

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

Revision: 4
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M A S T E R M I N I M U M E Q U I P M E N T L I S T

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Highlights of Change

Effective above date, the DO-328 Master Minimum Equipment List has been revised. Change bars have been utilized to indicate any change from Revision 3. Changes that are technically significant are annotated in the Highlights of Change. Spelling, punctuation and other minor changes are not highlighted. This revision incorporates Policy Letters 3 rev.1, 9 rev.3, 15, 24, 29, 32 rev.3, 43 rev.1, 47, 54 rev.4, 56, 58, 62 rev.1, 73, 75, 79 rev.1, 85, 93, 95, 96, 97.

The following changes have been made in Revision 4:

ATA 21 AIR CONDITIONING

Item 21-9-2: Added to provide coverage for Unpressurized Flight.

Item 21-9-4: Added to provide coverage for CPCS Digital display.

Item 21-11: Deleted note in the proviso.

Item 21-12: Deleted note in the proviso.

Item 21-17: Deleted note in the proviso.

Item 21-18: Deleted note in the proviso.

Item 21-19: Deleted note in the proviso.

Item 21-20: Deleted note in the proviso.

ATA 22 AUTO FLIGHT

Item 22-2: Proviso reworded in accordance with Policy Letter 93.

ATA 23 COMMUNICATIONS

Item 23-1: Proviso reworded and category changed in accordance with Policy Letter 95.

Item 23-2-1: Proviso reworded in accordance with Policy Letter 9, rev 3.

Item 23-2-2: Proviso deleted and category changed in accordance with Policy Letter 9, rev 3.

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- Item 23-3: Proviso reworded and category changed in accordance with Policy Letter 9, rev 3.
- Item 23-4: Proviso reworded and category changed in accordance with Policy Letter 9, rev 3.
- Item 23-6: Proviso reworded in accordance with Policy Letter 29.
- Item 23-7: Added to provide coverage for Boommic and Handmic System in accordance with Policy Letter 58.
- Item 23-8: Category change.
- Item 23-11: Item moved to 23-7-1.
- Item 23-13: Included in item 23-3-2.
- Item 23-14: Included in item 25-6-1.
- ATA 24 ELECTRICAL POWER
- Item 24-23: Added to provide coverage for APU Generator.
- Item 24-24: Added to provide coverage for DC External power system.
- Item 24-25: Added to provide coverage for AC External power system.
- ATA 25 EQUIPMENT/FURNISHINGS
- Item 25-1: Proviso reworded and category change in accordance with Policy Letter 97.
- Item 25-4: Proviso reworded and category change in accordance with Policy Letter 79, rev 1.
- Item 25-6: Delete Secondary Observers Seat and reformat in accordance with Policy Letter 56.
- Item 25-7: Proviso reworded and category change in accordance with Policy Letter 47.
- Item 25-9: Category change in accordance with Policy Letter 73.

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Item 25-11: Added to provide coverage for Cargo Restraint Systems.

Item 25-12: Category change in accordance with Policy Letter 73.

Item 25-13: Included in item 25-6-1.

Item 25-14: Added to provide coverage for Cockpit Sunvisors.

Item 25-15: Added to provide coverage for Galley Waste Doors in accordance with Policy Letter 96.

Item 25-16: Added to provide coverage for Lavatory Door Ashtrays in accordance with Policy Letter 85.

ATA 26 FIRE PROTECTION

Item 26-1: Proviso reworded in accordance with Policy Letter 75.

Item 26-2: Add to number installed and proviso reworded for clarity.

Item 26-3: Proviso reworded in accordance with Policy Letter 24.

Item 26-4: Proviso reworded in accordance with Policy Letter 24.

Item 26-5: Deleted proviso.

Item 26-6: Added to provide coverage for cargo fire extinguisher system.

ATA 27 FLIGHT CONTROLS

Item 27-7: Deleted reference to Mod. 10 aircraft.

Item 27-13: Added to provide coverage for Spoiler Position Indication on the EICAS FLT CTRL page.

Item 27-14: Added to provide coverage for Ground Spoiler System.

ATA 28 FUEL

Item 28-5-3: Added to provide coverage for Pressure Refueling cap.

Item 30-6: Deleted note in the proviso.

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ATA 30 ICE and RAIN PROTECTION

- Item 30-6: Deleted note in the proviso.
- Item 30-13: Deleted note in the proviso.
- Item 30-14: Deleted note in the proviso.
- Item 30-15: Deleted note in the proviso.
- Item 30-17: Deleted note in the proviso.
- Item 30-18: Deleted note in the proviso and mod.00 aircraft.
- Item 30-19: Deleted note in the proviso and mod.00 aircraft.
- Item 30-20: Deleted note in the proviso and mod.00 aircraft.
- Item 30-21: Added to provide coverage for Airframe Deicing Timers.

ATA 31 INDICATING/RECORDING

- Item 31-1: Proviso reworded in accordance with Policy Letter 87.
- Item 31-2: Proviso deleted.
- Item 31-6: Deleted reference to Mod. 10 aircraft.

ATA 32 LANDING GEAR

- Item 32-2: Added to provide coverage for one additional Brake Sensor.

ATA 33 LIGHTS

- Item 33-9: Proviso reworded for clarity and consistency.
- Item 33-15-1: Added to provide coverage for Stairway Lighting System.
- Item 33-16: Added to provide coverage for Boarding Light Timer.

ATA 34 NAVIGATION

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Highlights of Change

Item 34-3: Proviso reworded in accordance with Policy Letter 32, rev 3.

Item 34-13: Proviso reworded and category change in accordance with Policy Letter 3, rev 1.

Item 34-14: Proviso reworded in accordance with Policy Letter 54, rev 4.

Item 34-16: Deleted reference to Mod. 10 aircraft.

ATA 35 OXYGEN

Item 35-4: Proviso reworded and category change in accordance with Policy Letter 43.

ATA 49 AIRBORNE AUXILIARY POWER

Item 49-1: Proviso reworded for clarity and consistency.

Item 49-1-1: Added to provide coverage for APU Bleed Air System.

ATA 73 ENGINE FUEL & CONTROL

Item 73-3: Deleted reference to Mod. 10 aircraft.

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Definitions

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.
- 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

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Certificate Data Sheet.

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. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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

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

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

7. "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.

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

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operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system:
Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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

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

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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.

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, 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

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record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

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

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

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do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

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Definitions

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

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 has been 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 policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

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

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft

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maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

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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
(Effective 6/14/89)

