NOTE: Not required for all-cargo operations.
7.	Flight Attendant Flashlight Holder Assemblies	C	-	-	*May be inoperative or missing provided crewmember assigned to associated seat has a flashlight of equivalent characteristics readily available.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION			

1.	Fire Extinguisher Discharge Discs	C	6	0	* (M) May be missing provided: a) Associated bottle(s) is weighed once each flight day. OR b) Other acceptable means are used to verify adequate charge.
2.	Portable Fire Extinguishers	C	-	-	* (M) Any in excess of those required by FAR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
1.	Wing Flap Position Indicator	C	1	0	* (O) May be inoperative provided: a) Flaps operate normally,

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2.	Normal Flap Motor	C	1	0	<ul style="list-style-type: none"> b) Flap position is verified before each takeoff and landing, and c) Flight is conducted in Day VMC only.
					<ul style="list-style-type: none"> *May be inoperative provided: <ul style="list-style-type: none"> a) Emergency flap motor and flap position indicator operate normally, and b) Flight is conducted in day VMC only.
3.	Emergency Flap Motor	C	1	0	<ul style="list-style-type: none"> *May be inoperative provided: <ul style="list-style-type: none"> a) Normal flap motor and flap position indicator operate normally, and b) Flight is conducted in day VMC only.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
1.	Electric Fuel Boost Pumps			
	1) B-377MG	C 8	6	* (0) Two may be inoperative provided they are not in the same tank.

					NOTE: Tanks with inoperative electric boost pumps have 50 gallons unusable fuel.
2) B-377	C	10	8		* (O) Two may be inoperative provided they are not in the same tank.
					NOTE: Tanks with inoperative electric boost pumps have 50 gallons unusable fuel.
2. Fuel Quantity Indication Systems					
1) Wing Fuel Tanks	C	4	3		* (M) One may be inoperative provided: a) All fuel flow meters operate normally, and b) Fuel quantity in associated tank is verified by dip stick before each takeoff.
2) Center Tank	C	-	0		* May be inoperative provided tank remains empty.
3. Fuel Dump System	C	1	0		* May be inoperative provided: a) Takeoff gross weight is less than 142,800 lb. (B-377MG), 135,000 lb. (B-377), and b) En Route engine out performance does not require fuel dumping.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER			
1.	Hydraulic Pressure Indicators	C 3	2	* One may be inoperative provided associated low pressure warning light operates normally.
2.	Pressure Warning Systems (Lights)	C 3	2	* One may be inoperative provided associated hydraulic pressure indicators operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30	ICE AND RAIN PROTECTION				
1.	Propeller De-icing System	C	1	0	*May be inoperative provided airplane is not operated in known or forecast icing conditions.
2.	Anti-Ice System	C	1	0	*May be inoperative provided airplane is not operated in known or forecast icing conditions.
3.	Pitot Probe Heater System	B	2	1	*One may be inoperative provided airplane is not operated in

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4.	Windshield Wipers	C	2	0	visible moisture, or in known or forecast icing conditions.
5.	Pitot Heat Inoperative Lights	B	2	0	*May be inoperative provided: a) All other components of the pitot heat system operate normally, and b) Airplane is not operated in visible moisture, or in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
1.	Clocks	C	-	1	*One may be inoperative at either pilot's or co-pilot's station.
2.	Flight Data Recorder (FDR)	A	1	0	*May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
1.	Landing Lights	C	2	0	*May be inoperative for day operations.
2.	Anti-Collision Lights	C	2	0	*May be inoperative for day operations.
3.	Position Lights	C	3	0	*May be inoperative for day operations.
4.	Wing Illumination Lights	C	2	0	*May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.
		C	2	0	*May be inoperative for day

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5. Flight Compartment C and Instrument Illumination Systems	-	-	<p>operations.</p> <p>*Individual lights may be inoperative provided remaining lights are:</p> <ul style="list-style-type: none"> a) Sufficient to clearly illuminate all instruments and switches, b) Positioned so that direct rays are shielded from crew-member's eyes, and c) Of controllable intensity, unless this feature is proven unnecessary.
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SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
1. Rate of Climb Indicator	C	2	1	*One may be inoperative for day VMC only.	
2. Turn and Slip Indicator	C	2	1	*Turn function of one instrument may be inoperative provided two independently slaved horizon indicators operate normally.	
	C	2	0	*Both turn functions may be inoperative for day VMC only.	
3. Non-Stabilized Magnetic Compass	B	1	0	*(0)May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems operate normally.	
	B	1	0	*(0)May be inoperative provided: <ul style="list-style-type: none"> a) Any combination of two gyro or INS (IRU) stabilized compass systems are 	

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				operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC during the en route portion of the flight.
C	1	0		*(0)May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems operate normally and are used in conjunction with approved free gyro navigation techniques.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
4.	Distance Measuring Equipment (DME)	C -	-	*As required by FAR.
5.	Navigation Systems (VOR/ILS)	C -	-	*As required by FAR.
6.	Radio Compass Systems (ADF)	C -	-	*As required by FAR.
7.	Marker Beacon Receiver System	C -	-	*May be inoperative provided approach minimums do not require its use.
8.	ATC Transponder	C -	-	*As required by FAR.
9.	Weather Radar System	C -	-	*As required by FAR.
10.	Long Range Navigation Systems (LORAN, INS, Omega, VLF)	C -	-	*As required by FAR.

