

F27R30D.txt

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

Revision: 30 d  
Date: 06/11/97

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

FAIRCHILD F-27  
FH-227 & FOKKER F-27

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FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST

Page: 1  
Revision: 30 d  
Date: 06/11/97

FAIRCHILD F-27  
FH-227 & FOKKER F-27



F27R30D.txt		
29a		33-2, 33-3, 34-1, 34-2, 34-3
29a		35-1, 36-1, 49-1, 52-1, 61-1
29a		73-1, 77-1, 79-1, 80-1, 82-1
30	09/04/92	ALL PAGES
30a	03/24/93	HIGHLIGHTS OF REV. ,
30a	03/24/93	61-1, 73-1
30b	09/14/93	HIGHLIGHTS OF REV. , DEFINITIONS
30b	09/14/93	21-1, 21-2, 21-3, 21-4, 21-5
30b	09/14/93	21-6, 22-1, 22-2, 23-1, 23-2
30b	09/14/93	23-3, 24-1, 24-2, 24-3, 24-4
30b	09/14/93	25-1, 25-2, 25-3, 25-4, 26-1
30b	09/14/93	26-2, 26-3, 26-4, 27-1, 28-1
30b	09/14/93	28-2, 28-3, 30-1, 30-2, 31-1
30b	09/14/93	32-1, 33-1, 33-2, 33-3, 33-4
30b	09/14/93	33-5, 34-1, 34-2, 34-3, 34-4
30b	09/14/93	34-5, 34-6, 35-1, 36-1, 49-1
30b	09/14/93	52-1, 61-1, 73-1, 74-1, 76-1
30b	09/14/93	77-1, 79-1, 80-1, 82-1
30c	04/25/94	HIGHLIGHTS OF REV. , DEFINITIONS
30c	04/25/94	77-1
30d	06/11/97	HIGHLIGHTS OF REV. , DEFINITIONS
30d	06/11/97	24-4, 32-1

FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST

Page: III  
Revision: 30 d  
Date: 06/11/97

FAIRCHILD F-27  
FH-227 & FOKKER F-27

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
Cover Page	-	30 d	06/11/97
Table of Contents	I	30 d	06/11/97
Log of Revisions	II	30 d	06/11/97
Control Page	III	30 d	06/11/97
	IV	30 d	06/11/97
Highlights of Change	V	30 d	06/11/97
	VI	30 d	06/11/97
Definitions	VII	6	01/31/95
	VIII	6	01/31/95

F27R30D.txt

	IX	6	01/31/95
	X	6	01/31/95
	XI	6	01/31/95
	XII	6	01/31/95
	XIII	6	01/31/95
	XIV	6	01/31/95
Preambl e	XV	2	06/14/89
	XVI	2	06/14/89
21	21-1	30 b	09/14/93
	21-2	30 b	09/14/93
	21-3	30 b	09/14/93
	21-4	30 b	09/14/93
	21-5	30 b	09/14/93
	21-6	30 b	09/14/93
22	22-1	30 b	09/14/93
	22-2	30 b	09/14/93
23	23-1	30 b	09/14/93
	23-2	30 b	09/14/93
	23-3	30 b	09/14/93
24	24-1	30 b	09/14/93
	24-2	30 b	09/14/93
	24-3	30 b	09/14/93
	24-4	30 d	06/11/97
25	25-1	30 b	09/14/93
	25-2	30 b	09/14/93
	25-3	30 b	09/14/93
	25-4	30 b	09/14/93
26	26-1	30 b	09/14/93
	26-2	30 b	09/14/93
	26-3	30 b	09/14/93
	26-4	30 b	09/14/93

FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST

Page: IV  
Revision: 30 d  
Date: 06/11/97

FAIRCHILD F-27  
FH-227 & FOKKER F-27

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
27	27-1	30 b	09/14/93
28	28-1	30 b	09/14/93
	28-2	30 b	09/14/93
	28-3	30 b	09/14/93
30	30-1	30 b	09/14/93
	30-2	30 b	09/14/93
31	31-1	30 b	09/14/93
32	32-1	30 d	06/11/97
33	33-1	30 b	09/14/93
	33-2	30 b	09/14/93
	33-3	30 b	09/14/93
	33-4	30 b	09/14/93
	33-5	30 b	09/14/93
34	34-1	30 b	09/14/93
	34-2	30 b	09/14/93
	34-3	30 b	09/14/93

F27R30D.txt

	34-4	30 b	09/14/93
	34-5	30 b	09/14/93
	34-6	30 b	09/14/93
35	35-1	30 b	09/14/93
36	36-1	30 b	09/14/93
49	49-1	30 b	09/14/93
52	52-1	30 b	09/14/93
61	61-1	30 b	09/14/93
73	73-1	30 b	09/14/93
74	74-1	30 b	09/14/93
76	76-1	30 b	09/14/93
77	77-1	30 c	04/25/94
79	79-1	30 b	09/14/93
80	80-1	30 b	09/14/93
82	82-1	30 b	09/14/93

FEDERAL AVIATION ADMINISTRATION

Page: V

MASTER MINIMUM EQUIPMENT LIST

Revision: 30 d

Date: 06/11/97

FAIRCHILD F-27  
FH-227 & FOKKER F-27

Highlights of Change

EFFECTIVE ABOVE DATE, the Fairchild/Fokker F-27 & FH-227 Master Minimum Equipment List is revised. This revision is to incorporate two STCs and one service bulletin.