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 REQUIRED.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
1.	Cabin Altitude Warning System	C	1	0	May be inoperative provided operations are conducted at or below 10,000 feet MSL.
2.	Cabin Temperature Control System				
	1) Automatic Mode	C	1	0	May be inoperative provided Manual Mode operates normally.
	2) Manual Mode	C	1	0	May be inoperative provided Automatic Mode operates normally.
3.	Flight Compartment Temperature Control System				
	1) Automatic Mode	C	1	0	May be inoperative provided Manual Mode operates normally.
	2) Manual Mode	C	1	0	May be inoperative provided Automatic Mode operates normally.
4.	Recirculation Fans	C	2	0	(M)May be inoperative provided: a) Inoperative Fan(s) is deactivated, b) Both ECS Packs operate normally, and c) ECS Flow Mode is operated in HIGH.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
5.	EFIS Fan	B	1	0	(M)May be inoperative provided: a) Inoperative Fan is deactivated, b) Avionic Fan operates normally, c) Both ECS Packs operate normally, and d) ECS Flow Mode is operated in HIGH.
6.	Avionic Fan	B	1	0	(M)May be inoperative provided: a) Inoperative Fan is deactivated, b) EFIS Fan operates normally, c) Both ECS Packs operate normally, and d) ECS Flow Mode is operated in HIGH.
7.	Heat Exchanger (HX) Fans	C	2	1	(M)(O)One may be inoperative provided: a) Inoperative Fan is deactivated, b) Single ECS Pack Takeoff and Landing procedures are developed and used, c) Associated Pack is not operated on the ground, d) Associated Pack is not operated inflight at airspeeds below 120 KIAS, and e) During single Pack operations, ECS Flow Mode is operated in HIGH.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
8.	ECS ECON Flow Mode	C	1	0	(O)May be inoperative provided: a) HIGH Mode operates normally, and b) Flight Planning is based on ECS HIGH Fuel Consumption.
9.	Cabin Pressurization Control System (CPCS)				
1)	Automatic System	C	1	0	(M)(O)May be inoperative provided: a) Manual Pressurization System operates normally, b) CPCS Automatic Controller is deactivated, c) EICAS CPCS System Page operates normally, d) Dump function is verified to operate normally, and e) Alternate procedures for controlling Pressurization manually are established and used.
2)	Automatic and Manual systems	C	2	0	(M)(O)May be inoperative provided: a) Flight restricted to 10,000 feet or below, b) Either outflow valve is secured open, and c) Both ECS packs operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING 9. Cabin Pressurization Control System (Cont'd)					
3) CPCS Backup Module	C	1	0	(M)May be inoperative provided: a) CPCS Backup Module is deactivated, and b) EICAS "CPCS MISCOMPARE" Caution Message is removed.	
4) CPCS Digital Display	C	1	0	(O)May be inoperative provided: a) System page operates normally, and b) Alternate procedures are established and used to verify landing elevation on the CPCS/OXY page.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
10.	"MAN" Annunciator Light on PRESSURIZATION Control AUTO/MAN Pushbutton (Overhead Panel)	C	1	0	(M)Light may fail to illuminate provided: a) Pressurization AUTO/MAN selection function is verified to operate normally, b) EICAS "CPCS CTRL MODE MAN" Status Message is verified to operate normally, and c) EICAS CPCS System Page operates normally.
11.	"MAN" Annunciator Light on COCKPIT Temperature Control Mode Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) Cockpit Temperature Control Mode selection function is verified to operate normally, b) EICAS CPCS System Page operates normally, and c) Alternate procedures for determining Cockpit Temperature Control Mode are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
12.	"MAN" Annunciator Light on CABIN Temperature Control Mode Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) Cabin Temperature Control Mode selection function is verified to operate normally, b) EICAS CPCS System Page operates normally, and c) Alternate procedures for determining Cabin Temperature Control Mode are established and used.
13.	Vertical (Pack Valve Open) Flow Bar Lights on ECS PACK Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Pack(s) is verified to operate normally, b) Associated PACK Pushbutton "OFF" Annunciator Light(s) is verified to operate normally, c) EICAS ECS System Page operates normally, and d) Alternate procedures for determining associated Pack(s) operational status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
14.	"OFF" Annunciator Lights on ECS PACK Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Pack(s) is verified to operate normally, b) Associated PACK Pushbutton Vertical (Pack Valve Open) Flow Bar Light(s) is verified to operate normally, c) EICAS ECS System Page operates normally, and d) Alternate procedures for determining associated Pack(s) operational status are established and used.
15.	"HIGH" Annunciator Light on ECS FLOW MODE Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) ECS FLOW MODE selection function is verified to operate normally, b) EICAS ECS System Page operates normally, and c) Alternate procedures for determining ECS Flow Mode are established and used.
16.	"OFF" Annunciator Light on RECIRC FAN Pushbutton Light (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) Recirculation Fans are deactivated, b) Both ECS Packs operate normally, c) "HIGH" Light on ECS FLOW MODE Pushbutton operates normally, and d) ECS System is operated in HIGH Mode.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
17.	"OFF" Annunciator Light on EFIS FAN Pushbutton Light (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) EFIS Fan is verified to operate normally, b) EFIS FAN Pushbutton "FAIL" Annunciator Light operates normally, c) EICAS "EFIS FAN FAIL" Caution Message operates normally, and d) Alternate procedures for determining EFIS Fan operational status are established and used.
18.	"FAIL" Annunciator Light on EFIS FAN Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) EFIS Fan is verified to operate normally, b) EFIS FAN Pushbutton "OFF" Annunciator Light operates normally, c) EICAS "EFIS FAN FAIL" Caution Message operates normally, and d) Alternate procedures for determining EFIS Fan operational status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
19.	"OFF" Annunciator Light on AVIONIC FAN Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) AVIONIC Fan is verified to operate normally, b) AVIONIC FAN Pushbutton "FAIL" Annunciator Light operates normally, c) EICAS "AVIONIC FAN FAIL" Caution Message operates normally, and d) Alternate procedures for determining AVIONIC Fan operational status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
20.	"FAIL" Annunciator Light on AVIONIC FAN Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) AVIONIC Fan is verified to operate normally, b) AVIONIC FAN Pushbutton "OFF" Annunciator Light operates normally, c) EICAS "AVIONIC FAN FAIL" Caution Message operates normally, and d) Alternate procedures for determining AVIONIC Fan operational status are established and used.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22		AUTO FLIGHT				
1.	Autopilot	C	1	0		May be inoperative provided approach minimums do not require it's use.
2.	Control Wheel Disengage Switches	C	2	1		One may be inoperative provided the autopilot is not utilized at less than the initial approach altitude.
		C	2	0		May be inoperative provided Autopilot is not used.
3.	Touch Control Steering (TCS) Switches	C	2	0		
4.	Go Around (GA) Switches (on Power Levers)	C	2	0		(O)May be inoperative provided alternate Go Around Procedures are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
5.	Flight Guidance Control Unit	C	1	0	May be inoperative provided Autopilot and Flight Director are not used.
	1) Reduced Bank Angle (BANK) Mode	C	1	0	May be inoperative provided: a) BANK Mode is not used, and b) Auto Pilot and Flight Director are not engaged in Heading (HDG) Mode if Reduced Bank Angle Synoptic is displayed in either Primary Flight Display (PFD).
	2) Navigation (NAV) Mode	B	1	0	May be inoperative provided: a) NAV Mode is not engaged, and b) Auto Pilot and Flight Director are not engaged if "LNAV," "VOR," "LOC," or "AZ" Mode Annunciations are displayed on either Primary Flight Display (PFD).
	3) Approach (APP) Mode	B	1	0	May be inoperative provided: a) Approach Minimums do not require its use, b) APP Mode is not engaged, and c) Auto Pilot and Flight Director are not engaged if "LOC," "*VOR," or "AZ" Mode Annunciations are displayed on either Primary Flight Display (PFD).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
5.	Flight Guidance Control Unit (Cont'd)				
4)	Back Course (BC) Mode	C	1	0	May be inoperative provided: a) BC Mode is not engaged, and b) Auto Pilot and Flight Director are not engaged if "BC" Mode Annunciation is displayed on either Primary Flight Display (PFD).
5)	Flight Level Change (FLCH) Mode	B	1	0	May be inoperative provided: a) FLCH Mode is not engaged, and b) Auto Pilot and Flight Director are not engaged if "FLCH" Mode Annunciation is displayed on either Primary Flight Display (PFD).
6)	Vertical Speed (VS) Mode	B	1	0	May be inoperative provided: a) VS Mode is not engaged, and b) Auto Pilot and Flight Director are not engaged if "VS" Mode Annunciation is displayed on either Primary Flight Display (PFD).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
5.	Flight Guidance Control Unit (Cont'd)				
7)	Vertical Navigation (VNAV) Mode	C	1	0	May be inoperative provided: a) VNAV is not engaged, and b) Auto Pilot and Flight Director are not engaged if "VALT," "VFLCH," or "VPATH" Mode Annunciations are displayed on either Primary Flight Display (PFD).
8)	"BANK" Pushbutton Annunciation Light	C	1	0	Light may fail to illuminate provided Reduced Bank Angle Synoptic operates normally on both Primary Flight Displays (PFD).
9)	"NAV" Pushbutton Annunciation Light	C	1	0	Light may fail to illuminate provided "NAV" Mode Annunciations operate normally on both Primary Flight Displays (PFD).
10)	"APP" Pushbutton Annunciation Light	C	1	0	Light may fail to illuminate provided "LOC," and "VOR" Mode Annunciations operate normally on both Primary Flight Displays (PFD).
11)	"BC" Pushbutton Annunciation Light	C	1	0	Light may fail to illuminate provided "BC" Mode Annunciations operate normally on both Primary Flight Displays (PFD).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
5.	Flight Guidance Control Unit (Cont'd)				
12)	"FLCH" Pushbutton Annunciation Light	C	1	0	Light may fail to illuminate provided "FLCH" Mode Annunciations operate normally on both Primary Flight Displays (PFD).
13)	"VS" Pushbutton Annunciation Light	C	1	0	Light may fail to illuminate provided "VS" Mode Annunciations operate normally on both Primary Flight Displays (PFD).
14)	"VNAV" Pushbutton Annunciation Light	C	1	0	Light may fail to illuminate provided "VNAV" Mode Annunciations operate normally on both Primary Flight Displays (PFD).
15)	"ALT" Pushbutton Annunciation Light	C	1	0	Light may fail to illuminate provided "ALT" Mode Annunciations operate normally on both Primary Flight Displays (PFD).
16)	"CPL" Pushbutton Annunciation Lights	C	2	1	One Light may fail to illuminate provided Flight Director Couple Annunciator Arrows operate normally on both PFD's.
		B	2	0	Light(s) may fail to illuminate provided Flight Director Couple Annunciator Arrows operate normally on both PFD's.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
5.	Flight Guidance Control Unit (Cont'd)				
17)	"AP" Pushbutton C Annunciation Lights	C	2	1	One Light may fail to illuminate provided Autopilot Status ("AP" & "TCS") Annunciations operate normally on both PFD's.
		B	2	0	Light(s) may fail to illuminate provided Autopilot Status ("AP" & "TCS") Annunciations operate normally on both PFD's.
6.	Autopilot Disconnect Warning System (Aural and PFD Visual Warnings)	C	1	0	May be inoperative provided Autopilot is not used.
7.	Flight Director	C	1	0	May be inoperative provided Takeoff Minimums and/or Approach Minimums do not require its use.
8.	Yaw Damper	C	1	0	May be inoperative provided Autopilot is not used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
1.	Communications Systems (VHF, HF, UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the Hot Battery Bus or Essential Bus.
2.	Passenger Address System				
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 Deck/Cabin Interphone System and aural alerting (chime) operates normally.
2)	Cargo Configuration	D	1	0	NOTE: Any station that operates normally may be used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
3.	Crewmember Interphone System				
1)	Flight Deck to Cabin, Cabin to Flight Deck, Cabin to Cabin	B	1	0	(O)May be inoperative provided: a) PA system operates normally, and can be used as an alternate communications link between the flight deck and the cabin, and b) Alternate communications procedures between the affected Flight Attendants station(s) and the flight deck are established and used. NOTE: Any station that operates normally may be used.
2)	Flight Deck to Ground	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
4.	Alerting System (Chime/Light)				
1)	Flight Deck Call Light	B	1	0	May be inoperative provided the flight deck chime is operative. NOTE: The flight deck chime must always be operative.
2)	Flight Attendant Call Light	B	1	0	May be inoperative provided: a) PA system is operative, and b) Affected light is not used for Lavatory Smoke Detector Alerting.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
4.	Alerting System (Chime/Light) (Cont'd)				
	3) Flight Attendant B Chime	B	1	0	May be inoperative provided: a) PA system is operative, and b) Affected Chime is not used for Lavatory Smoke Detector Alerting.
5.	Prerecorded *** Passenger Announcement System	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
6.	Cockpit Voice Recorder System (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
7.	Microphones				
	1) Headset/Boom Microphones	A	-	0	May be inoperative provided: a) Hand microphones and Headsets are installed and operate normally, b) Flight Data Recorder (FDR) operates normally, and c) Repairs are made within three flight days.
	2) Hand Microphones ***	D	-	0	

