

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Revision: 7 a
Date: 03/07/2003

WASHINGTON, D.C.

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

FOKKER F-28 Mk 0100 (FOKKER 100)
FOKKER F-28 MK 070 (FOKKER 70)

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	52-3	7 a	03/07/2003
73	73-1	4 a	06/29/1995
74	74-1	6	06/04/2001
77	77-1	6	06/04/2001
	77-2	6	06/04/2001
	77-3	4 a	06/29/1995
	77-4	4 b	08/03/1995
	77-5	6	06/04/2001
78	78-1	5 a	04/08/1999

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Control Page

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79	79-1	6	06/04/2001
80	80-1	4 a	06/29/1995

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Highlights of Change

EFFECTIVE ABOVE DATE, the FOKKER 70 AND 100 Master Minimum Equipment List (MMEL) has been revised as follows:

ITEM 51-1, Enhanced Security Flight Deck Door Automatic Locking System (FAR 25.795 Compliant): New Item.

ITEM 51-2, Flight Deck Door Electric Lock System (Not FAR 25.79 Compliant): New Item.

ITEM 51-3, Enhanced Flight Deck Security Door Dead Bolt (FAR 25 Compliant): New Item.

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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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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.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
20-1	Economy ON Light	C	1	0	
20-2	Economy Mode				
	1) F-70 Aircraft and F-100 Aircraft with Tay 620-15	C	1	0	
	2) F-100 Aircraft with Tay 650-15	C	1	0	(O)May be inoperative provided: a) One pack remains OFF for takeoff, and b) Autothrottle associated with pack selected OFF is not used for takeoff.
		C	1	0	May be inoperative provided maximum take-off weight is reduced by 300 lbs.
23-1	Recirculation *** System	C	-	0	
23-2	Recirculation Fans 1 and 3 OFF Light				DELETED in Revision 4. Relief included in Recirculating Fans OFF Lights.
23-3	Recirculation Fans 2 and 4 OFF Light				DELETED in Revision 4. Relief included in Recirculating Fans OFF Lights.
23-4	Recirculating *** Fans OFF Lights	C	-	0	
26-1	EFIS Emergency Cooling Fan	C	1	0	(M)May be inoperative provided Blower Fans 1 and 2 are verified operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
26-2	EFIS EMR COOL FAN Light	C	1	0	(M)May be inoperative provided associated fan is verified operative.
		C	1	0	(M)May be inoperative provided Blower Fans 1 and 2 are verified operative.
26-3	Avionics Cooling Outlet Valve				
	1) F-100 Aircraft S/N 11244 to 11520 not modified by SBF100-21-60	C	1	0	(M)May be inoperative provided: a) Both packs operate normally, b) Affected valve is verified closed, and c) Cargo vent outlet valve (if installed) operates normally.
	2) F-100 Aircraft s/n 11521 and subsequent and aircraft 11244 to 11520 modified by SBF100-21-60 and F-70 aircraft.	C	1	0	May be inoperative provided: a) Both packs operate normally, and b) Cargo vent outlet valve (if installed) operates normally.
26-4	Avionics Cooling Outlet Valve Fault Indicator	C	1	0	May be inoperative provided both packs operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
26-5	Blower Fans No's 1 and 2	C	2	1	(M)One may be inoperative provided: a) EFIS Emergency Cooling Fan is verified to be operative, and b) During ground operations, EFIS and MFDU Displays are turned OFF when not required.
26-6	Suction Fans	C	2	0	(M)(0)Both may be inoperative provided: a) Blower Fans 1 and 2 are verified operative, and b) During ground operations, EFIS and MFDU Displays are turned off when not required.
26-7	Blower Fan No. 3 ***	C	1	0	
26-8	Avionics Cooling Flow Sensors				
	1) Two Fan Installation	B	2	0	(M)Both may be inoperative provided both Blower Fans No. 1 and 2 are verified operative once each flight day.
	2) Three Fan Installation	B	2	0	(M)Both may be inoperative provided Blowers Fans No. 1, 2, and 3 are verified operative once each flight day.
27-1	Cargo Vent System ***	C	1	0	May be inoperative provided no live animals are carried.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
27-2 ***	Cargo Vent Light	FAULT C	1	0	May be inoperative provided no live animals are carried.
27-3 ***	Cargo Vent Outlet Valve				
1)	Aircraft S/N 11244 to 11520 not modified by SBF100-21-60	C	1	0	(M)May be inoperative provided: a) Both Air Conditioning Packs are operative, and b) Affected Valve is not in an Overtravel Position.
2)	Aircraft 11521 and subsequent and aircraft 11244 to 11520 modified by SBF100-21-60	C	1	0	(M)May be inoperative provided Both Air Conditioning Packs are operative.
28-1	Ram Air Valve	C	1	0	(M)May be inoperative provided Valve is verified OPEN.
28-2	Ram Air ON/OPEN Light	C	1	0	(M)May be inoperative provided Valve is verified OPEN.
29-1 ***	Rear Cabin Air Extraction System (RECAES)				
1)	Valves	C	2	1	(M)One may be inoperative provided: a) Both packs are operative, and b) System is deactivated.

(Continued)

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21-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
29-1 ***	Rear Cabin Air Extraction System (RECAES) (Cont'd)				
	1) Valves (Cont'd)	D	2	0	(M)One or both may be inoperative provided: a) System is deactivated, and b) Affected valve(s) is secured closed.
		C	2	0	(M)(O)One or both may be inoperative provided: a) System is deactivated, and b) Flight is conducted unpressurized.
	2) Fans	D	2	0	(M)May be inoperative provided system is deactivated.
30-1	Manual Pressurization System	C	1	0	(M)(O)May be inoperative provided: a) Flight is conducted unpressurized, b) One outflow valve is secured OPEN, c) Extended overwater flight is prohibited, and d) One pack remain off for takeoff and landing, and e) Autothrottle associated with pack selected OFF is not used for takeoff.

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21-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
31-1	Automatic Pressurization Control Channels				
1)	Single Channel System	A	1	0	(M) (O) May be inoperative provided: a) Manual Control is operative, b) Cabin Altitude Alerting System is verified operative, c) Cabin Pressure Indication is operative, and d) One Autopilot System is operative. e) Repair is made within 15 flight hours.
*** 2)	Dual Channel Systems	C	2	1	One may be inoperative provided Manual Pressurization Control is operative.
		A	2	0	(M) (O) Both may be inoperative provided: a) Manual Control is operative, b) Cabin Altitude Alerting System is verified operative, c) Cabin Pressure Indication is operative, and d) One Autopilot System is operative. e) Repair is made within 15 flight hours.

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21-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
31-2	Outflow Valves	C	2	1	(M)(O)One may be inoperative provided: a) Flight is conducted pressurized, and b) Affected valve is verified CLOSED.
		C	2	0	(M)(O)Both may be inoperative provided: a) Flight is conducted unpressurized, b) One outflow valve is secured OPEN, c) Extended overwater flight is prohibited, d) One pack remain off for takeoff and landing, and e) Autothrottle associated with pack selected OFF is not used for takeoff.
31-3	Landing Altitude Selector (On Pressurization Panel)	C	1	0	(O)May be inoperative provided: a) Cabin rate of climb and cabin altitude indicators are operative, b) Autopilot is operative, and c) Manual pressurization control is used during descent.
33-1	Cabin Rate-of-Climb Indicator	C	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) One Automatic Pressurization Control Channel is operative.

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21-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
33-2	Cabin Altitude Indicator	C	1	0	May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided to convert cabin differential pressure to cabin altitude.
33-3	Cabin Differential Pressure Indicator	C	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) A chart is provided to convert cabin altitude to cabin differential pressure.
33-4	Pressurization Control FAULT/MAN Light	C	1	0	
33-5	CABIN ALT Alerting System	C	1	0	May be inoperative provided aircraft is operated at 10,000 feet MSL or below.

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21-9

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
51-1	Air Conditioning Packs	C	2	1	(O)One may be inoperative provided: a) Affected pack remains OFF, b) Ram air valve is operative, c) Aircraft is operated at or below FL 250, and d) Associated autothrottle is not used for takeoff.
		C	2	0	(M)(O)Both may be inoperative provided: a) Flight is conducted unpressurized, b) Ram Air Valve is operative, c) Autothrottle is not used for takeoff, d) One outflow valve is secured open, and e) Extended overwater flight is prohibited.
52-1	Pack FAULT/OFF Lights	C	2	0	
53-1	Water Extractor Three-Way Valve (3 Wheel ECS only)	C	1	0	

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21-10

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21		AIR CONDITIONING			
60-1	Flight Deck and Cabin Temperature Control Systems	C	2	1	(O)One may be inoperative provided: a) Affected pack remains OFF, b) Ram air valve is operative, c) Aircraft is operated at or below FL 250, and d) Associated autothrottle is not used for takeoff.
	1) Automatic Systems	C	2	1	One may be inoperative provided: a) Associated manual temperature control is operative, and b) Temperature indication for the affected pack is operative.
		C	2	0	(O)Both may be inoperative provided: a) Associated manual temperature control is operative, b) Temperature indication for affected pack is operative, c) One pack remain OFF during takeoff, and d) Autothrottle associated with pack selected OFF is not used for takeoff.
	2) Manual Systems	C	2	0	Both may be inoperative provided associated Automatic Temperature Control System is operative.

U.S. DEPARTMENT OF TRANSPORTATION

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
63-1	Air Conditioning Temperature Indication	C	1	0	May be inoperative provided cabin Automatic Temperature Control System is operative.

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22-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
10-1	Flight Control Computer (FCC) and Flight Augmentation Computer (FAC) Functions				
	1) Autopilots	C	2	1	One may be inoperative provided approach minimums do not depend on use of affected Autopilot.
		B	2	0	Both may be inoperative provided: a) One Automatic Cabin Pressurization Control Channel is operative or flight is conducted unpressurized, and b) Approach minimums do not depend on use of Autopilot.
	2) Autothrottle Systems (ATS) Channels	C	2	1	One may be inoperative provided Approach minimums do not depend on use of both Autothrottle Systems.

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22	AUTO FLIGHT				
10-1	Flight Control Computer (FCC) and Flight Augmentation Computer (FAC) Functions (Cont'd)				
	3) Stabilizer Trim Functions				
	a) F-100	B	2	1	One may be inoperative provided affected channel remains off.
		B	2	0	(O)Both may be inoperative provided: a) Approach minimums do not require use of autopilots, and, b) Autopilots are considered inoperative and not used.
					NOTE: Both control wheel STAB TRIM switches will be inoperative.
	b) F-70	B	2	1	(O)One may be inoperative provided affected channel remains off.
		B	2	0	(O)Both may be inoperative provided: a) Approach minimums do not require use of autopilots, and, b) Autopilots are considered inoperative and not used.
					NOTE: Both control wheel STAB TRIM switches will be inoperative.

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22	AUTO FLIGHT				
10-2	Flight Control Computer (FCC) Functions				
1)	Flight Mode Panel (FMP) Channels				Moved to new items 22-15-1 thru 22-15-5 by Revision No. 4.
2)	Windshear Guidance	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
*** 3)	AFCAS Faults (AFCAS MAINT REQUIRED Message Displayed) F-70 Aircraft and F-100 Aircraft modified by SBF100-22-037	C	-	-	(M)May be inoperative provided: a) Inoperative function is on manufacturer's list of items or functions for which maintenance can be deferred, and, b) AFCAS is operative.
4)	FCC Data On EFIS (FD, SPD LIM Bugs)	C	2	1	(O)One may be inoperative provided: a) During previous flight a FD and/or SPD LIM flag was displayed on one PFD ONLY (FD/FCC source select in normal), b) Associated autopilot is not engaged below 500 feet AGL, c) ALTN FD/FCC is selected on affected side, and d) Approach minimums do not require both autopilots. NOTE: EFIS alert will be displayed on MFDS.

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22	AUTO FLIGHT				
10-2	Flight Control Computer (FCC) Functions (Cont'd)				
	5) Altitude Alerting System	A	-	0	(O)May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.
		C	-	0	May be inoperative provided it is not required by FAR.
11-1	Flight Director Alternate Source Selectors	C	2	0	Both may be inoperative provided: a) Both pilots have Flight Director information from independent sources, and b) Affected switches are not operated in flight.
11-2	Control Wheel Autopilot Disconnect Buttons	C	2	1	One may be inoperative provided: a) Pilot using Autopilot has an operative Disconnect Button, and b) Autopilots are not used below 1500 feet AGL.
		B	2	0	Both may be inoperative provided both Autopilots are considered inoperative.
11-3	Take Off/Go Around (TOGA) Triggers (On Thrust Levers)	C	2	1	(M)One may be inoperative provided: a) The remaining TOGA Switch is verified operative before each departure, and b) Affected Switch is failed in the deactivated condition.