11. Traffic Collision and Avoidance System (TCAS)	C	-	0	* (M) May be inoperative provided the system is deactivated and secured.
*** 1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	* (0) May be inoperative on the non-flying pilot side provided: a) TA and RA elements and audio functions are operative on the flying pilot side, and b) TA and RA display indications are visible to the non-flying pilot.
(Continued)				

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
11. Traffic Collision and Avoidance System (TCAS) (Cont'd)				
2) Resolution Advisory (RA) Display System(s)	C	2	1	* (0) One may be inoperative on the non-flying pilot side.
	C	-	0	* (0) May be inoperative provided: a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and b) TA only mode is selected by the crew.
3) Traffic Alert (TA) Display System(s)	C	-	0	* (0) May be inoperative provided all installed RA display and audio functions are operative.
12. Wind Shear Detection System	C	1	0	* (M) May be inoperative provided system is deactivated and secured.
13. Altitude Alerting System	A	-	0	* (0) May be inoperative provided: a) Autopilot with altitude hold

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is operable, and
 b) Operators are limited to not more than three flight days before repairs are made.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
14.	Radio Altimeter System	A	-	0	*May be inoperative provided: a) Dispatch deviation for ground proximity warning system (if inoperative) is observed, b) Approach minimums or operating procedures do not require their use, and c) Repairs are made within three flight days.
15.	Ground Proximity Warning System (GPWS)	A	-	0	*(0)May be inoperative provided: a) Alternate procedures are established, and b) Repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
35 OXYGEN					
1.	Crew Oxygen Pressure Indication System	C	1	0	* (M) May be inoperative provided a procedure is used to verify oxygen supply is above the minimum required for flight.
2.	Portable Oxygen Dispensing Units (Bottle and Mask)	C	-	-	* (M) Any in excess of those required by FAR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.
3.	PBE Smoke Hoods	C	-	-	* Any in excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
1.	Tail Opening System Hydraulic Pumps (B-377MG)	C	2	1	*Electric hydraulic pump or hand hydraulic pump may be inoperative.
2.	Cargo Door System Hydraulic Pumps (B-377)				
1)	Main	C	2	1	*Electric hydraulic pump or hand hydraulic pump may be inoperative.
2)	Forward	C	2	1	*Electric hydraulic pump or hand hydraulic pump may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
61 PROPELLERS					
1.	Auto Synchronization System	C	1	0	* (O) May be inoperative provided all engine R. P. M. toggle switches operate normally.
2.	Reverse Pitch Lights	C	4	2	* (M) Two may be inoperative provided: a) Reversing system operates normally. OR b) Reversing system is deactivated.
3.	Auto Feather System	C	1	0	* (M) May be inoperative provided: a) AFM performance decrements for inoperative auto feather system are applied, and b) System is deactivated and secured.
4.	Propeller Pitch Limit Lights	C	4	2	* Two may be inoperative provided RPM and manifold pressure gauges operate normally.
5.	Reversing System	C	1	0	* May be inoperative provided AFM performance decrements for inoperative reverse system are applied.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
71	POWERPLANT			
1.	Intercooler Flaps C	4	0	*May be inoperative provided turbos are not used.
2.	Sheltered Air Door C	4	0	*May be inoperative closed.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
73 ENGINE FUEL & CONTROL					
1.	Fuel Pressure Indicators	C	4	3	*One may be inoperative provided fuel flow indicators and fuel pressure warning lights on associated engine operate normally.
2.	Fuel Flow Indicators	C	4	3	*One may be inoperative provided BMEP, RPM and manifold pressure indicators on associated engine operate normally.
3.	Fuel Pressure Warning System (Lights)	C	4	3	*One may be inoperative provided fuel flow and fuel pressure indicators on associated engine operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
77 ENGINE INDICATING					
1.	Carburetor Air Temperature Indicators	C	4	3	*One may be inoperative provided fuel flow and manifold pressure indicators on associated engine operate normally.
2.	Cylinder Head Temperature Systems	C	4	3	*One may be inoperative provided oil temperature indicator and analyzer on associated engine operates normally.
3.	Cowl Flap Indicators	C	4	3	*(M)One may be inoperative provided proper operation of associated cowl flap is verified before departure.
4.	Intercooler Door Indicators	C	4	3	*One may be inoperative provided carburetor air temperature indicator on associated engine operates normally.
5.	Analyzer	C	1	0	*May be inoperative provided magneto check is accomplished before each departure.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL	1. Central Oil Tank Quantity Indicator	B	-	0	*May be inoperative provided oil quantity is verified by dipstick before departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
81	TURBINES (RECIPROCATING ENG)				
1.	Turbos	C	4	0	*May be inoperative provided turbos are not used.
2.	Turbo Controls	C	4	0	*May be inoperative provided turbos are not used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
82 WATER INJECTION					
1. ADI System	C	1	0	* (0) May be inoperative provided AFM performance dry power decrements are applied.	
2. ADI Pressure Lights	C	4	0	* (0) May be inoperative provided: a) Fuel and BMEP gauges on associated engine(s) operate normally, and b) Water injection on associated engine(s) is not used.	