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23	COMMUNICATIONS				
8.	SELCAL System ***	C	-	0	May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
9.	Clearance Delivery Head (CDH)	C	1	0	May be inoperative provided Radio Management Units (RMU's) operate normally.
10.	Radio Management Units (RMU's)				
	1) Nav/Comm Tuning Function	C	2	1	(O)May be inoperative on one RMU provided: a) Back-up Engine and Navigation Displays of both RMU's operate normally, b) Clearance Delivery Head (CDH) operates normally, and c) Alternate procedures for tuning Nav/Comm's are established and used.
11.	Boom Microphones				Item moved to 23-7 with rev.4

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23 COMMUNICATIONS					
12.	Passenger-To-Flight Attendant Call Buttons (Lights and Aural Tones)	B	-	-	(M) Individual Call Buttons may be inoperative provided: a) Associated Seat(s) is Blocked and Placarded "DO NOT OCCUPY", b) Inoperative Call Button Light(s), and associated Aural Tones, failed ON are deactivated, and c) If Lavatory Call Buttons are inoperative, Lavatory is not used for any purpose, and affected Lavatory Door is locked closed and Placarded "INOPERATIVE"- DO NOT ENTER.
13.	Call Annunciator Light on Ground Crew (GRD) CALLS Pushbutton (Overhead Panel)				Item moved to 23-3-2 with REV. 4.
14.	Forward Observer Seat Audio Control Panel				Deleted, included with item 25-6-1, Primary Observers Seat, rev. 4.
15.	ACARS System *** (STC No. SA 00340LA)	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 NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
1.	Transformer Rectifier Unit (TRU)	B	1	0	May be inoperative provided: a) DC Voltmeters and all DC Generator and Main Battery EICAS Failure Indications operate normally, b) Both Main DC Batteries operate normally, c) Main DC Batteries are not used for Engine Starts, and d) After Engine Start, Voltage of each Main DC Battery is verified to be a minimum of 23 Volts.
2.	"FAIL" Annunciator Lights on Inverter (INV 1/INV 2) Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Inverter(s) is verified to operate normally, b) Associated INV Pushbutton "OFF" Annunciator Light operates normally, c) EICAS Electric System Page, operates normally, d) Associated "INV 1, or INV 2 FAIL" EICAS Caution(s) is verified to operate normally, and e) Alternate procedures for determining Inverter operational status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
3.	"OFF" Annunciator Lights on Inverter (INV 1/INV 2) Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Inverter(s) is verified to operate normally, b) Associated INV Pushbutton "FAIL" Annunciator Light operates normally, c) EICAS Electric System Page, operates normally, d) Associated "INV 1, or INV 2 FAIL" EICAS Caution(s) is verified to operate normally, and e) Alternate procedures for determining Inverter operational status are established and used.
4.	"FAIL" Annunciator Lights on Alternator (ALT LH/ALT RH) Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Alternator(s) is verified to operate normally, b) Associated ALT Pushbutton "OFF" Annunciator Light operates normally, c) EICAS Electric System Page, operates normally, d) Associated "L, or R ALT FAIL" EICAS Caution(s) is verified to operate normally, and e) Alternate procedures for determining Alternator operational status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
5.	"OFF" Annunciator Lights on Alternator (ALT LH/ALT RH) Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Alternator(s) is verified to operate normally, b) Associated ALT Pushbutton "FAIL" Annunciator Light operates normally, c) EICAS Electric System Page, operates normally, d) Associated "L, or R ALT FAIL" EICAS Caution(s) is verified to operate normally, and e) Alternate procedures for determining Alternator operational status are established and used.
6.	Inverters	A	2	1	One may be inoperative provided: a) Inverter Failure Indication(s) (EICAS and Overhead Panel) for operative Inverter operate normally, b) Takeoff, Approach, and Landing Minimums do not require its use, and c) Operations are limited to two flight days before repairs are made.
7.	DC Voltmeter	C	2	1	One may be inoperative provided EICAS Failure Cautions for DC Generators and Main DC Batteries operate normally.
8.	Alternator				Deleted, Rev. 1.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
9.	Vertical (Bus Tied) C Flow Bar Lights on Non-Essential Bus (NON-ESS 1/2) Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated NON-ESS Pushbutton(s) is verified to operate normally, b) Associated NON-ESS Pushbutton "OFF" Light(s) is verified to operate normally, c) EICAS Electrical System Page operates normally, and d) Alternate procedures for determining Non-Essential Bus status are established and used.
10.	"OFF" Annunciator C Lights on Non- Essential Bus (NON- ESS 1/2) Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated NON-ESS Pushbutton(s) is verified to operate normally, b) Associated NON-ESS Pushbutton Vertical Flow Bar Light(s) is verified to operate normally, c) EICAS Electrical System Page operates normally, and d) Alternate procedures for determining Non-Essential Bus status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
11.	Vertical (Bus Un-Tied) Flow Bar Light on DC Bus Tie (TIE) Pushbutton (Overhead Panel)	B	1	0	(M)(O)Light may fail to illuminate provided: a) DC Bus TIE Pushbutton is verified to operate normally, b) DC Bus TIE Pushbutton Horizontal (Bus Tied) Flow Bar Light is verified to operate normally, c) COLD/CROSS Pushbutton "ON" Light is verified to operate normally, d) EICAS ELECTR System Page operates normally, and e) Alternate procedures for determining status of Bus Tie Function are established and used.
12.	Horizontal (Bus Tied) Flow Bar Light on DC Bus Tie (TIE) Pushbutton (Overhead Panel)	B	1	0	(M)(O)Light may fail to illuminate provided: a) DC Bus TIE Pushbutton is verified to operate normally, b) DC Bus TIE Pushbutton Vertical (Bus Un-Tied) Flow Bar Light is verified to operate normally, c) COLD/CROSS Pushbutton "ON" Light is verified to operate normally, d) EICAS ELECTR System Page operates normally, and e) Alternate procedures for determining status of Bus Tie Function are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
13.	Essential Bus LED (Bus Powered) Lights (Overhead Panel)	C	2	1	
14.	"FAIL" Annunciator Light(s) on DC Generator (GEN LH/RH) Pushbutton(s) (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Generator(s) is verified to operate normally, b) Associated GEN Pushbutton "OFF" Annunciator Light(s) operates normally, c) Associated "L or R DC GEN FAIL" EICAS Caution Message(s) is verified to operate normally, d) EICAS ELECTR System Page operates normally, and e) Alternate procedures for determining operational status of associated DC Generator(s) are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
15.	"OFF" Annunciator Light(s) on DC Generator (GEN LH/RH) Pushbutton(s) (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Generator(s) is verified to operate normally, b) Associated GEN Pushbutton "FAIL" Annunciator Light(s) operates normally, c) Associated "L or R DC GEN FAIL" EICAS Caution Message(s) is verified to operate normally, d) EICAS ELECTR System Page operates normally, and e) Alternate procedures for determining operational status of associated DC Generator(s) are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
16.	"FAIL" Annunciator Light(s) on Main Battery (BAT 1/2) Pushbutton(s) (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Battery(s) is verified to operate normally, b) Associated BAT Pushbutton "OFF" Annunciator Light(s) operates normally, c) Associated "BATT 1, or BATT 2 FAIL" EICAS Caution Message(s) is verified to operate normally, d) EICAS ELECTR System Page operates normally, and e) Alternate procedures for determining operational status of associated Main Battery(s) are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
17.	"OFF" Annunciator Light(s) on Main Battery (BAT 1/2) Pushbutton(s) (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Battery(s) is verified to operate normally, b) Associated BAT Pushbutton "FAIL" Annunciator Light(s) operates normally, c) Associated "BATT 1, or BATT 2 FAIL" EICAS Caution Message(s) is verified to operate normally, d) EICAS ELECTR System Page operates normally, and e) Alternate procedures for determining operational status of associated Main Battery(s) are established and used.
18.	"AVAIL" and "ON" Annunciator Lights on DC External (EXT) Pushbutton (Overhead Panel)	C	2	1	(O)Either "AVAIL," or "ON" Light may fail to illuminate provided: a) "ON," and "NOT USED" External Power Annunciator Lights on Exterior Panel operate normally, b) Alternate Procedures for determining External Power availability and operation status are established and used, and c) Alternate Flight Crew/Ground Crew communication procedures for connecting and disconnecting External Power are established and used.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER			
19.	"NOT USED" and "ON" C Annunciator Lights on DC External Pushbutton (Exterior Panel)	2	1	(O)Either "NOT USED," or "ON" Light may fail to illuminate provided: a) "ON," and "AVAIL" External Power Annunciator Lights on Overhead Panel operate normally, b) Alternate Procedures for determining External Power availability and operation status are established and used, and c) Alternate Flight Crew/Ground Crew communication procedures for connecting and disconnecting External Power are established and used.
20.	Vertical (Bus Un- C Tied) Flow Bar Light on AC Bus Tie (TIE) Pushbutton (Overhead Panel)	1	0	(M)(O)Light may fail to illuminate provided: a) AC Bus Tie function is verified to operate normally, b) AC Bus TIE Horizontal (Bus Tied) Flow Bar annunciator Light operates normally, c) AC Alternator (ALT LH/RH) Pushbutton "FAIL," and "OFF" Annunciator Lights operate normally, d) EICAS ELECTR Page operates normally, and e) Alternate procedures for determining AC Bus Tie status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
21.	Horizontal (Bus Tied) Flow Bar Light on AC Bus Tie (TIE) Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) AC Bus Tie function is verified to operate normally, b) AC Bus TIE Vertical (Bus Un-Tied) Flow Bar annunciator Light operates normally, c) AC Alternator (ALT LH/RH) Pushbutton "FAIL," and "OFF" Annunciator Lights operate normally, d) EICAS ELECTR Page operates normally, and e) Alternate procedures for determining AC Bus Tie status are established and used.
22.	"AVAIL" and "ON" Annunciator Light(s) on AC External Power Pushbutton (Overhead Panel)	C	2	0	May be inoperative provided procedures do not require their use.
		C	2	0	(O)May be inoperative provided alternate procedures for determining availability and operational status of AC External Power are established and used.
23.	APU Generator	C	1	0	(M)(O)May be inoperative provided APU Generator is selected off.
24.	DC External Power System	C	1	0	
25.	AC External Power System	C	1	0	

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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.	Flight Attendant Seat Assembly	A	1	0	(M) (O) Flight Attendant seat may be inoperative provided: a) Affected Seat or seat assembly is not occupied, b) Flight Attendant displaced by inoperative seat position occupies the passenger Seat most accessible to the inoperative seat, c) Alternate procedures are established and used as published in the crew members manuals, d) Folding type Seat is stowed or secured in the retracted position, e) Passenger Seat assigned to the Flight Attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", and f) Repairs are made within two (2) flight days.