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			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
11-4	AUTOLAND Caution Lights and Resets	C	2	1	
		C	2	0	Both may be inoperative provided procedures do not depend on their use. NOTE: See AFM Procedures.
11-5	Flight Director FD (FCC) FAULT Lights (Source Select)	C	2	0	
11-6	Flight Control Computer FCC FAULT Lights (Source Select)				DELETED, Combined with item 11-5 in Revision 4.
11-7	AP DISC Bar On FMP	C	1	0	May be inoperative provided: a) Autopilot is not used below 1500 feet AGL, and b) Disconnect switches on the Control Wheels are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
15-1	Flight Mode Panel SPEED Functions				
1)	IAS/M SEL Switch	C	1	0	May be inoperative provided the Vsel Bug is available on each PFD.
2)	IAS/M Display (LCD)	C	1	0	May be inoperative provided the Vsel bug is available on each PFD.
3)	Speed Hold Functions (Push Knob)	C	2	0	Both may be inoperative provided the Vsel bug is responding to rotation of the speed select knob.
4)	IAS/M select Light	C	1	0	May be inoperative provided selected IAS/M is displayed on each PFD.
5)	Speed Select Functions (Pull Knob)	C	2	0	Both may be inoperative provided: a) Vsel bug is responding to rotation of the speed select knob, and b) Approach minimums do not require their use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
15-2	Flight Mode Panel HEADING Control Functions				
1)	HDG Display (LCD)	C	1	0	May be inoperative provided heading bug is displayed on each ND (or RMI).
2)	HDG Hold Functions (Push Knob)	C	2	1	One may be inoperative provided associated autopilot is considered inoperative.
		B	2	0	Both may be inoperative provided: a) Heading bug is responding to rotation of the HDG control knob, and b) Approach minimums do not require their use.
3)	HDG Preselect Functions (Pull Knob)	C	2	0	May be inoperative provided the heading bug is responding to rotation of the HDG control knob.
4)	Bank Angle Limit Select Function (Select knob)	C	2	0	May be inoperative provided bank angle limiter, normal mode is operative.
5)	HDG SELECT Light	C	1	0	May be inoperative provided selected HDG is displayed on each ND (or RMI).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
15-3	Flight Mode Panel ALTITUDE Control Functions				
1)	ALT Display (LCD)	C	1	0	May be inoperative provided: a) PROF Mode is considered inoperative and not used, and b) Altitude Select display on each PFD is operative.
2)	Altitude Hold Function (Push Knob)	C	1	0	May be inoperative provided the altitude pointer on each PFD is responding to rotation of the Altitude Control Knob.
3)	Altitude Preselect Function	C	1	0	May be inoperative provided the altitude pointer on each PFD is responding to rotation of the Altitude Control Knob.
4)	Altitude Select Function (Pull Knob)	C	1	0	May be inoperative provided: a) LVLCH mode is functioning normally, and b) PROF Mode is considered inoperative and not 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					
15-4	Flight Mode Panel Vertical Speed Functions					
	1) V/S Display (LCD)	A	1	0		May be inoperative provided: a) Vertical speed Scale is displayed on each PFD, and b) Repair is made within 15 flight hours.
	2) V/S Function (V/S Wheel)	A	1	0		May be inoperative provided: a) LVLCH function operates normally, and b) Repair is made within 15 flight hours.
15-5	Flight Mode Panel Mode Switch Functions					
	1) NAV Mode	C	1	0		
***	2) PROF Mode	C	1	0		
	3) V/L Mode	C	1	0		

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
15-5	Flight Mode Panel Mode Switch Functions (Cont'd)				
	4) LVLCH Mode	C	1	0	May be inoperative provided vertical speed mode is operative.
		C	1	0	May be inoperative provided: a) Altitude select function is operative, and b) PROF (if installed) is considered inoperative and not used.
	5) LAND (APP) Mode	C	1	0	May be inoperative provided approach minimums do not require its use.
***	6) NAP Mode	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT					
21-1	Flight Augmentation Computer (FAC) Functions					
	1) Yaw Damper Systems	A	2	1		One may be inoperative provided: a) Affected Channel is selected OFF, and b) Repairs are made within 2 flight days.
	2) Control Wheel Stab Trim Switches	C	2	1		One may be inoperative provided the aircraft is operated from the non- affected side.
		C	2	0		(O)Both may be inoperative provided a) Alternate procedures are established and used, and b) Approach minimums do not require its use.
	3) Speed/Mach Trim Systems	C	2	1		
21-2	Yaw Damper YD FAULT Lights	C	2	0		
21-3	Stabilizer Trim FAULT Lights	C	2	0		
21-4	Yaw Rate Sensor *** Unit	C	1	0		May be inoperative provided both inertial reference systems operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
22	AUTO FLIGHT				
31-1	Autothrottle AT FAULT Lights	C	2	0	
31-2	Autothrottle Disconnect Buttons (On Thrust Levers)	C	2	1	
31-3	Autothrottle Force Override Functions	C	2	0	
31-4	Autothrottle Declutch in T. O.	C	2	0	Both may be inoperative provided: a) Autothrottle is not used for Take-off, and b) TOGA is activated to initiate Take-off.
41-1	AFCAS Maintenance Panel	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
23	COMMUNICATIONS				
11-1	Communications Systems (VHF, HF, UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the emergency DC bus.
	1) VHF Comm				
	a) Frequency Transfer Light	C	-	0	
	b) Frequency Transfer Switch	C	-	0	
	c) Frequency Selector Knob	C	-	2	
	d) Frequency Indication	C	-	2	
	2) High Frequency (HF) Comm Systems	C	-	1	(O)May be inoperative while conducting operations that require two LRCS provided: a) SATCOM (High or Low Gain) Data Link system operates normally, and b) SATCOM Data Link communication operates normally over the intended route of flight.
21-1	Selective Call System (SELCAL)	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
22-1	ARINC				
***	Communications Addressing and Reporting System (ACARS)				
1)	System	D	1	0	May be inoperative provided procedures do not require its use.
		C	1	0	(O)May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that is operative may be used.
2)	Printer	D	1	0	May be inoperative provided procedures do not require it use.
		C	1	0	(O)May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that is operative may be used.
3)	FMC Interface	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
23	COMMUNICATIONS					
31-1	Passenger Address (PA) System					
	1) Passenger Configuration	B	1	0		(0)May be inoperative provided: a) Alternate normal and emergency procedures and/or operating restrictions are established and used, and b) Flight Attendant chime operates normally. NOTE: Any station that operates normally may be used.
		C	1	0		(0)May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station that operates normally may be used.
	2) Cargo Configuration (Courier/ Supermunerary Address System	D	1	0		May be inoperative unless procedures require its use.
32-1	Passenger Entertainment and Pre-recorded Announcement System	C	1	0		(0)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
23	COMMUNICATIONS					
33-1	Megaphones	d	-	-	-	Any in excess of those required by FAR may be inoperative provided: a) Inoperative megaphone is removed from the passenger cabin, and b) Required distribution is maintained.
41-1	Service Interphone System (Maintenance)	C	1	0		
41-2	Crewmember Interphone System					
	1) Passenger Configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck, Cabin to Cabin, Cabin Stations	B	-	1		(O)May be inoperative provided: a) Operative station has an operative flight attendant seat, and b) Alternate communications procedures between the affected Flight Attendants Station(s) are established and used.
	b) Flight Deck to Ground	C	1	0		(O)May be inoperative provided alternate procedures are established and used.
						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					
41-2	Crewmember Interphone System (Continued)					
	2) Cargo Configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck, Cabin to Cabin	D	1	0		
	b) Flight Deck to Ground	C	1	0	(0)May be inoperative provided alternate procedures are established and used.	
42-1	Alerting System (Chime/Light)					
	1) Passenger Configuration					
	a) 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.	
					(Continued)	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
23	COMMUNICATIONS				
42-1	Alerting System (Chime/Light) (Continued)				
	2) Cargo Configuration				
	a) Flight Deck Call Light	B	1	0	May be inoperative provided the flight deck chime operates normally. NOTE: The flight deck chime must always be operative.
	b) Courier/ Supernumerary Call Light	B	1	0	May be inoperative provided Courier Supernumerary address system operates normally.
	c) Courier/ Supernumerary Call Light	B	1	0	May be inoperative provided Courier Supernumerary address system operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS					
	43-1 Handsets					
	1) Passenger Configuration					
	a) Flight Deck Handset	C	1	0		(O)May be inoperative provided: a) Flight Deck to cabin communication operates normally, and b) Alternate procedures are established and used.
		D	1	0		May be inoperative provided procedures do not require its use.
	b) Cabin Attendant Handsets	B	-	-		(O)May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) Operative handset(s) is located at an operative flight attendant seat, and c) Alternate communications procedures between the affected Flight Attendants Station(s) are established and used.
	2) Cargo Configuration					
	a) Flight Deck Handsets	D	1	0		
	b) Courier/Supernumerary Handsets	D	-	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					
51-1	Audio Management Channels					
	1) Left	C	2	1		
	2) Right	A	2	1		One may be inoperative provided Observers Jumpseat is considered inoperative and repairs are made within two flight days.
51-2	Flight Deck Speakers	C	2	1		One may be inoperative provided headsets are used by crewmembers.
51-3	Cockpit Microphones (Boom and Handheld)					
	1) Boom Microphones	A	-	0		May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repair is made within 3 flight days.
	2) Hand Held Microphones	C	-	0		May be inoperative provided: a) Associated Boom Microphones are operative, and b) Associated Control Wheel Switch or associated Audio Selector Switch is operative.
51-4	Cockpit Headsets	C	-	-		Any in excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS					
51-5	Interphone Radio Transceiver (IC/RT) Selector Switches					
	1) Control Wheel Switches	C	2	1		(M)Both may be inoperative provided: a) Affected switch is deactivated, b) Flight deck interphone system is operative, and c) Associated audio selector switch is operative.
	2) Audio Selector	C	3	0		(M)All may be inoperative provided: a) Affected switch is verified failed open, b) Flight deck interphone system is operative, and c) Associated control wheel switch is operative.
51-6	Audio Source Selector Switches	C	2	0		
51-7	Audio FAULT Lights	C	2	0		
51-8	Flight Interphone Jack on Ground Service Panel	B	1	0		(O)May be inoperative provided alternate operations procedures are established and used.
71-1	Cockpit Voice Recorder (CVR) System	A	1	0		May be inoperative provided: a) Flight data recorder (FDR) operates normally, and b) Repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
12-1	IDG High Oil Temperature Warning System	B	2	0	May be inoperative provided: a) Both Fuel Temperature Indications are operative, and b) No FUEL TEMP HI ENG 1 (2) alert was present at the last flight. NOTE: IDG TEMP message may be displayed.
21-1	APU Generator	C	1	0	(M) (O) May be inoperative provided: a) Procedures do not require its use, b) APU Generator 115 VAC circuit breaker is pulled and collared, c) Both IDG's operate normally normally, and d) Flight remains within 120 minutes of landing at a suitable airport. NOTE: APU may be used as a pneumatic source.
21-2	Generator FAULT Lights	C	3	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
21-3	Engine Integral Drive Generators (IDG)				
1)	Airplanes with APU GTCP 36-150R	B	2	1	One may be inoperative provided: a) APU Generator is operative and used to supply power to busses of affected IDG, b) Affected IDG is not required for the approach to be flown, c) Airplane is operated at or below FL250, and d) Affected generator (IDG) remains OFF.
2)	Airplanes with APU GTCP 36-150RR	B	2	1	One may be inoperative provided: a) APU Generator is operative and used to supply power to busses of the affected IDG, b) Affected IDG is not required for the approach to be flown, and c) Affected generator (IDG) remains OFF.
22-1	Auto AC X-tie FAULT Lights	C	2	0	
25-1	AC & DC Indication System				
1)	AC Indication System	C	1	0	
2)	DC Indication System	C	1	0	0) May be inoperative provided emergency DC bus is verified operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
24	ELECTRICAL POWER				
26-1 ***	Autoland Invertor	C	1	0	May be inoperative provided procedures do not require use of Autoland Invertor for an autoland approach.
31-1	Essential Transformer Rectifier Unit (TRU)	B	1	0	
31-2	TRU FAULT Lights	C	2	0	
32-1	DC X-TIE Light	C	1	0	
33-1	Battery Charger FAULT Lights	C	2	0	Both may be inoperative provided no battery charger faults are displayed on MFDU.
33-2 ***	BAT NOT ON Message on MFDS	C	-	-	(O)May be inoperative ON or OFF provided battery switch is verified ON prior to each departure.
41-1	External Power AVAIL/ON Light	C	1	0	
41-2	External Power System	C	1	0	(M)May be inoperative provided: a) Procedures are developed to insure isolation of affected components from the rest of the electrical distribution system, and b) External Power Receptacle is appropriately placarded.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
11-1	Crewmember Shoulder Harness				DELETED: Revision 5.
11-2	Observer's Seat(s)				
1)	Primary Observer's Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
		A	1	0	May be inoperative provided: a) Second observer's seat is available, functional, including peripheral equipment, and acceptable to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
		A	1	0	Associated equipment may be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for the perfor- mance of official duties, and c) 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				
	11-2 Observer's Seat(s) (Cont'd)				
	1) Primary Observer's Seat (Including Associated Equipment) (Cont'd)				NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the 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 any observer seat(s).
***	2) Second Observer's Seat (Including Associated Equipment)	D	1	0	NOTE: The Pilot-in Command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
21-1	Flight Attendant Seats (Single or Dual Position)				
1)	Required Flight Attendant Seats	B	-	-	(M) (O) One seat or seat assembly (dual position) may be inoperative provided: a) Affected seat or seat assembly is not occupied, b) Flight Attendant(s) displaced by inoperative seat(s) occupies the passenger seat most accessible to the inoperative seat(s), c) Alternate procedures are established and used as published in crewmember's manuals, d) Folding type seat is stowed or secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY".

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25	EQUIPMENT/FURNISHINGS				
21-1	Flight Attendant Seats (Single or Dual Position) (Cont'd)				
2)	Excess Flight Attendant Seats	C	-	-	(M)May be inoperative provided: a) Affected seat or assembly is not occupied, and b) Folding type seat is stowed or secured in the retracted position.
					NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.
					NOTE 2: A seat position with an inoperative lap belt is considered inoperative.
					NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.

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25	EQUIPMENT/FURNISHINGS				
	21-2 Passenger Seats	C	-	-	(M)May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative lap belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of flight attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
	1) Recline Mechanism		-	-	May be inoperative and seat occupied provided seat is secured in the up-right position.
	2) Underseat Baggage Restraining Bars		-	-	(M)(O)May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.

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25	EQUIPMENT/FURNISHINGS				
21-3	Flight Attendant Seat Lap Belts	C	-	-	May be inoperative provided associated Flight Attendant Seat Position is considered inoperative.
23-1	Window Shades	C	-	-	
27-1	Overhead Storage Bin(s)/ Cabin and Galley Storage Compartments/Closets	C	-	-	(M)May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Compartment is not used for storage of emergency equipment, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin.
50-1	Lower Cargo Compartment Liners	C	-	-	May be inoperative or missing provided only non-combustible materials are carried in affected compartment.
63-1	Aircraft Emergency Location Transmitter (ELT)	C	-	-	As required by FAR.
64-1	Flotation Equipment (Crew and Passenger)	C	-	-	As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
66-1 ***	Emergency Evacuation Signaling System	B	1	0	(O)May be inoperative provided: a) The Passenger Address (PA) System is operative, and b) Alternate Emergency Procedures are established and used.
70-1	"Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
70-2	Cabin Emergency Flashlight Holders (Flight Attendant Station)	C	-	0	All may be inoperative provided cabin crewmember assigned to affected position has an operative flashlight readily available.
70-3	Passenger Convenience Items (Passenger and Cargo Aircraft)		-	-	Passenger Convenience Items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps. 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: Exterior Lavatory Door ash trays are not considered convenience items.

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25	EQUIPMENT/FURNISHINGS				
70-4	First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.
70-5	Underseat Baggage Restraining Bars				Combined with MMEL item 25-21-2, Revision 6.
70-6	Flight Crew Seats				
	1) Lumbar Supports	C	2	0	May be inoperative in the retracted position provided seat is acceptable to the affected crewmember.
	2) Thigh Supports	C	4	0	May be inoperative in the retracted position provided seat is acceptable to the affected crewmember.
	3) Armrests	B	4	2	(M)One armrest on each seat may be inoperative or missing provided: a) Inoperative armrest is in the vertical position or is removed, and b) Seat is acceptable to the affected crewmember.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
70-7	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.
70-8	Galley Waste Receptacles Access Doors/Covers	C	-	-	(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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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
11-1	Engine Fire Detection Systems (Detection Loops)	C	4	2	(O)One complete loop (A or B) on each engine may be inoperative provided: a) It is verified that the remaining Detection Loop is operative, and b) The affected Detection Loop remains OFF.
11-2	Integral Fuel Lever Lights	C	2	0	
12-1	APU Fire Detection System	C	1	0	May be inoperative provided APU is considered inoperative.
*** 1)	Loop on Single Loop Detection System	C	1	0	May be inoperative provided: a) The APU is used for ground starts only, b) APU is continuously monitored, c) APU external control system is operative, and d) APU is shut down prior to taxi.
*** 2)	Loops on Dual Loop Detection System	C	2	1	(O)One complete Loop (A or B) may be inoperative provided: a) Remaining Loop is verified operative, and b) The affected Loop remains OFF.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
12-1	APU Fire Detection System (Cont'd)				
*** 2)	Loops on Dual Loop Detection System (Cont'd)	C	2	0	May be inoperative provided: a) The APU is used for ground starts only, b) APU is continuously monitored, c) APU external control system is operative, and d) APU is shut down prior to taxi.
*** 3)	Tail Overheat Detection System	D	2	0	(M)Both Tail Overheat Detection loops may be inoperative provided failed loops are deactivated.
12-2	APU Fire Warning Horn in Nose Wheel Bay	C	1	0	
12-3	APU Fire Warning Light (Overhead Panel)	C	1	0	May be inoperative provided the SAP panel operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
13-1 ***	Cargo Compartment Fire Detection/ Suppression Systems	C	-	0	May be inoperative for Class D unventilated compartments.
		C	1	0	May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.
					NOTE 1: Operator MELs must define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.
					NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression)
					NOTE 3: Inoperative components of a system(s) may be considered for relief if it is determined that the smoke detection/suppression system will continue to function as intended.
		C	-	0	May be inoperative provided: a) Cargo ventilation system is switched OFF, and b) No live animals are carried in the affected compartment.

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26	FIRE PROTECTION				
13-2 ***	Cargo Smoke Detection Loop FAULT Lights (DUAL Loop System)	C	4	2	One may be inoperative in each cargo compartment provided: a) Affected loop is selected OFF, and b) Remaining Loop is operative.
13-3	Lavatory Smoke Detection Systems	C	-	-	(M)(O)For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded, INOPERATIVE - DO NOT ENTER, and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspection by crewmembers. NOTE 2: A lavatory smoke detection system is not required for all-cargo operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
22-1	APU Fire Extinguishing System	C	1	0	(M)May be inoperative provided: a) APU is used for engine start only, b) APU is continuously monitored by the ground crew, c) Ground crew is in contact with flight deck crew, d) Fire extinguishing equipment is standing by with APU access door open and oil access door open, and e) No passengers are permitted in the aircraft during APU operations.
		C	1	0	May be inoperative provided APU is considered Inoperative.
1)	Fire Bottles (Dual Fire Bottle Installation)	C	2	1	One may be inoperative provided: a) The operative bottle is used in case of a fire, and b) If No. 1 Bottle is inoperative, the APU is monitored from the cockpit by qualified personnel during ground operations.

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26	FIRE PROTECTION				
23-1	Engine Fire Extinguisher AGENT LO Lights	C	2	1	(M)One may be inoperative provided affected bottle pressure is verified adequate before the first flight of each day.
23-2	APU Fire Extinguisher Agent LO Lights	C	-	0	May be inoperative provided APU Fire Extinguishing System is considered inoperative.
1)	Single Fire Bottle Installation	C	1	0	(M)May be inoperative provided Bottle is verified adequate each flight day.
2)	Dual Fire Bottle Installation	C	2	0	(M)Both may be inoperative provided: a) One bottle is verified adequate each flight day, and b) Remaining bottle is considered inoperative.
a)	No. 2 Bottle	C	2	1	(M)May be inoperative provided: a) No. 1 bottle indication is operative, and b) No. 1 bottle is used first.
b)	No. 1 Bottle	C	2	1	(M)May be inoperative provided: a) The No. 2 bottle indication is operative, b) The No. 2 bottle is used first, and c) The APU is monitored from the cockpit by qualified personnel during APU operations.

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26	FIRE PROTECTION				
24-1	Portable Fire Extinguishers	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 location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.
24-2	Lavatory Fire Extinguisher Systems	C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided Lavatory Smoke Detection System operates normally.
		C	-	-	(M) (O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded INOPERATIVE - DO NOT ENTER, and c) Lavatory is used only by crewmembers.
					NOTE 1: These provisos are not intended to prohibit lavatory use or inspection by crewmembers.
					NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.

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26	FIRE PROTECTION				
25-1 ***	Cargo Compartment Fire Extinguishing Systems				Incorporated with MMEL item 26-13 in Revision 6.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
21-1	Rudder Pedal Adjustment Systems	C	2	0	(M)Both may be inoperative provided: a) Pedals are adjusted and secured, using an accepted procedure, in a position suitable to the crewmember assigned to that seat, and b) Full rudder and brake pedal deflection to either side is possible at both pilot stations.
23-1	Rudder Limiter/ Monitor Unit (F-100)	C	1	0	May be inoperative provided RUD LMTR Push Button is pressed to MAN. NOTE: See AFM Limitations and Abnormal Procedures.
35-1	Stickshaker Motors	B	2	1	(M)One may be inoperative provided Stall Warning System is verified operative once each flight day.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS					
35-2	Stickpusher System (Stickpusher Message on MFDS)					
1)	F-100	A	1	0		(O)May be inoperative provided: a) No "STALL CMPTR" message is displayed on the MFDS, b) Stickpusher disconnect T- handle (pedestal) is pulled, c) No SPD LIM flag or FMA flag is displayed on EFIS (with FD SOURCE selected to normal), d) Both Autothrottles are operative, and e) Repair is made within two flight days.
2)	F-70	A	1	0		(M)May be inoperative provided: a) Stickshaker function is operative, b) Stickpusher disconnect T- handle (pedestal) is pulled, c) No SPD LIM flag or FMA flag is displayed on EFIS (with FD SOURCE selected to normal) d) Both autothrottles are operative, and e) Repair is made within two flight days.
						NOTE: STALL CMPTR message may be displayed.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
35-3	Stall Warning System (STALL CMPTR Message on MFDS)	A	1	0	(M)(O)May be inoperative provided: a) Stickshaker function is operative, b) No SPD LIM flag or FMA flag is displayed on EFIS (with FD SOURCE selected to normal, c) Both Autothrottles are operative, and d) Repair is made within 15 flight hours.
45-1	Stabilizer Position Indication System	C	1	0	(O)May be inoperative provided: a) Takeoff configuration warning system for stabilizer Trim is verified operative, and b) Takeoff stabilizer trim setting is set by means of the markings on vertical stabilizer.
54-1	Alternate Flap Control System	C	1	0	(M)(O)May be inoperative provided lift/dumper accumulator system is verified pressurized.
54-2	Flap Auto Reset System	C	1	0	(M)May be inoperative provided Normal Flap Control System is pressurized.
56-1	Flap Position Indication	B	2	1	(M)One Flap Position Indication may be inoperative provided the FLAP DISAGREE alert is verified operative once each flight day.
61-1	Speedbrake System	C	1	0	(M)May be inoperative provided Speedbrake System is secured CLOSED.