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25	EQUIPMENT/FURNISHINGS				
2.	Emergency Locator Transmitter (ELT)	C	-	-	As required by FAR.
3.	"Fasten Seat Belt While Seated" Signs	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is readable from each occupied Passenger Seat.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
4.	Passenger Seat(s)	D	-	-	<p>May be inoperative provided:</p> <p>a) Seat does not block an Emergency Exit,</p> <p>b) Seat does not restrict any passenger from access to the main aisle, and</p> <p>c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".</p> <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p>
1)	Recline Mechanism	D	-	-	<p>May be inoperative and seat occupied provided seat is secured in the up-right position.</p>
2)	Underseat Baggage Restraining Bars	D	-	-	<p>(O)May be inoperative provided:</p> <p>a) Baggage is not stowed under seat with inoperative bar,</p> <p>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and</p> <p>c) Procedures are established to alert Cabin Crew of inoperative restraining bar.</p>

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25	EQUIPMENT/FURNISHINGS				
5.	Passenger *** Convenience Items	-	-		Passenger Convenience Items, as expressed in the MMEL, are those related to Passenger convenience, comfort or entertainment such as, but not limited to, Galley Equipment, Movie Equipment, Ash Trays, Stereo 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 Tray(s) is not considered a Passenger Convenience Item.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
6.	Observer Seat				
	1) Primary Observer Seat (Including Associated Equipment)	A	-	-	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 flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
6.	Observer Seat (Cont'd)				
1)	Primary Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) The primary observer seat is available with the required minimum safety equipment (safety belt and oxygen) and acceptable to the FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
					NOTE 1: These provisions are intended to provide for occupancy of the above seats by an FAA Inspector when minimum safety equipment (Oxygen and 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 Observer Seat.

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25	EQUIPMENT/FURNISHINGS				
7. ***	Megaphones	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative Megaphone(s) are removed from the Passenger Cabin, and b) Required distribution of operative Megaphones is maintained.
8.	Flight Attendant Flashlight/Holder Assembly(s)	C	-	0	May be inoperative or missing provided Cabin Crewmember(s) assigned to associated Seat(s) has an equivalent, operating Flashlight readily available.
9.	First Aid Kits	D	-	-	Any in excess of those required by FAR may be opened or missing, provided required distribution of operative Kit(s) is maintained.
10. ***	Over-Water Equipment	C	-	-	Any items in excess of those required by FAR may be inoperative or missing provided required distribution of operative Equipment is maintained.

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25	EQUIPMENT/FURNISHINGS				
11.	Cargo restraint *** System	D	-	0	May be inoperative or missing provided acceptable cargo loading limits from an approved source ie; Cargo Loading manual, Cargo Handling manual, or Weight and Balance document are observed.
		D	-	0	May be inoperative or missing provided cargo compartment remains empty.
12.	Emergency Medical *** Kit	D	-	-	Any in excess of those required by FAR may be opened or missing provided required distribution of remaining Kit(s) is maintained.
13.	Observer Seat Shoulder Harness				Included in item 25-6-1 with rev. 4.
14.	Cockpit Sunvisor	C	2	0	May be inoperative provided: a) No visual restrictions to the flight crew, b) Acceptable to flight crew, and c) Affected sunvisor is removed or stowed.
15.	Galley Waste Receptacles Access Doors/Covers	C	-	0	(M) May be inoperative provided the container is empty and the access is secured to prevent waste introduction into the compartment.

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25	EQUIPMENT/FURNISHINGS				
16.	Lavatory Door Ashtrays				
1)	Airplanes with more than one lavatory door ashtray installed	A	-	-	One may be missing provided it is replaced within 10 calendar days.
2)	Airplanes with only one lavatory door ashtray installed	A	1	0	May be missing provided it is replaced within 3 calendar days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged "INOPERATIVE," removed from the installed position, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained
2.	Fire Extinguisher Thermal Discharge Discs	C	5	0	(M) (O) May be inoperative or missing provided: a) Adequate charge of associated Extinguisher is verified each flight day, and b) Associated Engine Fire Protection Discharge Bottle Lights are tested each flight day.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
3.	Lavatory Smoke Detection System	C	-	-	May be inoperative provided the lavatory fire extinguisher system operates normally.
		C	-	-	(M) (O) May be inoperative provided: a) Lavatory waste receptacle remains empty, b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is not used for any purpose.
					NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.
					Note 2: Lavatory smoke detection system is not required for all-cargo operations.

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26	FIRE PROTECTION				
4.	Lavatory Fire Extinguishing Systems	C	-	-	May be inoperative for each lavatory provided associated lavatory smoke detection system operates normally.
		C	-	-	(M) (O) May be inoperative for each lavatory provided associated: a) Lavatory Waste Receptacle remains empty, b) Lavatory Door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is not used for any purpose.
					NOTE 1: These provisos are not intended to prohibit Lavatory inspections by Crewmembers.
					NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.

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26	FIRE PROTECTION				
5.	Cargo Compartment	D	1	0	
***	Smoke Detection System				
6.	Cargo Compartment	D	1	0	
***	Fire Extinguisher System				

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
1.	Aileron Trim Indication System	B	1	0	(M) (O) May be inoperative provided: a) Normal and Standby Aileron Trim Systems operate normally, b) Aileron Trim Systems are verified to operate through full travel before each departure, and c) At completion of Trim check, Aileron Trim Tab is visually verified in the neutral position, and Aileron Trim is not repositioned unless required in flight.
2.	Rudder Trim Indication System	B	1	0	(M) (O) May be inoperative provided: a) Rudder Trim System operates normally, b) Rudder Trim System is verified to operate through full travel before each departure, and c) At completion of Trim check, Rudder Trim Tab is visually verified in the neutral position, and Rudder Trim is not repositioned unless required in flight.
3.	Gust Lock System	C	1	0	(M) May be inoperative provided: a) An acceptable alternate method of securing the affected Flight Controls is developed and used, and b) Full and free movement of associated Flight Controls is verified before takeoff.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
4.	Rudder Limiter System	A	1	0	(O)May be inoperative in the Disengaged Mode provided: a) Airspeed is limited to a maximum of 160 KIAS, and b) Operations are limited to two flight days before repairs are made.
5.	Normal Aileron Trim System	B	1	0	(O)May be inoperative provided: a) Aileron Trim Indication System operates normally, b) Standby Aileron Trim System is verified to operate through full travel before each departure, and c) Standby Aileron Trim System is selected and used throughout flight.
6.	Standby Aileron Trim System	B	1	0	(O)May be inoperative provided: a) Aileron Trim Indication System operates normally, b) Normal Aileron Trim System is verified to operate through full travel before each departure, and c) Normal Aileron Trim System is selected and used throughout flight.

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27	FLIGHT CONTROLS				
7.	Stick Shaker	B	2	1	(M)(O)One may be inoperative provided: a) Inoperative Stick Shaker is deactivated, b) Both Angle of Attack (AOA) Systems operate normally, and c) Before each departure, Stick Pusher and remaining Stick Shaker are verified to operate normally.
8.	"UNLIMIT" Annunciator Light on Rudder Limiter (RUD LIMIT) Pushbutton (Center Console)	C	1	0	(M)(O)Light may fail to illuminate provided: a) RUD LIM Pushbutton is verified to operate normally, b) EICAS "RUDDER MAN UNLIMIT" Status Message operates normally, c) EICAS FLT CTRL System Page operates normally, and d) Alternate procedures to confirm Rudder Limiter Status are established and used.
9.	"OFF" Annunciator Light on Stick Pusher (PUSHER) Pushbutton (Center Console)	C	1	0	(M)(O)Light may fail to illuminate provided: a) PUSHER Pushbutton is verified to operate normally, b) EICAS "PUSH DISARM" Status Message operates normally, c) EICAS "PUSHER FAIL" Caution Message operates normally, and d) Before each departure, Stick Pusher is verified to operate normally.