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			3. NUMBER REQUIRED FOR DISPATCH		
27	FLIGHT CONTROLS				
62-1	SPEED BRAKE Lights C	2	1		
63-1	Liftdumper System C	1	0		(M)(O)May be inoperative provided: a) LiftDumper System is deactivated retracted, and b) Performance correction is applied in accordance with the AFM.
1)	"LIFTD FAULT" C	1	0		(O)If the "LIFTD FAULT" alert on MFDS is displayed, dispatch is allowed provided performance correction is applied in accordance with the AFM.
2)	"LIFTD UNSAFE" C	1	0		(M)(O)If the "LIFTD UNSAFE" alert on MFDS is displayed, Liftdumper System may be cycled once on the ground to clear the alert. If the alert is not cleared, dispatch is allowed provided: a) Performance correction is applied in accordance with the AFM, and b) Liftdumper system is deactivated in RETRACTED position.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS					
63-1	Liftdumper System (Cont'd)					
3)	"LIFTD NOT DISARMED"	C	1	0		(M)(O)If the "LIFTD NOT DISARMED" alert on MFDS is displayed, dispatch is allowed provided: a) Automatic liftdumper system is deactivated, and b) Performance correction is applied in accordance with AFM.
4)	"LIFTDUMPERS OUT"	C	1	0		(O)If "LIFDUMPERS OUT" message on MFDS is not displayed or is displayed inadvertently, dispatch is allowed provided Liftdumper System is verified to be operative.
5)	Auto Extension System (Arming)	C	1	0		(M)(O)May be inoperative provided: a) Automatic Liftdumper System is deactivated, and b) Performance correction is applied in accordance with AFM.
6)	Manual Extension	C	1	0		(O)May be inoperative provided performance correction is applied in accordance with the applicable AFM.
63-2	Liftdumper Arm System (F-100)					DELETED in revision 4. Combined with item 27-63-1.
63-3	Liftdumper Extension, Manual Mode (F-100)					DELETED in revision 4. Combined with item 27-63-1.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
27	FLIGHT CONTROLS				
64-1	Liftdumper Accumulator System (F-100)	C	1	0	(O)May be inoperative provided AFM performance correction is applied.
65-1	Liftdumper Accumulator Pressure Indicator (On Accumulator Service Panel)	C	1	0	(M)May be inoperative provided Accumulator pressure is verified correct prior to each flight.
		C	1	0	(O)May be inoperative provided Liftdumper System is considered inoperative and AFM performance correction is applied.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28 FUEL					
12-1 ***	Center Tank Fuel System	C	1	0	May be inoperative provided: a) Center tank remains empty, b) Both CTR TANK pumps are switched OFF, and c) Alternate fueling procedures are established and used.
1)	F-100 Aircraft Serial Numbers 11244 to 11441	B	1	0	May be inoperative provided: a) Center tank is not used, b) Fuel in the center tank is considered UNUSABLE BALLAST, c) Center tank fuel does not exceed 2200 pounds, and d) Any fuel in the center tank is considered as payload. e) Both CTR TANK pumps are switched OFF, and f) Alternate fueling procedures are established and used.
2)	F-70 Aircraft and F-100 Aircraft (Serial Number 11442 and Subsequent)	B	1	0	May be inoperative provided: a) Center tank is not used, b) Fuel in Center Tank is considered unusable, and c) Any fuel in Center Tank is considered payload. d) Both CTR TANK pumps are switched OFF, and e) Alternate fueling procedures are established and used.
16-1 ***	Auto Feed System	C	1	0	May be inoperative provided Manual Fuel Transfer procedure is used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
	16-2 Center Tank Pumps				
	1) F-100 Aircraft (Serial Numbers 11244 to 11441)	C	2	1	One may be inoperative provided: a) Fuel Quantity in Wing Tanks at any point in flight is sufficient to reach an enroute alternate with appropriate reserves, b) Fuel in Center Tank is considered Payload, and c) All Cockpit Fuel Quantity Indicators are operative.
		C	2	0	Both may be inoperative provided: a) Fuel in the Center Tank is considered UNUSABLE BALLAST b) Fuel in Center Tank is considered Payload, and c) All Cockpit Fuel Quantity Indicators are operative. d) Center tank fuel does not exceed 2200 pounds.
		D	2	0	Both may be inoperative provided the Center Tank remains EMPTY.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
	16-2 Center Tank Pumps				
*** 2)	F-70 Aircraft and F-100 Aircraft (Serial Numbers 11442 and Subsequent)	C	2	0	(M)One or both may be inoperative provided: a) Fuel in the center tank is considered UNUSABLE BALLAST, b) Fuel in the center tank is considered payload, c) Fuel quantity in the center tank is verified using acceptable means, and d) Both center tank pumps are selected OFF.
		D	2	0	One or both may be inoperative provided: a) Center tank remains EMPTY, and b) Both center tank pumps are selected OFF.
16-3	Transfer Control Valve (F-100 Aircraft S/Ns 11244 to 11441)	C	1	0	(M)May be inoperative provided valve is secured in the open position.
16-4 ***	Fuel Balance Transfer System	C	1	0	(M)May be inoperative provided the Fuel Balance Transfer Valve is verified CLOSED.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28	FUEL				
21-1	Pressure Refueling System	C	1	0	May be inoperative provided an accepted alternate refueling procedure is used.
21-2	Fueling Control Panel Preset Function	C	1	0	May be inoperative provided manual refueling procedure is used.
21-3	Fueling Control Panel Fuel Quantity Indications	C	-	0	(M)All may be inoperative provided: a) Tanks are refueled using an accepted alternate refueling procedure, and b) Affected Tank quantity is monitored during refueling using Magnetic Fuel Level Indicators, or other accepted procedure.
21-4 ***	Center Tank Fueling Shut-Off Valve	C	1	0	(M)May be inoperative provided: a) Valve is deactivated CLOSED after each fueling of center tank, b) Center tank fuel quantity indicator is operative, c) Both center tank overflow valves are operative, and d) Center tank is fueled manually.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28	FUEL				
22-1	Wing Tank Fuel Pumps	B	4	3	(O)One may be inoperative provided: a) Crossfeed System is verified operative before each departure, b) Jet A or Jet A-1 type fuel is used, and c) Required fuel for dispatch is increased by 260 lbs.
		A	4	2	(O)One may be inoperative in each tank provided: a) Crossfeed system is verified operative before each departure, b) Jet A or Jet A-1 type fuel is used, c) Required fuel for dispatch is increased by 260 lbs. per tank, and d) Repair is made within three flight days.
22-2	Fuel Pump OFF Lights	C	4	2	Two may be inoperative provided associated pumps are selected ON.
22-3	Fuel Pump FAULT Lights	C	4	2	(M)One may be inoperative for a Fuel Pump in each Wing Tank provided both Fuel Pumps in affected Wing Tank are verified operative.
22-4	Fuel System Shut Off Valve SHUT (CLOSED) Lights	C	2	0	Both may be inoperative provided associated Flowbar is operative.
		C	2	0	May be inoperative provided Both Fuel Flow Indications are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
22-5 ***	Fuel System Shut Off Flowbar indications	C	2	0	(M)May be inoperative provided: a) SHUT indication is verified operative, and b) Fuel flow indication on the MFD is operative.
23-1	Crossfeed Valves	C	2	1	(M)One may be inoperative provided the affected valve is deactivated OPEN.
23-2	Crossfeed ON Light	C	1	0	May be inoperative provided crossfeed Flowbar is verified to be operative before each takeoff.
23-3	X-FEED Flow Bar Indication	C	1	0	(O)May be inoperative provided Crossfeed Shutoff Valves are operative.
41-1	Cockpit Fuel Quantity Indicators				
1)	Wing Tank Fuel Quantity Indicators	C	2	1	(M)(O)One may be inoperative provided: a) Affected wing tank quantity is determined using an accepted means, b) Multifunction display fuel used indication is operative, c) Center tank (if installed) fuel quantity indicator is operative or the tank is verified empty, and and d) Fuel quantity totalizer indication is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
41-1	Cockpit Fuel Quantity Indicator (Cont'd)				
1)	Wing Tank Fuel Quantity Indicators (Cont'd)	C	2	1	(M)(O) One may be inoperative provided: a) Affected wing tank quantity is determined using an accepted means, b) Multifunction display fuel used indication is operative, c) Center tank (if installed) is verified empty, and d) All wing tank fuel pumps are operative.
		C	2	1	(M)(O) One may be inoperative provided: a) Affected wing tank quantity is determined using an accepted means, b) Multifunction display fuel used indication is operative, c) Fuel in center tank is considered UNUSABLE BALLAST, d) Fuel in center tank is considered payload, and d) All wing tank fuel pumps are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
41-1	Cockpit Fuel Quantity Indicator (Cont'd)				
2)	Wing Tank Fuel Quantity Indicators F-100 Aircraft (Serial Numbers 11244 to 11441)	C	2	1	(M)(O)One may be inoperative provided: a) Wing Tank fuel quantity is determined using Magnetic Fuel Level Indicators or other accepted means, b) Multifunction Display Fuel Used Indication is operative, c) Center Tank fuel is con- sidered UNUSABLE BALLAST, d) All Wing Tank Fuel Pumps are operative, and e) Center tank fuel does not exceed 2200 pounds.
3)	Wing Tank Fuel Quantity Indicators F-70 Aircraft and F-100 Aircraft (Serial Number 11442 and Subsequent)	C	2	1	(M)(O)One may be inoperative provided: a) Wing tank fuel quantity is determined using Magnetic Fuel Level Indicators or other accepted means, b) MFD fuel used indication is operative, c) Fuel in center tank is considered UNUSABLE BALLAST, d) All wing tank fuel pumps are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
41-1	Cockpit Fuel Quantity Indicators (Cont'd)				
*** 4)	Center Tank Fuel Quantity Indicator	C	1	0	(M) (O) May be inoperative provided: a) Center Tank Fuel Quantity is determined using an accepted means, b) Both Center Tank Fuel Pumps are operative, c) Both Wing Tank Fuel Quantity Indications are operative, d) Fuel Quantity Totalizer is operative, and e) Multifunction Display Fuel Used indication is operative.
		D	1	0	(M) May be inoperative provided center fuel tank is verified empty by an accepted means, and remains empty. NOTE: Fuel Totalizer indication may be affected.
*** 5)	Center Tank Fuel Quantity Indicator (F-100 Aircraft Serial Numbers 11244 to 11441)	C	1	0	(M) May be inoperative provided: a) Center Tank Fuel Quantity is determined using an accepted means, b) Center Tank fuel is considered UNUSABLE BALLAST, and c) Center tank fuel does not exceed 2200 lbs. NOTE: Fuel Totalizer indication may be affected.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
41-1	Cockpit Fuel Quantity Indicators (Cont'd)				
*** 6)	Center Tank Fuel Quantity Indicator F-70 Aircraft and F-100 Aircraft (Serial number 11442 and Subsequent)	C	1	0	(M)May be inoperative provided: a) Center Tank fuel quantity is determined using an accepted means, and b) Fuel in center tank is considered UNUSABLE BALLAST. NOTE: Fuel Totalizer indication may be affected.
41-2	Fuel Quantity Totalizer System				
1)	F-100 Aircraft (Serial Numbers 11244 to 11441)	C	1	0	(M) (O)May be inoperative provided: a) At least one Wing Tank Fuel Quantity Indication is operative, b) Wing Tank quantity is verified using accepted procedures before each departure, c) Center Tank, if installed, remains empty or Center Tank fuel is considered UNUSABLE BALLAST, d) Center tank fuel does not exceed 2200 pounds, e) All Wing Tank Fuel Pumps are operative, and f) Fuel Used Indication on the MFD is operative.

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28	FUEL				
41-2	Fuel Quantity Totalizer System (Cont'd)				
2)	F-70 Aircraft C and F-100 Aircraft (Serial Numbers 11442 and Subsequent)	C	1	0	(M) (O) May be inoperative provided: a) At least one wing tank fuel quantity indication is operative, b) Wing tank quantity is verified using an accepted procedure before each departure, c) Center tank, if installed, remains empty or center tank fuel is considered UNUSABLE BALLAST, d) All wing tank pumps are operative, and e) Fuel used indication on the MFD is operative.
3)	Pointer	C	1	0	(O) May be inoperative provided Digital Fuel Quantity Totalizer Indication is operative.
4)	Digital Indication	C	1	0	(O) May be inoperative provided Fuel Quantity Totalizer Pointer is operative.
42-1	Magnetic Fuel Level Indicators	C	-	0	All may be inoperative provided Fuel Quantity in associated tank is determined by other accepted means.
44-1 ***	Auto Feed MAN Light	C	1	0	May be inoperative provided Manual Fuel Transfer procedure is used.
44-2 ***	AUTO FEED FAULT Light	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
44-3	Center Tank Pump *** ON or OFF Lights	C	2	0	(O)Both may be inoperative provided: a) Auto Feed System remains operative and is used, b) Center Tank LO P or FAULT Lights are operative, c) Center Tank Fuel Quantity Indicator is operative, and d) A Procedure developed and used to monitor fuel transfer from Center Tank.
44-4	Center Tank LO P *** or FAULT Lights	C	2	0	(O)Both may be inoperative provided: a) Center tank quantity indicator is operative, and b) Fuel transfer from center is monitored.
45-1	Collector Tank Low Level Systems				
	1) Indication Switches	C	2	0	One or both may be inoperative provided the associated fuel quantity indication is operative.
	2) Jet Pump Systems	C	2	0	One or both may be inoperative provided: a) Associated fuel quantity indication is operative, and b) Minimum flight plan fuel is increased by 260 pounds for each inoperative system.
					NOTE: COLL TK (1) (2) LO LVL alert may be displayed.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER					
11-1	System 2 Engine Driven Hydraulic Pumps	C	2	1	1	(M)One may be inoperative provided: a) Maintenance procedure is established to assure system integrity, and b) Affected pump remains OFF.
11-2	Hydraulic System Accumulators (With The Indicator On The Accumulator Service Panel)					
***	1) System 1 Accumulator	C	1	0	0	
	2) System 2 Accumulator	C	1	0	0	May be inoperative provided the hydraulic system functions normally.
11-3	Electric Hydraulic Pumps	C	2	0	0	
11-4	Electric Hydraulic Pump ON Lights	C	2	0	0	
11-5	Engine Hydraulic Pump Depressurization Solenoid Systems	C	4	2	2	May be inoperative provided one is operative in each Hydraulic System.
21-1 ***	Hydraulic Fluid Transfer Valve	C	1	0	0	(M)May be inoperative in the open or closed position provided hydraulic fluid quantity indications are monitored during flight.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
29	HYDRAULIC POWER				
31-1	Hydraulic Fluid Quantity Indicating Systems	C	2	0	(M)Both may be inoperative provided: a) Reservoir quantity is checked prior to each flight using the ground service panel quantity indicators or the reservoir sight gauges, and b) Associated Hydraulic LO QTY Light is operative.
31-2	Hydraulic Fluid LO QTY Lights	C	2	0	May be inoperative provided associated hydraulic quantity indicator is operative.
32-1	Hydraulic Tank Pressurization Systems	C	2	0	(O)Both may be inoperative provided System pressure is verified normal after engine start.
33-1	Hydraulic System Pressure Indications (Systems 1 & 2)	C	2	0	Both may be inoperative provided: a) Associated engine Pump FAULT Lights are operative, and b) Alternate Brake Pressure Indicator is operative.
34-1	Engine Driven Pump FAULT Lights	C	4	2	Two may be inoperative provided: a) One is operative for each Hydraulic System, and b) Associated pump is verified operative after each engine start by switching OFF the other pump on the same hydraulic system and checking system pressure.
35-1	Hydraulic System OVHT Lights	C	2	0	Both may be inoperative provided all other Hydraulic System indications are operative.

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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					
11-1	Wing Anti-Icing System					
	1) In-Flight System (Without SB F100-30-018) or In-Flight and On-Ground System (With SB F100-30-018)	C	1	0		(M)May be inoperative provided: a) Wing Modulating and Shutoff Valve or Wing Shut-off Valve is secured CLOSED, b) If ground icing conditions exist, a tactile check is performed before take-off or alternate take-off technique is used per AFM, and c) Aircraft is not operated in known or forecast icing conditions.
***	2) On-Ground System	C	1	0		(M)(O)May be inoperative provided: a) In-Flight System is verified to function normally, and b) If ground icing conditions exist, a tactile check is performed before take-off or alternate take-off technique is used per AFM.
11-2	Wing Anti-Icing FAULT Indication System	C	1	0		(O)May be inoperative provided: a) Ground icing conditions do not exist, and b) 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				
11-2	Wing Anti-Ice Fault Indication System (Cont'd)	C	1	0	(M) (O) May be inoperative provided: a) Wing anti-ice system, including protective functions, is verified to operate normally, and b) If ground icing conditions exist, a tactile check is performed before take-off or alternate take-off technique is used per AFM.
	1) FAULT Light	C	1	0	
11-3	Wing Anti-Icing Low Capacity Indication	C	1	0	(M) (O) May be inoperative provided: a) Wing anti-icing system, including protective functions, is verified to operate normally, b) Autothrottle system is engaged when wing anti-icing is used, and c) If ground icing conditions exist, a tactile check is performed before take-off or alternate take-off technique is used per AFM.
		C	1	0	May be inoperative provided aircraft is not operated in known of forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30	ICE AND RAIN PROTECTION				
12-1	Tail Anti-Icing System	C	1	0	(M)May be inoperative provided: a) Tail modulating and shutoff valve or tail shutoff valve is secured CLOSED, and b) Aircraft is not operated in known or forecast icing conditions.
12-2	Tail Anti-Icing FAULT Indication System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
	1) FAULT Light	C	1	0	
12-3	Tail Anti-Icing Low Capacity Indication	C	1	0	(M)May be inoperative provided Tail Anti-icing System, including protective functions, are operative.
		C	1	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				
21-1	Engine Anti-Icing Valves	C	2	1	(M)One may be inoperative provided: a) Associated engine anti-icing pressure regulator and shut-off valve is secured CLOSED, and b) Aircraft is not operated in known or forecast icing conditions.
		C	2	0	(M)(O)One or both may be inoperative provided: a) Associated engine anti-icing pressure regulator and shut-off valve(s) is secured OPEN, b) AFM performance decrements are applied, and c) External air is required to start engines.
21-2	Engine Anti-Icing FAULT Lights	C	2	0	(M)Both may be inoperative provided maintenance procedure is established and used to verify affected Engine Anti-Icing System is operative before each departure.
21-3	Engine Anti-Icing ON Light	C	2	0	(O)One or both may be inoperative provided engine anti-icing is verified operative.
31-1	Pitot 1, 2, and 3 FAULT Lights	C	3	0	May be inoperative provided PITOT 1, 2, and 3 HEAT fault messages on MFDS and related audio alerts are operative.

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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				
31-2	Pitot Probe Heaters 1, 2, 3	B	3	2	(O)One may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) If Pitot Probe 1 is inoperative, APU and APU generator are operative and remain ON.
31-3	Static Port Heaters	C	6	5	(M)(O)One may be inoperative provided: a) One heater in each static system is verified operative, and b) Aircraft is not operated in known or forecast icing conditions.
		C	6	5	(M)(O)One may be inoperative provided: a) One heater in each static system is verified operative, b) Affected ports are verified clear of ice prior to the flight, and c) There is no precipitation during taxiing or take-off.

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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				
31-3	Static Port Heaters (Cont'd)	C	6	3	(M)(O)Three may be inoperative provided: a) Inoperative ports are on the same side of the airplane, b) All ports on the affected side are capped or taped, c) The cross wind component for take-off and landing does not exceed 15 knots, d) Reduce take-off and landing max allowable weight by 7056 lbs (3200 kg), and e) Autopilot is not engaged below 500 feet during take-off.
32-1	Angle-of-Attack Vane Heating Systems	C	2	1	One may be inoperative provided aircraft is not operated in known or forecast icing conditions.
32-2	Angle-of-Attack Vane 1 and 2 FAULT Lights	C	2	0	Both may be inoperative provided VANE 1 and 2 HEAT fault messages on MFDS and related audio alerts are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
41-1	Front Window Heating Systems	C	2	1	One may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Aircraft is operated at 300 KIAS or less when below 10,000 feet MSL. NOTE: Landing Weather minimum will be affected.(ref. AFM).
41-2	Front Window Heat *** Fault Indication	C	2	0	Both may be inoperative provided aircraft is operated at 300 KIAS or less when below 10,000 feet MSL.
42-1	Front Window Wipers	C	2	0	Both may be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
43-1	Sliding Window Heating Systems	C	2	0	(M)Both may be inoperative provided electrical power is removed from the affected system.
44-1	Rain Repellant *** Systems	D	2	0	
71-1	Waste Water *** Drainmast Heating	C	2	0	
81-1	Ice Detection System	C	1	0	
81-2	Contaminants/ *** Fluid Integrity Measuring System (C/FIMS) (With STC 291 CH Installed)	C	1	0	(M)May be inoperative provided Sensor Units are verified free of damage.

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			-	0		
31	INDICATING/RECORDING SYSTEMS					
21-1	Clocks (Cockpit)	C	-	1		
31-1	Flight Data Recorder (FDR) System	C	-	1		
	1) Flight Data Recorder (FDR)	A	-	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) FDR Recording Parameters Required by FAR	A	-	-		May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
	3) FDR Recording Parameters not Required by FAR	A	-	-		May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.

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31	INDICATING/RECORDING SYSTEMS				
31-2	Flight Data Acquisition Unit (DFDU)	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) is operative, b) Flight Data Recorder (FDR) is considered inoperative, and c) Repair is made within 3 flight days. NOTE: ACARS engine monitor log data may not be operative.
34-1	Aircraft *** Integrated Data System (AIDS)	C	1	0	
41-1	Proximity Switching Electronic Unit	C	-	-	May be inoperative with a "PROX SW DEGRADED" message on MFDU provided the LIFTDUMPER OUT message is not displayed.
		C	-	-	(M)May be inoperative with "PROX SW SYS INOP" message on MFDU provided <ul style="list-style-type: none"> a) The faulty function causing the message is identified prior to each flight, and b) Affected components or systems are considered inoperative. NOTE: Details on these faults are identified on the PSEU front panel, refer to the appropriate Maintenance Manual procedures.

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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						
51-1	Standby Annunciator Panel (SAP) Manual Back-up Function						DELETED Rev. 5a.
51-2	Standby Annunciator Panel (SAP) WARN SYS Light	C	1	0			
51-3	Standby Annunciator Panel (SAP) BACKUP Light	C	1	0			May be inoperative provided the WARN SYS Light is operative.
51-4	Master Caution Lights (MCL)	C	2	1			
51-5	Standby Annunciator Panel (SAP)						DELETED Rev. 5a.

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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				
51-6	Flight Warning Computer Channels (FWC)	C	2	1	(M)One may be inoperative provided: a) An overhead panel warning system test is passed before each departure, b) Standby Annunciator Panel (SAP) test is passed before each departure, and c) If channel A is inoperative the Flight Data Recorder is considered inoperative.
		C	2	1	(O)One channel may be inoperative provided: a) An overhead panel warning system test is passed before each departure, b) Standby Annunciator Panel (SAP) test using the overhead panel annunciator test switch with the SAP in back-up mode is passed before each departure, and c) If channel A is inoperative the Flight Data Recorder is considered inoperative.
51-9	Master Warning Resets	A	2	1	One may be inoperative provided: a) Remaining reset is checked prior to every flight, and b) Repairs are made within 2 flight days.