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27	FLIGHT CONTROLS				
10.	Aileron Position Indications (EICAS FLT CTRL Page)	C	2	0	(O)May be inoperative provided, before each takeoff, normal Aileron control movement is verified by an acceptable alternate means.
11.	Elevator Position Indication (EICAS FLT CTRL Page)	C	1	0	(O)May be inoperative provided, before each takeoff, normal Elevator control movement is verified by an acceptable alternate means.
12.	Rudder Position Indication (EICAS FLT CTRL Page)	C	1	0	(O)May be inoperative provided, before each takeoff, normal Rudder control movement is verified by an acceptable alternate means.
13.	Spoiler Position Indications (EICAS FLT CTRL Page)	C	2	0	(O)May be inoperative provided, before each takeoff, normal Spoiler control movement is verified by an acceptable alternate means.
14.	Ground Spoiler System	C	1	0	(M) (O)May be inoperative provided: a) System is deactivated, and b) Performance limitations are applied.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
1.	Electric Fuel Pumps				Deleted, Rev. 1.
2.	Jet Pumps	C	2	1	(O)One may be inoperative provided: a) Both Electric Fuel Pumps operate normally, b) Fuel Quantity Indications operate normally, c) Only Jet A or Jet A1 Fuel is used, and d) Unusable Fuel Quantity in affected Wing Tank Group (Inner, Outer, and Feeder Tanks) is increased by 30 lbs.
3.	EICAS Fuel Quantity Indications	C	2	1	(M)(O)One may be inoperative provided: a) Fuel Quantity in associated Fuel Tank(s) is verified by an acceptable alternate means, b) Associated Fuel Flow and Fuel Remaining Indications operate normally, c) All Fuel Pumps (Electric and Jet) operate normally, d) Fuel Quantity of affected Wing Tank Group is manually entered in the EICAS Fuel System Page prior to Engine start, e) EICAS "FUEL LOW/VMO" Caution operates normally, and f) VMO/MMO is limited to 225 KIAS/M.49.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
4.	Magnetic Dipsticks (Magna Sticks)	C	4	0	May be inoperative provided acceptable alternate refueling procedure is established and used.
5.	Pressure Refueling System	C	1	0	May be inoperative provided acceptable alternate refueling procedures are established and used.
	1) Automatic Function	C	1	0	May be inoperative provided Manual Pressure Refueling Function operates normally.
	2) Manual Function	C	1	0	May be inoperative provided Automatic Pressure Refueling Function operates normally.
	3) Pressure Refueling Cap	C	1	0	
6.	Refueling Panel	C	1	0	May be inoperative provided: a) Pressure Refueling System is considered inoperative, and b) Acceptable alternate refueling procedures are established and used.
7.	EICAS "FUEL TANK TEMP" Caution	C	1	0	(O)May be inoperative provided: a) Static Air Temperature (SAT) Indications operate normally, and b) Appropriate AFM Limitations, Procedures, and Performance adjustments are applied.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
8.	EICAS "FUEL LOW/VMO" Cautions	C	2	0	(O)May be inoperative provided: a) Associated EICAS Fuel Quantity Indications operate normally, b) Associated EICAS "FEED TANK LOW" Caution operates normally, and c) VMO/MMO is limited to 225 KIAS/M.49.
9.	Automatic Electric Boost Pump (ELPMP AUTO) Systems	C	2	0	(M) (O)May be inoperative provided: a) Associated Electric Boost Pump (ELPMP) is verified to operate normally, b) EICAS "FUEL JETPMP FAIL," and "FUEL ELPMP FAIL" Cautions operate normally, c) "FAIL" Annunciator Lights on ELPMP and JETPMP Pushbuttons operate normally, and d) Associated ELPMP remains ON continuously from Takeoff to Landing unless otherwise directed by Abnormal or Emergency Procedures.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
10. "FAIL" Annunciator Lights on Jet Pump (JETPMP) Pushbuttons (Overhead Panel)	C	2	0	(M)Light(s) may fail to illuminate provided:	<ul style="list-style-type: none"> a) Associated Jet Pump(s) is verified to operate normally, b) Associated EICAS "FUEL JETPMP FAIL" Caution is verified to operate normally, c) EICAS FUEL System Page operates normally, d) Remaining Annunciator Lights on affected Pushbutton(s) operate normally, and e) Associated Automatic Electric Boost Pump (ELPMP AUTO) System(s), and associated EICAS Cautions and Pushbutton Annunciation Lights operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
11.	"OFF" Annunciator Lights on Jet Pump (JETPMP) Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Jet Pump(s) is verified to operate normally, b) Associated EICAS "FUEL JETPMP FAIL" Caution is verified to operate normally, c) EICAS FUEL System Page operates normally, d) Remaining Annunciator Lights on affected Pushbutton(s) operate normally, e) Associated Electric Boost Pump (ELPMP) System(s), and its associated EICAS Cautions and Pushbutton Annunciation Lights operate normally, and f) Alternate procedures for determining Jet Pump(s) status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
12. "FAIL" Annunciator Lights on Electric Boost Pump (ELPMP) Pushbuttons (Overhead Panel)	C	2	0	(M)Light(s) may fail to illuminate provided:	<ul style="list-style-type: none"> a) Associated Electric Boost Pump(s) is verified to operate normally, b) Associated EICAS "FUEL ELPMP FAIL" Caution is verified to operate normally, c) EICAS FUEL System Page operates normally, d) Remaining Annunciator Lights on affected Pushbutton(s) operate normally, and e) Associated Jet Pump System(s), and associated EICAS Cautions and Pushbutton Annunciation Lights operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
13.	"ON" Annunciator Lights on Electric Boost Pump (ELPMP) Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Electric Boost Pump(s) is verified to operate normally, b) Associated EICAS "FUEL ELPMP FAIL" Caution is verified to operate normally, c) EICAS FUEL System Page operates normally, d) Remaining Annunciator Lights on affected Pushbutton(s) operate normally, e) Associated Jet Pump System(s), and associated EICAS Cautions and Pushbutton Annunciation Lights operate normally, and f) Alternate procedures for determining Electric Boost Pump(s) status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
14.	"FAIL" Annunciator Lights on Electric Boost Pump Automatic (AUTO) Pushbuttons (Overhead Panel)	C	2	0	(M)Light(s) may fail to illuminate provided: a) Associated Electric Boost Pump(s) is verified to operate normally, b) Associated EICAS "FUEL ELPMP FAIL" Caution is verified to operate normally, c) EICAS FUEL System Page operates normally, d) Remaining Annunciator Lights on affected Pushbutton(s) operate normally, and e) Associated Jet Pump System(s), and associated EICAS Cautions and Pushbutton Annunciation Lights operate normally.
15.	"OFF" Annunciator Lights on Electric Boost Pump Automatic (AUTO) Pushbuttons (Overhead Panel)	C	2	0	(M)Light(s) may fail to illuminate provided: a) Associated Electric Boost Pump(s) is verified to operate normally, b) Associated EICAS "FUEL ELPMP FAIL" Caution is verified to operate normally, c) EICAS FUEL System Page operates normally, d) Remaining Annunciator Lights on affected Pushbutton(s) operate normally, and e) Associated Jet Pump System(s), and associated EICAS Cautions and Pushbutton Annunciation Lights operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
16.	Vertical (Valve Open) Flow Bars on LH/RH ENGINE Shut Off Valve (SOV) Annunciator Lights (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Engine Fuel Shut Off Valve(s) is verified to operate normally, b) Associated Engine SOV Annunciator Light Horizontal (Valve Closed) Flow Bar(s) is verified to operate normally, c) EICAS FUEL System Page operates normally, and d) Alternate procedures for determining status of associated Engine Fuel Shut Off Valve(s) are established and used.
17.	Horizontal (Valve Closed) Flow Bars on LH/RH ENGINE Shut Off Valve (SOV) Annunciator Lights (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Engine Fuel Shut Off Valve(s) is verified to operate normally, b) Associated Engine SOV Annunciator Light Vertical (Valve Open) Flow Bar(s) is verified to operate normally, c) EICAS FUEL System Page operates normally, and d) Alternate procedures for determining status of associated Engine Fuel Shut Off Valve(s) are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
18.	Vertical (Valve Open) Flow Bar on FUEL Cross Feed (X-FEED) Annunciator Light (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) Fuel Cross Feed System is verified to operate normally, b) Cross Feed Annunciator Light Horizontal (Valve Closed) Flow Bar is verified to operate normally, c) EICAS "FUEL X-FEED ACTIVE" Status Message is verified to operate normally, d) EICAS "FUEL X-FEED FAIL" Caution is verified to operate normally, e) EICAS FUEL System Page operates normally, and f) Alternate procedures for determining Cross Feed Status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
19. Horizontal (Valve Closed) Flow Bar on FUEL Cross Feed (X-FEED) Annunciator Light (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) Fuel Cross Feed System is verified to operate normally, b) Cross Feed Annunciator Light Vertical (Valve Open) Flow Bar is verified to operate normally, c) EICAS "FUEL X-FEED ACTIVE" Status message is verified to operate normally, d) EICAS "FUEL X-FEED FAIL" Caution is verified to operate normally, e) EICAS FUEL System Page operates normally, and f) Alternate procedures for determining Cross Feed Status are established and used.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER				
1.	"OFF" Annunciator Light on Hydraulic Power (HYD PWR) MAIN Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) Hydraulic Power Main Pump is verified to operate normally, b) EICAS HYD System Page operates normally, c) EICAS "HYD MAIN PMP FAIL" Caution operates normally, d) EICAS "HYD MAIN PMP INOP" Status Message operates normally, and e) Alternate procedures to confirm Main Hydraulic Pump operation are established and used before each taxi.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
1.	Airframe De-Icing System	B	1	0	May be inoperative provided: a) Suction Hold Down Function operates normally, b) Landing Flaps are restricted to a maximum of 20 degrees, and c) Aircraft is not operated in known or forecast icing conditions.
2.	Elevator/Rudder Horn Heater Systems	B	2	0	May be inoperative provided: a) Both Elevator/Rudder Horn Heater Selector Switches remain in the OFF Position, and b) Aircraft is not operated in known or forecast icing conditions.
3.	Propeller De-Icing System	B	2	0	May be inoperative provided: a) Both Propeller (PROP) Heat Selector Switches remain in the OFF Position, and b) Aircraft is not operated in known or forecast icing conditions.
4.	Windshield Wiper Systems	C	2	0	May be inoperative provided Airplane is not operated in precipitation within 5 nautical miles of airport of takeoff or intended landing.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
5.	Pitot Heater Systems				
1)	Main (1 & 2) Systems	B	2	1	(M)(O)One Main (1, or 2) Pitot Heating Element may be inoperative provided: <ul style="list-style-type: none"> a) Standby (STBY) Pitot Heater operates normally, b) Angle of Attack (AOA) Heaters are verified to operate normally, c) Affected Main Pitot Heater is deactivated, d) Associated PROBES 1, or 2 Button on Overhead Panel remains ON, as called for on approved Normal Checklists, e) Normal operation of Stall Detection and Prevention system (Stick Shaker and Pusher) is verified to operate normally before each takeoff, and f) Aircraft is not operated in visible moisture or 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
30	ICE AND RAIN PROTECTION				
5.	Pitot Heater Systems (Cont'd)				
2)	Standby (STBY) System	B	1	0	(M)May be inoperative provided: a) Both Main (1, and 2) Pitot Heater Systems operate normally, b) Total Air Temperature (TAT) Heater Element is verified to operate normally, c) Standby Pitot Heater is deactivated, d) Associated STBY PROBE Button on Overhead Panel remains ON as called for on Approved Normal Checklists, and e) Aircraft is not operated in visible moisture or known or forecast icing conditions.