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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					
51-11	Master Caution Resets	A	2	1	1	One may be inoperative provided: a) Remaining reset is checked prior to every flight, and b) Repairs are made within 2 flight days.
61-1	Multifunction Display Unit (MFDU)	A	2	1	1	One may be inoperative provided: a) All Standby Annunciator Panel (SAP) functions are operative, b) Standby Engine Indicator (SEI) Panel is selected ON, and c) Repair is completed within 2 flight days.
61-2	Multifunction Control Panel (MFCP)	A	1	0	0	(O)May be inoperative provided: a) Both Multifunction Display Units (MFDU) are operative, b) Both TOGA Triggers are operative, c) Both Brightness Controls and XFR Switch on the MFDS panel are operative, d) Both Flight Management Computers are operative, e) Alternate operating procedures are established for inoperative Thrust Rating Control Panel functions, and f) Repair is completed within 2 flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
32	LANDING GEAR				
31-1	Landing Gear Selector Handle Anti-Retracton Mechanism	C	1	0	May be inoperative provided: a) Mechanism is inoperative LOCKED, and b) Override mechanism is operative. NOTE: See AFM Abnormal Procedures.
33-1	Alternate Landing Gear Selector Handle Anti-Reset Solenoid	B	1	0	May be inoperative provided the Alternate Landing Gear Selector Handle is in the normal position. NOTE: Alternate Gear Extension procedire can still be used.
42-1	Nose Wheel Tire Braking Pads	C	2	0	(M)Both may be inoperative provided maintenance procedures are established to prevent inoperative pads from damaging nose wheel tires.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
45-1	Anti-Skid System	C	1	0	(M) (O) May be inoperative provided: a) System is electrically isolated or switched OFF, b) Aircraft is operated using AFM Limitations, Performance and Procedures for inoperative Anti-Skid, c) Manual Liftdumper Extension is verified operative, and d) FLEX Takeoff Power is not used. NOTE: The Liftdumper auto extension, Engine Ignition Auto Mode, Ground Warning for an inoperative Stall Vane and the optional Auto Brake Systems will be inoperative.
45-2	A-SKID Light (On Overhead Test Panel)	C	1	0	May be inoperative provided Anti-Skid test is performed at Anti-Skid Control Box before each departure.
45-3	Anti-Skid ON/OFF *** Switch	C	1	0	May be inoperative provided Anti-Skid switch is ON.
		C	1	0	May be inoperative provided Anti-Skid is considered inoperative.
46-1	Alternate Brake Hydraulic Pressure Indicating System	C	1	0	May be inoperative provided hydraulic system No. 1 pressure indication is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
47-1 ***	Wheel Brake Temperature Indications (F-100)	C	4	2	Two may be inoperative provided one is operative on each Main Gear.
		C	4	0	(O)All may be inoperative provided AFM Quick Turn-around requirements are applied.
48-1 ***	Automatic Braking System	C	1	0	(M)May be inoperative provided: a) Automatic Braking System is OFF, and b) System is secured using an accepted maintenance procedure.
50-1	Nose Wheel Steering Tow Switch	C	1	0	(O)May be inoperative provided: a) Switch is inoperative OFF, and b) Operations procedures are established and used for pushback with Hydraulic System 1 unpressurized.
51-1	Rudder Pedal Steering System	B	1	0	(O)May be inoperative provided: a) Full rudder deflection on either side is unrestricted, and b) All take-offs and landings are made by the pilot with access to an operative tiller.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
53-1	Nose Wheel Steering Shut-off System	A	1	0	(M) (O) May be inoperative provided: a) Steering Shut-off Valve is electrically isolated, b) Nose Wheel Steering System is verified operative, c) Hydraulic System 1 is depressurized during pushback, d) No extreme steering angles are made in combination with asymmetric braking action, and e) Repairs are made within 3 flight days.
61-1	Landing Gear Handle Intransit Light (Blue)	C	1	0	
61-2	Main and Nose Landing Gear Door Lock Switches or Sensors	A	6	3	(M) (O) One door lock switch or sensor per landing gear may be inoperative provided: a) Associated door uplock unit is determined to be serviceable, b) Alternate procedures are established and used, and c) Repairs are made within 2 flight days.
					NOTE: The following functions may be affected: - Blue intransit light (if installed) may be illuminated in flight with the landing gear up, - SPD limit flag on EFIS, - Windshear guidance, and - AFCAS MAINT REQD message on MFDS.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
61-3	Main Landing Gear Down Lock Switches Or Sensors	A	4	3	(M) (O) One may be inoperative provided: a) Affected switch or sensor is deactivated, b) Landing gear position lights are operative, and c) Repairs are made within 2 flight days. NOTE: In case of a "L LG DOWNLOCK SW" alert, the GPWS SYSTEM is affected.
61-4	Nose Landing Gear Down Lock Switches Or Sensors	A	2	1	(M) (O) One may be inoperative provided: a) Associated downlock unit is verified operative, and b) Repairs are made within 2 flight days.
61-5 ***	Tire Pressure/ Fill Valve Indicators	C	6	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
10-1	Flight Deck/Flight C Compartment and Instrument Lighting System (Excluding EFIS and MFDS and Emergency Lighting)	-	-	-	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 crew member's eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
11-1	Storm Light System	C	1	0	May be inoperative provided cockpit lighting can be turned on bright when required.
15-1	Annunciator & Warning Light Bright /Dim Control	C	1	0	Dim function may be inoperative for day operations.
20-1	Cabin Interior Illumination	C	-	-	May be inoperative provided: a) Sufficient lighting is operative for crew to perform required duties, and b) Lighting configuration at dispatch is acceptable to the flight crew.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
24-1	Passenger Notice System (No Smoking/ Fasten Seat Belt/ Return to Cabin				
1)	Automatic System D	-	0		(O)May be inoperative provided Manual Passenger Notice System is operative.
2)	Manual System C	1	0		(O)May be inoperative provided: a) The Passenger Address System is operative, b) Crew Call Chimes and Cabin Interphone Systems are operative, and c) Procedures are established for alerting the Flight Attendants, and notifying passengers by use of the Public Address System when seat belts and no smoking is required.
3)	Lighted Signs C	-	-		(O)May be inoperative provided: a) Passenger, Flight Attendant Seats, or Lavatories from which a legible NO SMOKING/ FASTEN SEAT BELT/RETURN TO CABIN sign cannot be readily seen are blocked and placarded "DO NOT OCCUPY". b) Procedures are established for alerting the flight attendants and passengers by use of the Passenger Address System when seat belts should be fastened and smoking is prohibited.

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			3. NUMBER REQUIRED FOR DISPATCH		
33	LIGHTS				
26-4	Remote Light Sensors	C	2	1	
31-1	Cargo Compartment Lights	C	-	0	
32-1	Maintenance Area and Service Panel Lights	C	-	0	
41-1	Navigation Light Bulbs	C	6	3	Three may be inoperative provided one is operative at each position.
		C	6	0	All may be inoperative provided aircraft is not operated at night.
42-1	Anti-Collision Beacon Lights	C	2	0	Both may be inoperative provided Aircraft is not operated at night.
		C	2	0	Both may be inoperative provided Full Strobe Light System is installed and operative.
42-2	Beacon Light OFF Light	C	1	0	
43-1	Wing Inspection Lights	C	-	0	(0)May be inoperative provided ground deicing procedures do not require their use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
44-1	Landing Lights				
1)	Wing Mounted Landing Lights	C	2	1	One may be inoperative provided a Flare-out or Taxi Light is operative.
		C	2	1	One may be stuck in the Extended Position provided Take-off limited weight is reduced by: a) F-100 aircraft with MK 620-15 engines 1074 lb (487 kg) pre SB33-14 or 1244 lb (564 kg) for post-SB 33-14, b) F-100 aircraft with MK 650-15 engines 1166 lb (529 kg) pre SB33-14 or 1352 lb (613 kg) for post-SB 33-14, c) F-70 aircraft with MK 620-15 engines 1336 lb (606 kg).
		C	2	0	Both may be inoperative provided aircraft is not operated at night.
		C	2	0	Both may be stuck in the Extended Position provided Take-off limited weight is reduced by: a) F-100 aircraft with MK 620-15 engines 2145 lb (973 kg) pre SB33-14 or 2487 lb (1128 kg) for post-SB 33-14, b) F-100 aircraft with MK 650-15 engines 2331 lb (1057 kg) pre SB33-14 or 2703 lb (1226 kg) post-SB 33-14, c) F-70 aircraft with MK 620-15 engines 2670 lb (1211 kg).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
44-1	Landing Lights (Cont'd)				
***	2) Nose Mounted Landing Light	C	1	0	May be inoperative retracted provided aircraft is not operated at night.
		C	1	0	May be inoperative retracted for night operations provided both wing mounted landing lights are operative.
		C	1	0	May be inoperative retracted for night operations provided nose taxi light is operative.
		C	1	0	(O)May be stuck in the extended position provided Take-off limited weight is reduced by: a) F-100 aircraft with MK 620- 15 engines 1074 lb (487 kg) pre SB33-14 or 1244 lb (564 kg) for post-SB 33-14, b) F-100 aircraft with MK 650- 15 engines 1166 lb (529 kg) pre SB33-14 or 1352 lb (613 kg) post-SB 33-14, c) F-70 aircraft with MK 620-15 engines 1336 lb (606 kg).
44-2	Flare-out Light				DELETED in revision 6.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
45-1 ***	Taxi Light	C	1	0	May be inoperative retracted provided aircraft is not operated at night.
		C	1	0	May be inoperative retracted for night operations provided two landing lights are operative.
		C	1	0	(O)May be stuck in the Extended Position provided Take-off limited weight is reduced by: a) F-100 aircraft with MK 620-15 engines 1074 lb (487 kg) pre SB33-14 or 1244 lb (564 kg) for post-SB 33-14, b) F-100 aircraft with MK 650-15 engines 1166 lb (529 kg) pre SB33-14 or 1352 lb (613 kg) post-SB 33-14, c) F-70 aircraft with MK 620-15 engines 1336 lb (606 kg).
		C	1	0	(O)May be inoperative in other than the fully retracted position, provided: a) Light is considered inoperative, and b) Take-off limited weight is reduced by the following: - F-100 aircraft with MK 620-15 engines 1074 lb (487 kg) pre SB33-14 or 1244 lb (564 kg) for post-SB 33-14, - F-100 aircraft with MK 650-15 engines 1166 lb (529 kg) pre SB33-14 or 1352 lb (613 kg) post-SB 33-14, - F-70 aircraft with MK 620-15 engines 1336 lb (606 kg).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
45-2	TAXI/LDG LIGHT EXTD Position Indication	C	1	0	(O)May be inoperative with a continuous "TAXI/LDG LIGHT EXTD" indication on the MFDS provided taxi and landing lights are verified operative.
45-3	Taxi/Landing *** Light	C	1	0	May be inoperative retracted provided aircraft is not operated at night.
		C	1	0	May be inoperative retracted for night operations provided both wing mounted landing lights are operative.
		C	1	0	(O)May be stuck in the Extended Position provided Take-off limited weight is reduced by: a) F-100 aircraft with MK 620-15 engines 1074 lb (487 kg) pre SB33-14 or 1244 lb (564 kg) for post-SB 33-14, b) F-100 aircraft with MK 650-15 engines 1166 lb (529 kg) pre SB33-14 or 1352 lb (613 kg) post-SB 33-14, c) F-70 aircraft with MK 620-15 engines 1336 lb (606 kg).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
45-3	Taxi/Landing				
***	Light				
	(Cont'd)				
		C	1	0	(O)May be inoperative in other than the fully retracted position, provided: a) Light is considered inoperative, and b) Take-off limited weight is reduced by the following: - F-100 aircraft with MK 620-15 engines 1074 lb (487 kg) pre SB33-14 or 1244 lb (564 kg) for post-SB 33-14, - F-100 aircraft with MK 650-15 engines 1166 lb (529 kg) pre SB33-14 or 1352 lb (613 kg) post-SB 33-14, - F-70 aircraft with MK 620-15 engines 1336 lb (606 kg).
50-1	Exit Sign Lights	C	-	-	(M)May be inoperative provided emergency lighting system is verified to operate normally.
46-1	Logo Lights	C	-	0	

47-1	Strobe Lights	C	-	0	May be inoperative provided aircraft is not operated at night.
		C	-	0	May be inoperative provided all Anti-Collision Beacon Lights are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
33	LIGHTS				
51-1	Cabin Standby Lighting System	C	1	0	
52-1	Floor Proximity Emergency Escape Path Marking System Lights	C	-	-	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels 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). d) FAA approved report incorporated in the Master drawing list for the applicable STC.
52-2	Exterior Emergency Lighting System	B	1	0	May be inoperative provided aircraft is not operated at night.
52-3	Emergency Lights NOT ARMED Annunciator	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
11-1	Static Ports	C	6	5	(M)(O)One may be inoperative provided: a) One heater in each static system is verified operative, and b) Aircraft is not operated in known or forecast icing conditions.
		C	6	5	(M)(O)One may be inoperative provided: a) One heater in each static system is verified operative, b) Affected ports are verified clear of ice prior to the flight, and c) There is no precipitation during taxiing or take-off.
		C	6	3	(M)(O)Three may be inoperative provided: a) Inoperative ports are on the same side of the airplane, b) All ports on the affected side are capped or taped, c) The cross wind component for take-off and landing does not exceed 15 knots, d) Reduce take-off and landing max allowable weight by 7056 lbs (3200 kg), and e) Autopilot is not engaged below 500 feet during take-off.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
12-1	Air Data Computer (ADC) Source Selections	C	2	0	Both may be inoperative provided: a) Both pilots have Air Data information from independent sources, and b) Affected switches are not operated in flight.
12-2	ADC FAULT Lights	C	2	0	
13-1	Standby Altimeter	C	-	1	
13-2	Standby Airspeed Indicator	C	-	1	
14-1	Air Data Computer (ADC) Temperature Probe	C	2	1	(O)May be inoperative provided the associated Flight Control Computer (FCC) is verified to be NOT in command.
17-1	Altitude Alerting System				MOVED to item 22-10-2 5) in revision 4.
21-1 ***	Attitude and Heading Reference Systems (AHRS)	A	3	2	May be inoperative provided: a) AHRS 2 is operative, b) Both pilots have Attitude and Heading Reference information from independent sources, c) Affected AHRS is not required for the approach to be flown, and d) Repair is completed within 2 flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
21-2	ATT/HG Source Selections	C	2	0	Both may be inoperative provided: a) Both pilots have independent sources for Attitude and Heading reference, and b) Affected switch is not operated in flight.
21-3	ATT/HDG FAULT Lights	C	2	0	
21-4	Inertial Reference *** Systems (IRS)				
1)	IRS 1 and 2 All Modes (Triple IRS configuration)	A	2	1	One may be completely inoperative provided: a) Opposite IRS and IRS 3 must be operative in NAV Mode, b) Both pilots have attitude and heading reference information from independent sources, and c) Repairs are made within 15 flight hours.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
21-4	Inertial Reference Systems (IRS) (Cont'd)				

2)	IRS 1 and 2 All Modes (Triple IRS configuration)	A	2	1	One may be completely inoperative provided: a) Appropriate nav aids for route to be flown operate normally, b) Both pilots have attitude and heading reference information from independent sources, c) Standby horizon and standby compass are operative, d) IRS 3 is operative in at least ATT, e) Opposite IRS is operative, f) Pilot flying is selected to opposite IRS, and g) Repairs are made within 15 flight hours.
3)	IRS 1 and 2 NAV Modes (Triple IRS configuration)	B	2	1	One may be inoperative in NAV Mode provided: a) Appropriate nav aids for route to be flown operate normally, b) Both pilots have attitude and heading reference information from independent sources, c) Opposite IRS and IRS 3 must be operative in at least ATT, d) Pilot flying is selected to IRS operative in NAV, e) Standby horizon and standby compass are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
21-4	Inertial Reference Systems (IRS) (Cont'd)				
4)	IRS 1 and 2 NAV Modes (Triple IRS configuration)	B	2	0	Both may be inoperative in NAV Mode provided: a) Appropriate nav aids for route to be flown operate normally, b) Both pilots have attitude and heading reference information from independent sources, c) IRS 3 is operative in NAV, d) Pilot flying is selected to IRU 3, and e) Standby horizon and standby compass are operative.
5)	IRS 3 All Modes (Triple IRS configuration)	C	1	0	May be completely inoperative provided: a) Both IRS 1 and IRS 2 must be operative in NAV Mode, and b) Both pilots have attitude and heading reference information from independent sources.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
21-4	Inertial Reference Systems (IRS) (Cont'd)				
6)	IRS NAV Modes (Dual IRS configuration)	C	2	1	One may be inoperative in NAV Mode provided: a) Appropriate nav aids for route to be flown operate normally, b) Both pilots have attitude and heading reference information from independent sources, c) Standby horizon and standby compass are operative, and d) Pilot flying has operative IRS.
7)	IRS All Modes (Dual IRS configuration)	A	2	1	One may be completely inoperative provided: a) Appropriate nav aids for route to be flown operate normally, b) Pilot on affected side is selected to alternate ATT/HDG, c) Standby horizon, standby compass and yaw rate sensor are operative, d) Opposite IRS is operative in NAV, and e) Repairs are made within 15 flight hours.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
22-1	Standby Horizon Power Pack	C	1	0		NOTE: This extra battery is not required for FAA aircraft certification.
24-1	Non-Stabilized Magnetic (Standby) Compass	B	1	0		(O)May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
		B	1	0		(O)May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
		B	1	0		(O)May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operate normally, and used in conjunction with approved free gyro navigation techniques.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
26-1	Individual EFIS Control Panel Selections				
	1) WX Control Switches	C	2	0	As required by FAR.
	2) FPA, M/DA, DH Selector	C	2	0	Both may be inoperative provided display is not required for the approach to be flown.
***	3) QNH/STD Switches	C	2	0	May be inoperative provided QNH mode operates normally.
	4) ILS/VOR and APP/VOR Switches	C	2	1	As required by FAR.
	5) RANGE	C	2	-	As required by FAR.
	6) CSTR Switches	C	2	0	
	7) WPT Switches	C	2	0	
***	8) VOR.D Switches	C	2	0	
	9) NDB Switches	C	2	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
26-1	Individual EFIS Control Panel Selections (Cont'd)				
10)	ARPT Switches	C	2	0	
*** 11)	STA Switches	C	2	0	
12)	PFD/ND Brightness Controls	C	4	2	Two may be inoperative. If the failure causes unusable display, dispatch is not authorized.
13)	Panel Background Lights and Individual Pushbutton Switch Background Lights	C	-	-	May be inoperative provided: a) Any required pushbutton switch green ON light is operative, and b) Illumination of panel(s) is acceptable to the flight crew.
26-2	EFIS Control Panels	B	2	1	(O)May be inoperative ("DCP" flag on PFD) provided the RMI on the affected side is operative. NOTE 1: Landing weather minimums are affected. Refer to AFM. NOTE 2: Weather Radar display not available on affected Navigation Display.
26-3	Remote Light Sensors				Moved to ATA 33.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
26-4	PFD/ND Transfer Switch	C	2	0	
26-5	ADF 1/2 Selections ***	C	-	0	
32-1	ILS Systems	C	-	-	As required by FAR.
32-2	ILS Source Selections (Including FAULT Light)	C	2	0	Both may be inoperative provided: a) Both pilots have independent ILS Sources for an ILS approach and landing, and b) Affected switches are not operated in flight.
41-1	Weather Radar System	C	1	0	As required by FAR.
	1) Windshear Detection and Avoidance System (Predictive)	C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System operates normally.
		C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoff and landings are not conducted in known or forecast windshear conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
42-1	Radio Altimeter Systems				
1)	No. 1 Radio Altimeter	C	1	0	(M)May be inoperative provided: a) No. 2 RA is operative, b) Associated RA Source Select Switch is selected to ALTN, c) Associated STAB TRIM Augmentation Switch remains OFF, d) FCC (FD) Source Select Switch is selected to ALTN, e) Approach minimums do not require its use, f) Associated RA is deactivated and, g) For airplanes without automatic switching of GPWS, GPWS switch remains OFF.
2)	No. 2 Radio Altimeter	C	1	0	(M)May be inoperative provided: a) No. 1 RA is operative, b) Associated RA Source Select Switch is selected to ALTN, c) Associated STAB TRIM Augmentation Switch remains OFF, d) FCC (FD) Source Select Switch is selected to ALTN, e) Approach minimums do not require its use, and f) Associated RA is deactivated
42-2	RA Source Selections (Including FAULT Lights)	C	2	0	Both may be inoperative provided: a) Both pilots have RA information from independent sources for Autoland, and b) Affected switches are not operated in flight.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
			-	0		
34	NAVIGATION					
43-1	Ground Proximity Warning System	A	-	0	(0) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
		C	-	0	(0) May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.	
1)	Modes 1 - 4	A	-	0	(0) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
		C	-	0	(0) May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.	
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
		C	-	0	(0) May be inoperative provided: a) It is not required by FAR, and b) 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
34	NAVIGATION				
43-1	Ground Proximity Warning System (Continued)				
3)	Glideslope Deviation (Mode 5)	B	2	0	
*** 4)	Advisory Callouts	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
*** 5)	Windshear Warning and Flight Guidance System (Reactive)	C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.
		C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoff and landings are not conducted in known or forecast windshear conditions.
*** 6)	TAWS				

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
46-1 ***	Traffic Alert and Collision Avoidance System (TCAS II)	B	1	0	(M) (O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	1	0	(M) (O) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
***	1) Combined Traffic (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	0	(M) May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.
***	2) Resolution Advisory (RA) Display System(s)	C	2	1	(O) One may be inoperative on the non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
46-1 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)				
***	3) Traffic Alert (TA) Display System (s)	C	-	0	(O)May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
51-1	VOR/Marker Beacon Systems	C	2	0	As required by FAR.
51-2	VOR/DME Control Panels	C	2	1	
		C	2	0	NOTE: VOR frequencies may be tuned using the FMS remote tuning feature.
		C	2	0	May be inoperative provided procedures do not require their use.
		C	2	0	NOTE: VOR frequencies may be tuned using the FMS remote tuning feature.
51-3	Dual Distance Radio Magnetic Indicators (RMIs)	C	2	0	May be inoperative provided Indicators are not required for operation conducted.
51-4	RMI Pointer Selectors (ADF and VOR)	C	-	0	May be inoperative provided associated EFIS pointers are operative.
		C	-	0	May be inoperative provided FAR does not require affected pointers for the operation conducted.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
51-5	Navigation Radio	C	-	0		
***	Panel Frequency XFR Functions					
52-1	Distance Measuring Equipment (DME) Systems	C	-	0		
		D	-	-		Any in excess of those required by FAR may be inoperative.
53-1	Automatic Direction Finding (ADF) Systems	C	2	0		As required by FAR.
54-1	Air Traffic Control (ATC) Transponder and Automatic Altitude Reporting Systems	C	-	-		As required by FAR.
		D	-	-		Any in excess of those required by FAR may be inoperative.
61-1	Wind Shear Detection and Guidance Systems	C	-	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
34	NAVIGATION					
61-2	Flight Management Systems	A	2	0		(M)(O) Both may be inoperative provided: a) Selected V1 is available on both PFDs, b) Stall prevention system is verified operative prior to first flight of each day, and, c) Repairs are made within two flight days.
						NOTE: 1 A STALL CMPTR alert may be displayed due to FMS failure.
						NOTE: 2 The Windshear System will be inoperative.
1)	Navigation Databases	C	-	-		(O)May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
61-3	Long Range Navigation Systems (INS, GPS, LORAN, etc.)	C	-	0		(O)May be inoperative provided: a) Alternate procedures are established and used. OR b) Procedures do not require their use.
***		D	-	0		

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35-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN					
11-1	Crew Oxygen Mask (Observer Seat)	A	1	0		May be inoperative provided: a) Observer Seat is considered inoperative, and b) Repair is made within two flight days.
21-1	Passenger Oxygen System	B	1	0	(M) (O)	May be inoperative provided: a) Aircraft is not operated over an area where the Minimum Enroute Altitude is above 14,000 feet MSL, b) Both air Conditioning Packs are operative, c) Pressurization System is operative, d) Aircraft is operated at or below FL250, e) Portable Oxygen Units capable of delivering two liters per minute for thirty minutes are available for not less than 10% of the passengers, and f) Passenger Briefing is modified to accommodate revised equipment.
1)	Automatic Control System	B	1	0		May be inoperative provided: a) MAN OVRD System is operative, and b) Aircraft is operated at or below FL300.

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35-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
35	OXYGEN				
21-1	Passenger Oxygen System (Cont'd)				
	2) Passenger Cabin B Oxygen	B	-	0	May be inoperative provided Passenger Oxygen System is considered inoperative.
		B	-	0	May be inoperative provided Seats for affected panel are considered inoperative and blocked.
	3) Toilet Compartment Passenger Oxygen Drop Out Panels	B			0) May be inoperative provided operations procedures are established to block affected lavatory when aircraft is above FL250.
21-2	PAX Oxygen SYS ACTV Light	C	1	0	
30-1	Portable Oxygen Dispensing Units	C	-	-	As required by FAR.
30-2	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be unserviceable or missing provided: <ul style="list-style-type: none"> a) The inoperative PBE is removed from the airplane, b) Required distribution is maintained, and c) Location placard is obscured or removed.

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36-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
11-1	Bleed Air Supply and Control Systems	C	2	1	(M) (O) One may be inoperative provided: a) Inoperative system remains OFF, b) Valve positions are checked after engine start, c) Aircraft is not operated in known or forecast icing conditions, and d) Aircraft is operated at or below FL 250.
		B	2	1	(O) One may be inoperative provided: a) Inoperative system remains OFF, b) Once each flight day, valve positions are checked by turning off engine bleed, and APU bleed air or ground pneumatic source and confirming duct pressure goes to approximately zero, c) Aircraft is not operated in known or forecast icing conditions, and d) Aircraft is operated at or below FL 250.