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30	ICE AND RAIN PROTECTION				
6.	Annunciator Lights on Pitot Heat (PROBES 1, 2, and STBY) Pushbuttons (Overhead Panel)				
1)	"FAIL" Lights	B	3	2	(M)One Light may fail to illuminate provided: a) Associated Probe Heat System is verified to operate normally, b) Associated EICAS "PITOT FAIL" Cautions are verified to operate normally, and c) EICAS "PITOT HEAT OFF" Caution operates normally.
2)	"OFF" Lights	B	3	2	(M)One Light may fail to illuminate provided: a) Associated Probe Heat System is verified to operate normally, b) Associated EICAS "PITOT FAIL" Cautions are verified to operate normally, and c) EICAS "PITOT HEAT OFF" Caution operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
7.	De-Ice Press Sensor	B	2	1	(M)(O)One may be inoperative provided: a) All remaining Indications on EICAS ICE PROTECT System Page operate normally, b) Both Airfoil Bleed Shut Off Valves (SOV's) operate normally, c) Before dispatch into known or forecast icing conditions all De-Icer Boots are ground checked and normal inflation and deflation is visually confirmed, and d) Before takeoff into known or forecast icing conditions, adequate De-ice Pressure from the affected side is verified using EICAS ICE PROTECT System Page Indications.
		B	2	0	May be inoperative provided aircraft is not operated 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
30	ICE AND RAIN PROTECTION				
8.	Engine Intake Deice Systems	A	2	1	(M)One may be inoperative provided: a) A Visual Inspection of inoperative System, performed once each Flight Day, verifies absence of debonding, delamination or damage to boots or underlying structure, b) Aircraft is not operated in known or forecast icing conditions, and c) Operations are limited to two flight days before repairs are made.
NOTE:					The Airplane may not be Dispatched with any evidence of debonding, delamination or damage to Boots or underlying Engine Intake structure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
8.	Engine Intake Deice Systems (Cont'd)	A	2	0	(M)May be inoperative provided: a) A Visual Inspection of inoperative System, performed once each Flight Day, verifies absence of debonding, delamination or damage to boots or underlying structure, b) Aircraft is operated in day VMC conditions, only, c) Aircraft is not operated in known or forecast icing conditions, and d) Operations are limited to two flight days before repairs are made. NOTE: The Airplane may not be Dispatched with any evidence of debonding, delamination or damage to Boots or underlying Engine Intake structure.
9.	Ice Detector	C	1	0	(M) (O)May be inoperative provided: a) Erroneous Indications are deactivated, and b) Alternate procedures for detection of airfoil icing are developed and used.

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30 ICE AND RAIN PROTECTION					
10. TAT Heater System	B	1	0	May be inoperative provided: a) Fuel Tank Temperature Indications and Cautions operate normally, and b) Airplane is not operated in known or forecast icing conditions.	
11. Angle of Attack (AOA) Heater System				Deleted, Revision 2.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
12.	Windshield Heat Systems				
1)	Forward Windows	B	2	1	(M)(O)One may be inoperative provided: a) Approach Minimums do not require its use, b) Affected Window's Heat System is deactivated, c) Affected Window's EICAS "WSHLD HEAT FAIL" Caution is deactivated, d) EICAS "WSHLD HEAT FAIL" Cautions and ICE PROTECT System Page Failure Messages for all remaining Windows operate normally, e) Side Window Heat Systems operate normally, f) Both Air Conditioning Packs operate normally, g) ECS Flow Mode remains in HIGH, h) Feet Airflow Lever on affected side remains in full UP, i) Aircraft is not operated in known or forecast icing conditions, and j) Alternate procedures to clear inadvertent Window fogging are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
12.	Windshield Heat Systems (Cont'd)				
2)	Side Windows	C	2	1	(M) (O) One may be inoperative provided: <ul style="list-style-type: none"> a) Affected Window's Heat System is deactivated, b) Affected Window's EICAS "WSHLD HEAT FAIL" Caution is deactivated, c) EICAS "WSHLD HEAT FAIL" Caution and ICE PROTECT Systems Page Failure Messages for all remaining Windows operate normally, d) Forward Window Heat Systems operate normally, e) Both Air Conditioning Packs operate normally, f) Aircraft is not operated in known or forecast icing conditions, and g) Alternate procedures to clear inadvertent Window fogging are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
13.	"ON" Annunciator Lights on ENGINE INTAKE Deice Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Affected Engine Intake Deice System(s) is verified to operate normally, b) Associated Engine Intake "ENG DEICE FAIL" EICAS Caution(s) operates normally, c) EICAS ICE PROTECT System Page operates normally, and d) Alternate procedures for determining Engine Intake Deice System status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
14.	Horizontal (Valve C Open) Flow Bars on Airfoil Deice BLEED Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Affected Airfoil Deice Bleed System(s) is verified to operate normally, b) Associated Airfoil Deice BLEED "OFF" Annunciator Light(s) operates normally, c) EICAS ICE PROTECT System Page operates normally, and d) Alternate procedures for determining Airfoil Deice System status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
15.	"OFF" Annunciator Lights on Airfoil Deice BLEED Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Affected Deice Airfoil Bleed System(s) is verified to operate normally, b) Associated Airfoil Deice BLEED Horizontal (Valve Open) Flow Bar Light(s) operates normally, c) EICAS ICE PROTECT System Page operates normally, and d) Alternate procedures for determining Airfoil Deice System status are established and used.
16.	"ON" Annunciator Light on Airfoil Deice SINGLE Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) Airfoil Single Cycle Mode is verified to operate normally, b) EICAS "SINGLE FAIL" Caution operate normally, c) EICAS ICE PROTECT System Page operates normally, and d) Alternate procedures for monitoring Airfoil Deice System SINGLE operation are established and used.
					NOTE: A SINGLE "ON" Annunciator Light for an inoperative Airfoil Deice System may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
17.	"FAIL" Annunciator Lights on HORNS Heat Pushbuttons (Overhead Panel)	B	2	1	(M)One Light may fail to illuminate provided: a) Associated Horn Deice System is verified to operate normally, b) Associated EICAS "ELEV HEAT FAIL" Caution(s) operate normally, and c) Associated HORN Pushbutton "ON" Annunciator Light(s) operates normally.
18.	"ON" Annunicator Lights on HORNS Heat Pushbuttons (Overhead Panel)	B	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Horn Deice System is verified to operate normally, b) Associated EICAS "ELEV HEAT FAIL" Caution(s) operates normally, c) Associated HORN Pushbutton "FAIL" Annunciator Light(s) operates normally, d) Associated EICAS "SHAKER-PUSHER ICE" Status Message operates normally, and e) Alternate procedures for determining Elevator and Rudder Horn Anti-icing System status are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
19.	"ICE" Annunciator Light on ICE DETECTOR TEST Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) Ice Detector is verified to operate normally, b) EICAS "ICE DETECTOR FAIL" Caution, and "ICE DETECTED" Status Message operate normally, c) EICAS ICE PROTECT System Page operates normally, and d) Alternate procedures for determining airframe ice accretion are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
20.	"FAIL" Annunciator Light on Ice DETECTOR Pushbutton (Overhead Panel)	B	1	0	(M)(O)Light may fail to illuminate provided: a) Ice Detector is verified to operate normally, b) EICAS "ICE DETECTOR FAIL" Caution, and "ICE DETECTED" Status Message operate normally, c) EICAS ICE PROTECT System Page operates normally, and d) Alternate procedures for determining airframe ice accretion are established and used.
21.	Airframe De-icing Timers				
	1. Cycle Mode	B	1	0	(O)May be inoperative provided: a) Before dispatch into known or forecast icing conditions, all de-icer boots are ground checked in the single mode to confirm inflation and deflation, and b) Automatic Mode switch remains in the off position.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
21.	Airframe De-icing Timers (Cont'd)				
2.	Single Mode	B	1	0	(O)May be inoperative provided: a) Before dispatch into known or forecast icing conditions, all de-icer boots are ground checked in the Cycle Mode (S or F) to confirm inflation and deflation, and b) Single Mode switch remains in the off position.

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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.	Flight Data Recorder (FDR)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport where repairs or replacements can be made, and c) Repairs are made within three flight days.
2.	Clocks	C	2	1	
3.	Master Warning System				
1)	Master Warning Lights	B	2	1	(M) One may be inoperative provided: a) Master Warning Aural Alert and all discrete Red Warning Panel (RWP) Lights operate normally, and b) Lights erroneously ON are deactivated.
4.	Master Caution System				
1)	Master Caution Lights	B	2	1	(M) One may be inoperative provided: a) Master Caution Aural Alert and EICAS Cautions operate normally, and b) Lights erroneously ON are deactivated.