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36-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
11-2	High Pressure Shut Off and Temperature Modulating Valves	C	2	1	(M)(O)One may be inoperative provided: a) Affected valve is CLOSED and deactivated, and b) Wing and tail low capacity indications are operative.
		C	2	0	(M)(O)Both may be inoperative provided: a) Affected valves are CLOSED and deactivated, b) Aircraft is not operated in known or forecast icing conditions, and c) Operations procedures are established to maintain N2 at 80% or above when above 10,000 feet MSL. NOTE: Fuel consumption will be increased by at least 110 lb. for each flight.
21-1	Bleed Air Supply Pressure Indication	A	1	0	May be inoperative provided: a) Start EGTs are closely monitored, and b) Repairs are made within two flight days.
23-1	Engine Bleed Air FAULT Lights	C	2	1	

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36-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC					
11-1 Potable Water System(s)	C	-	-	-	(M)Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.
	C	-	-	-	NOTE: Any portion of system which operates normally may be used. (M)May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
11-2	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	0	<p>M)Individual components may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <p>NOTE: Any portion of system which operates normally may be used.</p>
		C	-	-	<p>(M)Associated lavatory system(s) may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured closed and placarded inoperative. <p>NOTE: These provisions are not intended to prohibit inspections by crewmembers.</p>

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38-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38 WATER/WASTE					
1-1 Potable Water System(s)	C	-	-	-	(M)Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.
	C	-	-	-	NOTE: Any portion of system which operates normally may be used. (M)May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.

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38-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38	WATER/WASTE				
11-2	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	0	M) Individual components may be inoperative provided: <ul style="list-style-type: none"> a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: <ul style="list-style-type: none"> a) Associated components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with a FWD/Upper deck lavatory unusable, and c) Associated lavatory door(s) is secured closed and placarded, INOPERATIVE - DO NOT ENTER. NOTE: These provisions are not intended to prohibit inspections by crewmembers.

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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					
00-1	Auxiliary Power Unit (APU)	C	1	0		May be inoperative provided: a) Both Engine Integral Driven Generators (IDG) are operative, and b) Both engine System 1 Igniters are operative.
51-1	Air Intake Door Actuator					
	1) GTCP36-150R APU	C	1	0		(M)May be inoperative provided: a) Air intake door is secured fully OPEN, and b) Both IDGs are operative.
	2) GTCP36-150RR APU	C	1	0		(M)May be inoperative provided: Air intake door is secured fully OPEN.
53-1	APU Bleed Valve System					
	1) Valve	C	1	0		(M)May be inoperative provided: a) APU Bleed Valve is secured CLOSED, and b) APU is used for electrical power only.
	2) Valve Position Switch (Bleed Valve Message on MFDU)	C	1	0		May be inoperative provided: a) APU is shut down prior to Take-off, and b) APU is not restarted while in flight.

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49-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
53-1	APU Bleed Valve System (Cont'd)				
	2) Valve Position Switch (Bleed Valve Message on MFDU) (Cont'd)				
		C	1	0	(M)May be inoperative provided: a) APU bleed remains OFF after engine start, and b) Valve is verified CLOSED.
53-2	APU BLEED FAULT Light	C	1	0	
70-1	APU FAULT Light	C	1	0	
70-2	APU AVAIL Light	C	1	0	
70-4	APU Page *** Functions on MFDU	C	1	0	
71-1	EGT Indications ***	D	1	0	
71-2	APU RPM *** Indications	D	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
11-1 ***	Airstair Passenger Door Safety Pin System	C	1	0	(M)(O)May be inoperative provided: a) Door is verified to open and close normally, and b) Door is visually verified to be closed and locked by a crewmember.
30-1 ***	Downward Opening Cargo Door Pull-Up Mechanism	C	1	0	(M)May be inoperative provided Cargo Door Pull-up Mechanism is REMOVED. NOTE: Cargo door must be opened and closed with due care.
51-1	Enhanced Security Flight Deck Door Automatic Locking System (FAR 25.795 Compliant)	A	1	0	(M)(O)May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock door, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within two flight days.
1)	Flight Deck Access Panel System (Keypad, Door Chime)	B	1	0	(M)(O)May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.
a)	LEDs	C	3	0	(O)May be inoperative provided alternate procedures are established and used.
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52-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
51-1	Enhanced Security Flight Deck Door Automatic Locking System (FAR.795 Compliant) (Cont'd)				
	1) Flight Deck Access Panel System (Keypad, Door Chime) (Cont'd)				
***	b) Door Bell Mode	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
	2) Flight Deck Door LOCK FAIL Light	B	1	0	(M)May be inoperative provided automatic lock controls are verified to operate normally.
	3) Flight Deck Door AUTO UNLK Light	B	1	0	(M)May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door chime operates normally.
	4) Flight Deck Door Lock Control Selector	B	1	0	(M)(O)May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate normally, and c) Alternate procedures are established and used.
	5) Flight Deck Door Panel Pressure Relief Latches	A	4	0	May be inoperative in the latched position provided 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
52	DOORS				
51-2 ***	Flight Deck Door Electric Lock System (Not FAR 25.795 Compliant)	C	1	0	May be inoperative provided flight deck door can be locked and unlocked manually by cockpit crewmember.
		C	1	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.
51-3 ***	Enhanced Security Flight Deck Security Door Dead Bolt (FAR 25.795 Compliant)	A	1	0	May be inoperative provided: a) Automatic lock controls operate normally, and b) Repairs are made within two flight days.
71-1	Door Lock Warning System	C	1	0	(M)May be inoperative provided associated door(s) are visually verified closed and locked prior t each departure.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL & CONTROL					
21-1	Approach Idle Control Systems	C	2	0	(M) (O) Both may be inoperative provided: a) Affected Systems are de-energized (Approach Idle Mode), b) Appropriate performance corrections are applied.
33-1	Fuel Filter Differential Pressure Alerting Systems	A	2	1	(M) One may be inoperative provided: a) Fuel Low Pressure Alerting System for the affected engine is operative, b) Associated Filter is verified free of clogging prior to the first flight with this condition, and c) Repair is made within 3 flight days. NOTE: In case of a subsequent FUEL FILTER ENG alert, accomplish the appropriate procedure on both engines separately.
34-1	Fuel Low Pressure Switches	C	2	1	One may be inoperative provided: a) Associated Fuel Pump FAULT Indications are operative, and b) Associated Fuel Boost Pumps are operative.

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74-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74	IGNITION				
	00-1 Ignition Systems				
	1) System 1 Igniters	C	2	1	(O)One may be inoperative provided: a) Both System 2 Igniters are operative, b) APU is operated for the entire flight, c) APU Generator is on and operated throughout the flight, d) Aircraft with APU GTCP 36-150R are operated at or below FL250, and e) Operations procedures are established for using RELIGHT for affected engine when needed.
	2) System 2 Igniters	C	2	1	One may be inoperative provided both system 1 igniters are operative.
00-2	IGNITION ON (Memo Message on MFDS)	C	1	0	
10-2	Ignition *** (Normal Mode with auto-relight function in all flight phases)	C	2	0	(O)May be inoperative provided engine is started using RELIGHT ignition mode.

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77-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING					
32-1	Engine Fail Sensor Unit (ENG FAIL SENSOR Alert)					
1)	F-100	C	1	0		(O)May be inoperative provided: a) No EMUX 1 or 2 Single Channel alert is present on MFDS, b) Take-off limited weight is reduced by 245 lb (111 kg) if Tay MK 620-15 engines are installed and by 280 lb (127 kg) if Tay 650-15 engines are installed, c) If landing lights are used, take-off limited weight is further reduced: - If MK 620-15 engines are installed by 1319 lb (598 kg) in pre SB100-33-14 configuration and by 1513 lb (697 kg) in post SBF100-33-14 configuration. - If MK 650-15 engines are installed by 1469 lb (666 kg) in pre SBF100-33-14 configuration and by 1687 lb (765 kg) in post SBF100-33-14 configuration, and d) Noise Abatement Take-off (NAP mode on FMP) is not 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				
32-1	Engine Fail Sensor Unit (ENG FAIL SENSOR Alert) (Cont'd)				
2) F-70	C	1	0		(O)May be inoperative provided: a) No EMUX 1 or 2 Single Channel alert is present on MFDS, b) Take-off limited weight is reduced by 395 lb (179 kg) if Tay MK 620-15 engines are installed, c) If landing lights are used, take-off limited weight is further reduced by 1564 lb (711 kg) if Tay MK 620-15 engines are installed, and d) Noise Abatement Take-off (NAP mode on FMP) is not 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					
41-1 EMUX System Channels					
1) F-100	C	4	2	(M) (O) Two may be inoperative provided:	<ul style="list-style-type: none"> a) One Channel is operative on each EMUX, b) Engine fail sensor is operative, c) Engine anti-ice is not used during takeoff or takeoff limited weight is reduced by 1375 lb (624 kg) if Tay MK 620-15 engines are installed and 1750 lb (794 kg) if Tay MK 650-15 engines are installed, d) Pack 2 is switched off during takeoff if "EMUX 1 SINGLE CHANNEL" alert is displayed, e) Pack 1 is switched off during takeoff if "EMUX 2 SINGLE CHANNEL" alert is displayed, f) The Standby Engine Instrument Panel (SEI) is switched on prior to each flight, and g) No live stock is transported in the cargo compartment if the extraction valve (if installed) is CLOSED.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING				
41-1	EMUX System Channels (Cont'd)				
2)	F-70	C	4	2	(M)(O)Two may be inoperative provided: a) One Channel is operative on each EMUX, b) Engine fail sensor is operative, c) Engine anti-ice is not used during takeoff or takeoff limited weight is reduced by 1204 lb (546 kg) if Tay MK 620-15 engines are installed, d) Pack 2 is switched off during takeoff if "EMUX 1 SINGLE CHANNEL" alert is displayed, e) Pack 1 is switched off during takeoff if "EMUX 2 SINGLE CHANNEL" alert is displayed, f) The Standby Engine Instrument Panel (SEI) is switched on prior to each flight, and g) No live stock is transported in the cargo compartment if the extraction valve (if installed) is CLOSED.
42-1	Fuel Flow and Fuel Used Indication Systems	B	2	0	(O)Both may be inoperative provided associated Fuel Quantity Indicating Systems are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING					
42-2	Fuel Temperature Indicating and Alerting System	C	2	1	1	One may be inoperative provided: no "IDG TEMP" alert was present after the last flight.
43-2	N1 Indicating and Alerting System	C	2	1	1	NOTE: Engine Fail Sensor is affected.
45-1	MFDU TGT Indication System	C	2	1	1	One may be inoperative provided: a) SEI is switched ON, and b) Affected TGT Indication is available on the SEI.
46-1	Engine Vibration Indicating and Alerting System	C	2	0	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST					
30-1 Thrust Reverser Systems	C	2	1		(M) (O) One may be inoperative provided affected Thrust Reverser is deactivated and secured in the stowed position.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
79	ENGINE OIL				
32-1	Low Oil Pressure Switch	C	2	1	(M)One may be inoperative provided: a) Associated oil pressure indication is operative, and b) Associated oil pressure switch is deactivated.
47-1	Engine Oil Quantity Indication Systems	B	2	1	(M)May be inoperative provided oil level is verified adequate before the first flight of each flight day.
		B	2	0	(M)Both may be inoperative provided oil level is verified adequate each time the aircraft is refueled.
47-3	Engine Oil Pressure Indication Systems	C	2	1	(M)(O)May be inoperative provided: a) OIL PRESS LIM alert is verified operative, and b) Associated oil pressure transmitter is deactivated.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80	STARTING				
11-1	Engine Starter Valve Systems	C	2	1	(O)One may be inoperative provided a procedure is established to manually OPEN and CLOSE affected valve for engine start.
12-1	Engine Start Indications	FAULT C	2	0	(M)Both may be inoperative provided valve is verified CLOSED after engine start.
13-1	Engine Start Valve Automatic Cut Out	C	2	0	(O)Both may be inoperative provided, if the ENGINE START FAULT light illuminates during engine start, the abnormal procedure for ENGINE START FAULT is performed.