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31	INDICATING/RECORDING SYSTEMS				
5.	Total Air Temperature (TAT) Probes	C	2	1	One may be inoperative provided Fuel Tank Temperature (TANK TEMP) Indications on EICAS Fuel System Page operate normally.
6.	Auto Torque Calculating and Indicating System	C	1	0	(O)May be inoperative provided alternate procedures for determining and setting limiting Torque values are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
1.	"OFF" Annunciator Light on ANTI SKID (A-SKID) Pushbutton (Center Instrument Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) Anti-Skid is verified to operate normally, b) EICAS "ANTI SKID INOP" status message is verified to operate normally, c) EICAS "ANTI-SKID FAIL" caution message operates normally, and d) Alternate Procedures to verify Anti-Skid "ON" status are established and used before each takeoff, and landing.
2.	Brake Temperature Indicating Sensors	C	4	2	(M)(O)One on each landing gear may be inoperative provided: a) EICAS HYDR System Page Brake Temperature Indications for remaining two brake Sensors operate normally, b) Temperature indications for remaining two brakes are verified to be within normal range before each takeoff, c) EICAS "BRAKE TEMP HIGH" Caution associated with the inoperative Sensor is deactivated, and d) Affected brake is verified to be cool to the touch before each takeoff.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
3.	"OFF" Annunciator Light on Nosewheel Steering (NWS) Pushbutton (Center Instrument Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) Nosewheel Steering is verified to operate normally, b) EICAS "NWS INOP" Status Message is verified to operate normally, c) EICAS "NWS FAIL" Caution Message operates normally, and d) Alternate Procedures to verify Nosewheel "ON" status are established and used before each Taxi operation.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
1.	Flight Compartment and Instrument Lighting System	C	1	-	Individual Lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmember's eyes, and c) Lighting configuration and intensity is acceptable to flight crew.
1)	"DAY/NIGHT" Annunciator Light Intensity Selector Switch (Cockpit Lighting Control Panel)	C	1	0	"NIGHT" (Dimming) function may be inoperative for day-only operations.
2.	Cabin Interior Lighting System	C	1	-	Individual Lights may be inoperative provided remaining lighting is sufficient for Cabin Attendant(s) to perform their duties.
		C	1	0	May be inoperative for day operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
3.	Passenger Notice System ("No Smoking/Fasten Seat Belt"/"Return to Seat" Signs)	C	-	-	(M) (O) No Passenger Seat, Cabin Attendant Seat, or Lavatory may be occupied from which a "No Smoking/Fasten Seat Belt" or "Return to Seat" Sign is not readily legible. (The affected Seat and/or Lavatory must be blocked and placarded - "DO NOT OCCUPY")
		C	-	-	(O) "No Smoking/Fasten Seat Belt"/"Return to Seat" Signs may be inoperative and the affected Passenger Seat(s), Cabin Attendant Seat(s), or Lavatory(s) may be occupied provided: a) PA System operates normally and can be clearly heard throughout the Cabin and Lavatory(s) during flight, and b) PA System is used to alert the Cabin Crew and to notify Passengers when Seat Belts should be fastened, when return to Seat is required, and when smoking is prohibited.
4.	Landing Lights	C	2	1	One may be inoperative for night operations provided both Taxi Lights operate normally.
		C	2	0	May be inoperative for day operations.

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33	LIGHTS				
5.	Taxi Lights	C	2	1	One may be inoperative for night operations provided both Landing Lights operate normally.
		C	2	0	May be inoperative for day operations.
6.	Wing Inspection Lights	C	2	0	(O)May be inoperative provided: a) A portable lamp/light of adequate capacity is available for night operations in icing conditions, and b) Approved Ground Deicing/Anti-Icing Procedures do not require their use.
		C	2	0	May be inoperative for day operations.
7.	Navigation Lights	C	3	0	May be inoperative for day operations.
8.	Wing STROBE (White) Anti-Collision Light System	C	1	0	May be inoperative for day operations. NOTE: White Strobe Lights are considered the Anti-Collision Light System required by FAR.
9.	Red Flashing Beacon (ANTICOLL) Light System	C	1	0	(O)May be inoperative provided alternate procedures are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
10.	Logo Lights ***	C	2	0	
11.	Interior Emergency Lighting System				
	1) Cargo Configuration	C	1	0	May be inoperative unless required by carriage of persons in attendance in the Cargo Compartment.
12.	Exterior Emergency Lighting System	B	1	0	May be inoperative for day operations.
13.	Floor Proximity Emergency Escape Path Marking System	C	1	1	Individual Lights may be inoperative provided 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.
14.	Cargo Compartment Lights	C	2	0	

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33	LIGHTS				
15.	Passenger/Crew Entrance Door Step Lights	C	4	2	Two non-adjacent Lights may be inoperative.
	1) Stairway Lighting System	C	1	0	(0) May be inoperative provided steps are illuminated by an acceptable alternate means.
16.	Boarding Light Timer	C	1	0	May be inoperative provided boarding lights are operated manually.

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34	NAVIGATION				
1.	Altitude Alert System	A	-	-	(O)May be inoperative provided: a) Auto Pilot with Altitude Hold operates normally, and b) Operations are limited to three flight days before repairs are made.
2.	Weather Radar	C	-	-	As required by FAR.
3.	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	(O)One may inoperative on the non-flying pilot side provided TA and RA elements are operative on the flying pilot side.
2)	Resolution Advisory (RA) Display System(S)	C	2	1	(O)One may be inoperative on non-flying pilot side.
		C	-	0	(O)May be inoperative provided: a) All Traffic Alert (TA) display elements and voice command audio functions operate normally, and b) TA only mode is selected by the Crew.
3)	Traffic Alert (TA) Display System(s)	C	-	0	(O)May be inoperative provided all installed RA display and audio functions operate normally.

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34	NAVIGATION				
4.	Marker Beacon	C	- 0		May be inoperative provided approach minimums do not require its use.
5.	ADF	C	- -		As required by FAR.
6.	VHF Navigation Receiver Systems	C	- -		Any in excess of those required by FAR, and not powered by an emergency bus, may be inoperative.
7.	ATC Transponder and Automatic Altitude Reporting Systems	C D	- -	- -	As required by FAR. Any in excess of those required by FAR may be inoperative.
8.	Instrument Comparator System	C	1 0		May be inoperative provided approach minimums do not require its use.
9.	Radio Altimeter System	A	- 0		(O)May be inoperative provided: a) Ground Proximity Warning System (GPWS) is considered inoperative, b) Approach minimums and/or operating procedures do not require its use, and c) Operations are limited to two flight days before repairs are made.
10.	Microwave Landing *** System (MLS)	C D	- -	0 0	(O)May be inoperative provided approach minimums do not require its use. May be inoperative provided procedures do not require its use.

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34 NAVIGATION					
11. Global Positioning *** System (GPS)	C	-	0	(0)May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
12. Omega/VLF *** Navigation System	C	-	0	(0)May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
13. DME System	D	-	-	Any in excess of those required by FAR may be inoperative.	

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34	NAVIGATION				
14.	Ground Proximity Warning System (GPWS)	A	-	0	(O)May be inoperative provided: a) Alternate Procedures are established used, and b) Repairs are made within two flight days.
1)	Terrain Avoidance Warning (Modes 1-4)	A	-	0	(O)May be inoperative provided: a) Alternate procedures are established used, and b) Repairs are made within two flight days.
2)	Test Mode	A	1	0	(O)May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
3)	Glideslope Deviation Lights (Mode 5)	B	2	0	
*** 4)	Advisory Callouts	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
*** 5)	Windshear Mode	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
*** 6)	Enhanced GPWS	C	-	0	

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34	NAVIGATION				
15.	Display Controller Unit				
1)	PFD Format (FMT) Selection Pushbuttons	B	2	0	May be inoperative with a fixed PFD HSI Format, provided displayed HSI Format is acceptable to the affected pilot(s).
2)	RMI Bearing (BRG) Selection Pushbuttons	C	4	2	One on each pilot's Display Controller Unit may be inoperative.
		B	4	0	May be inoperative provided approach minimums and navigation procedures do not require its use.

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34	NAVIGATION				
15.	Display Controller Unit (Cont'd)				
3)	Vor/Localizer (V/L) Navigation Source Selector Pushbuttons	C	2	1	One may be inoperative provided: a) On-side VOR/Localizer information is displayed, b) FMS Navigation Pushbutton is not engaged on the affected side, and c) MLS Navigation Pushbutton is not engaged on the affected side.
		B	2	0	(O)May be inoperative provided: a) On-side VOR/Localizer information is displayed, b) FMS Navigation Pushbutton is not engaged on the affected side, c) MLS Navigation Pushbutton is not engaged on the affected side, and d) Alternate navigation procedures are established and used.

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34	NAVIGATION				
15.	Display Controller Unit (Cont'd)				
4)	FMS Navigation Source Selector Pushbuttons	C	2	1	One may be inoperative provided: a) On-side VOR/Localizer is displayed on the affected PFID, and b) FMS Navigation Pushbutton is not engaged on the affected side.
		B	2	0	Both may be inoperative provided: a) Operations are not predicated on FMS Navigation, b) On-side VOR/Localizer is displayed on both PFID's, and c) FMS Navigation Pushbuttons are not engaged on either side.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
15.	Display Controller Unit (Cont'd)				
5)	DH/MDA Display Selector Knobs	C	2	1	One may be inoperative provided: a) Affected DH/MDA Selector Knob is not used for any function, b) DH and MDA references are not displayed on affected PFD, and c) Approach minimums do not require its use.
		B	2	0	(O)Both may be inoperative provided: a) Affected DH/MDA Selector Knob(s) is not used for any function, b) DH and MDA references are not displayed on either PFD, c) Approach minimums do not require their use, and d) Alternate procedures for determining and denoting DH and/or MDA are established and used.

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34	NAVIGATION				
15.	Display Controller Unit (Cont'd)				
6)	Indicated Airspeed (IAS) Selector Knob	B	1	0	(O)May be inoperative provided: a) Flight Level Change (FLCH) Auto Pilot/Flight Director Mode is not used b) Takeoff, Approach, and Landing procedures do not require its use, and c) Alternate airspeed referencing procedures are established and used.
16.	Flight Management System (FMS)	B	1	0	(O)May be inoperative provided: a) For IRS equipped aircraft, alternate procedures for aligning IRS are established and used, b) Alternate Flight Planning procedures are established, and c) Alternate Navigation procedures are established.
17.	Head-Up Display *** System (HUD)	D	1	0	(M)May be inoperative provided: a) System is deactivated, b) Combiner Unit remains in the stowed position, and c) Takeoff and Approach minimums do not require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
1.	Oxygen Mask Deployment System				
	1) Automatic Function	B	1	0	(M)May be inoperative provided: a) Manual Deployment Function is verified to operate normally, and b) Operations are limited to FL250 and below.
2.	Passenger Oxygen Dropout Units				
	1) At Passenger Seats	B	-	0	(M)May be inoperative provided: a) Inoperative Units are secured closed, b) Associated Seats are blocked and placarded to prevent occupancy, and c) If two or more Units are adjacent (forward and aft, or left and right), Seat Rows forward and aft of inoperative Units are blocked and placarded to prevent occupancy.

NOTE: Oxygen Dropout Units at
Flight Attendant Stations
must operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
2.	Passenger Oxygen Dropout Units (Cont'd)				
	2) In Lavatory	B	- 0		(M)May be inoperative provided affected Lavatory is blocked and placarded "INOPERATIVE - DO NOT ENTER".
3.	First Aid Oxygen Masks	C	- -		Any in excess of those required by FAR may be inoperative or missing provided; a) Affected Mask(s) is removed from the Passenger Cabin, and b) Required distribution of operative Masks is maintained.
4.	Protective Breathing Equipment (PBE)	D	- -		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
35	OXYGEN				
5.	Oxygen Cylinder Quantity Gauge	C	1	0	(M) (O) May be inoperative provided: a) Oxygen Quantity Indication on EICAS CPCS/OXYGEN System Page operates normally, b) Alternate procedures for determining adequate Oxygen Quantity for flight are established and used, and c) Alternate procedures for servicing Oxygen are established and used.
6.	Observer Oxygen System				NOTE: This Item is considered part of the "including all Associated Equipment" encompassed in Item 25-6-1), Primary Observer Seat.
7.	Observer Smoke Mask/Goggles				NOTE: This Item is considered part of the "including all Associated Equipment" encompassed in Item 25-6-1), Primary Observer Seat.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
1.	High Pressure (HP) Duct Pressure Reducing and Shut Off Valves (PRSOV)	C	2	1	(M)(O)One may be inoperative provided: a) EICAS ECS System Page operates normally, b) Affected Valve is deactivated and confirmed closed, and c) Acceptable alternate Air Conditioning and Pressurization procedures are established and used.
2.	Main Duct Bleed Valves				Deleted, Revision 3.
3.	Cross Bleed Valve	C	1	0	(M)May be inoperative provided affected Valve is deactivated and verified closed.
4.	EICAS "BLEED LEAK" Caution				Deleted, Revision 3.
5.	Vertical (Valve Open) Flow Bar Annunciator Light on Pneumatic BLEED Pushbutton (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Pneumatic BLEED Pushbutton(s) is verified to operate normally, b) EICAS ECS System Page operates normally, c) Associated Pneumatic BLEED Pushbutton "OFF" Annunciator Light(s) operates normally, d) Associated EICAS "BLEED SOV FAIL" Caution(s) operate normally, and e) Alternate procedures for determining Pneumatic Bleed Valve(s) position are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
6.	"OFF" Annunciator Light on Pneumatic BLEED Pushbutton (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated Pneumatic BLEED Pushbutton(s) is verified to operate normally, b) EICAS ECS System Page operates normally, c) Associated Pneumatic BLEED Pushbutton Vertical (Valve Open) Flow Bar Annunciator Light(s) operates normally, d) Associated EICAS "BLEED SOV FAIL" Caution(s) operate normally, and e) Alternate procedures for determining Pneumatic Bleed Valve(s) position are established and used.
7.	Vertical (Valve Closed) Flow Bar Annunciator Light on Pneumatic X-BLEED Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) Pneumatic X-BLEED Pushbutton is verified to operate normally, b) EICAS ECS System Page operates normally, c) Pneumatic X-BLEED Pushbutton Horizontal (Valve Open) Flow Bar Annunciator Light operates normally, d) EICAS "X-BLEED FAIL" Caution operates normally, and e) Alternate procedures for determining Pneumatic Cross Bleed Valve position are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
8.	Horizontal (Valve Open) Flow Bar Annunciator Light on Pneumatic X-BLEED Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) Pneumatic X-BLEED Pushbutton is verified to operate normally, b) EICAS ECS System Page operates normally, c) Pneumatic X-BLEED Pushbutton Vertical (Valve Closed) Flow Bar Annunciator Light operates normally, d) EICAS "X-BLEED FAIL" Caution operates normally, and e) Alternate procedures for determining Pneumatic Cross Bleed Valve position are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
1.	Auxiliary Power	C	1	0	(M)May be inoperative provided
***	Unit (APU)				unit is deactivated and secured.
	1) APU Bleed	C	1	0	(M)May be inoperative closed.
	Air system				

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61		PROPELLERS			
1.	Synchrophasing System	C	1	0	
2.	"ARM" Annunciator Light on AUTO FEATHER Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may be fail to illuminate provided: a) Before each Takeoff, Autofeather System is verified to operate normally, b) EICAS "AUTOFEATHER ARM" Status Message operates normally, and c) Alternate procedures for confirming Autofeather Armed status are established and used for each Takeoff, and Landing Approach.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL				
1.	Fuel Flow Indications	B	2	1	One may be inoperative provided: a) Associated Engine Performance Indications (TQ, Np, ITT, Nh) operate normally, and b) Associated EICAS Fuel Quantity (FQ) Indication operates normally.
2.	EICAS "FUEL FEED TEMP" Caution	C	2	0	May be inoperative provided associated EICAS Oil Temperature and Oil Pressure Indications operate normally.
3.	Condition Lever "High Taxi" Mode	C	2	0	(O)May be inoperative provided Taxi operations with tailwind conditions of 25 knots or greater are conducted using an acceptable alternate procedure.
4.	"MAN" Annunciator Lights on ECU Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated ECU(s) is verified to operate normally, b) Associated ECU Pushbutton "FAIL" Annunciator Light(s) operates normally, c) Associated EICAS "ENG ECU FAIL" Caution(s) operates normally, and d) Before each Takeoff, ECU "ON" status is verified by an acceptable alternate means.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL				
5.	"FAIL" Annunciator Lights on ECU Pushbuttons (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated ECU(s) is verified to operate normally, b) Associated ECU Pushbutton "MAN" Annunciator Light(s) operates normally, c) Associated EICAS "ENG ECU FAIL" Caution(s) operates normally, and d) Before each Takeoff, ECU "ON" status is verified by an acceptable alternate means.
6.	"START" Annunciator Light on ENGINE START Pushbutton (Overhead Panel)	C	2	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated START Pushbutton(s) is verified to operate normally, b) "IG1" and "IG2" Annunciator Lights in associated START Pushbutton(s) are verified to operate normally, c) Associated EICAS "IGN" Synoptic(s) operates normally, and d) Alternate procedures for determining normal Starter engagement, operation, cut-out, and normal Generator operation are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL				
7.	"IG1" and "IG2" Annunciator Lights on ENGINE START Pushbuttons (Overhead Panel)	C	4	0	(M)(O)Light(s) may fail to illuminate provided: a) Associated START Pushbutton(s) is verified to operate normally, b) "START" Annunciator Lights in associated START Pushbutton(s) are verified to operate normally, c) Associated EICAS "IGN" Synoptic(s) operates normally, and d) Alternate procedures for determining normal Starter engagement, operation, and cut-out are established and used.
8.	"ON" Annunciator Light on COLD/CROSS Pushbutton (Overhead Panel)	C	1	0	(M)(O)Light may fail to illuminate provided: a) COLD/CROSS Pushbutton is verified to operate normally, b) EICAS ELECTR System Page operates normally, c) DC TIE Horizontal (Bus Tied) and Vertical (Bus Un-Tied) Flow Bar Annunciator Lights operate normally, d) Alternate procedures to determine that Main Busses are tied, and Both Ignition Systems are activated during Cold/Cross Starts are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING				
1.	Engine Condition Trend Recording System				
	1) Automatic Mode	C	1	0	(M) (O) May be inoperative provided acceptable alternate procedures for recording Engine Condition Trend Data are established and used.
		D	1	0	May be inoperative provided Automatic Engine Trend Monitoring is not required by affected Operator's Approved Maintenance Program.
	2) TRENDR Switch Function	C	1	0	May be inoperative provided Automatic Mode of Engine Condition Trend Recording System operates normally.
		C	1	0	(M) (O) May be inoperative provided acceptable alternate procedures for recording Engine Condition Trend Data are established and used.
		D	1	0	May be inoperative provided Automatic Engine Trend Monitoring is not required by affected Operator's Approved Maintenance Program.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
1. Low Oil Press ("OIL PRESS") Warnings on Red Warning Panel (RWP)	B	2	1	(M)(O)One may be inoperative provided:	<ul style="list-style-type: none"> a) Associated Master Warnings (Visual and Aural) operate normally, b) Associated EICAS Oil Pressure and Oil Temperature Indications operate normally, c) Adequate Oil Quantity is verified before departure, and d) Light erroneously ON is deactivated.