NOTE: This revision does not include the latest Global Changes. These will be incorporated at a later date.

#### 24 ELECTRICAL POWER

Item 30-6 New Item.

#### 32 LANDING GEAR

Item 60-1 Added S/B.

Item 60-2 New Item.

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Retain this sheet with your MMEL until the next revision is issued.  
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F27R30D.txt

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

FAIRCHILD F-27  
FH-227 & FOKKER F-27

Highlights of Change

Page: VI

Revision: 30 d

Date: 06/11/97

FAIRCHILD F-27  
FH-227 & FOKKER F-27

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

Defi ni ti ons

Certi fi cate 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

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

FEDERAL AVIATION ADMINISTRATION

Page: X

MASTER MINIMUM EQUIPMENT LIST

Revision: 6

Date: 01/31/95

FAIRCHILD F-27  
FH-227 & FOKKER F-27

Definitions

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 in which a flight would 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

FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST

Page: XI  
Revision: 6  
Date: 01/31/95

FAIRCHILD F-27  
FH-227 & FOKKER F-27

Definitions

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,

FEDERAL AVIATION ADMINISTRATION

Page: XII

MASTER MINIMUM EQUIPMENT LIST

Revision: 6

Date: 01/31/95

FAIRCHILD F-27  
FH-227 & FOKKER F-27

Definitions

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)

FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST

Page: XIII  
Revision: 6  
Date: 01/31/95

FAIRCHILD F-27  
FH-227 & FOKKER F-27

## Definitions

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

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

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

25. "\*\*\*\*" symbol in Column 1 indicates an item which is not

F27R30D.txt

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

FEDERAL AVIATION ADMINISTRATION

Page: XIV

MASTER MINIMUM EQUIPMENT LIST

Revision: 6

Date: 01/31/95

FAIRCHILD F-27  
FH-227 & FOKKER F-27

#### Definitions

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."

FEDERAL AVIATION ADMINISTRATION      Page: XV  
MASTER MINIMUM EQUIPMENT LIST      Revision: 2  
Date: 06/14/89

FAIRCHILD F-27  
FH-227 & FOKKER F-27

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.

FAIRCHILD F-27  
FH-227 & FOKKER F-27

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

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

21-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
10-1	Cabin Blower Systems				
	1) Pressurized Configuration	C	2	1	(M)One may be inoperative provided: a) The Spill Valve for the inoperative blower is secured OPEN, b) Cabin altitude is limited to 10,000 ft, c) Fuel load is based on cruise at 10,000 feet MSL or below, and d) Route allows flight at 10,000 feet or below.
	2) Unpressurized Configuration	C	2	0	(M)One or both may be inoperative provided: a) The Ram Air System (if installed) is operative, and b) The spill valves are secured open.
10-2	Spill Valve Systems				
	1) Pressurized Configuration	C	2	1	(M)May be inoperative provided: a) Associated Cabin Blower is considered inoperative, b) Cabin Pressurization Dump System is operative, and c) Affected Valve is secured OPEN.
	2) Unpressurized Configuration	C	2	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

21-2

SYSTEM & SEQUENCE	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
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NUMBERS		4. REMARKS OR EXCEPTIONS			
21 AIR CONDITIONING					
10-3	Blower Pressure Indicating System	C	2	1	(O)One may be inoperative, provided before each flight, operation of the associated blower is established during engine start.
		C	2	0	(M)One or both may be inoperative provided associated cabin blower is not used.
10-4 ***	Spill Valve Indicator Light Systems	C	2	0	(O)May be inoperative provided associated Spill Valve is operative.
20-1 ***	Recirculation Fan System	C	1	0	(O)May be inoperative provided: a) Radio Rack Ventilation Cooling Fan is operative. OR b) Outside Air Temperature (OAT) is less than 35 degrees C, and c) Ground operations are limited to 30 minutes or less.
21-1 ***	Ground Blower System	C	1	0	
30-1	Cabin Pressure Control System	C	1	0	(O)May be inoperative provided aircraft is operated in an accepted unpressurized configuration.
	1) Automatic Control System (AUTO)	C	1	0	(O)May be inoperative provided: a) Manual Control System is operative, and b) Cabin Altitude, Cabin Differential Pressure and Cabin rate of Climb Indicators are operative.
(Continued)					

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

21-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING			

30-1	Cabin Pressure Control System (Cont' d)				
	2) Manual Control System (MANUAL)	C	1	0	(0)May be inoperative provided: a) Automatic Control System is operative, and b) Both Spill Valves are operative, and c) Dump Valve System is operative.
30-2	Cabin Altitude Caution Light System	C	-	0	(M)May be inoperative provided: a) Cabin Altitude/Cabin Differential Pressure Indicator is operative. OR b) Aircraft is operated in an accepted unpressurized configuration.
30-3	Cabin Altitude Indication System	C	1	0	(0)May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided for the crew to convert cabin differential pressure to cabin altitude.
30-4	Cabin Differential Pressure Indication System	C	1	0	(0)May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) A chart is provided for the crew to convert Cabin Altitude to Cabin Differential Pressure. OR c) Aircraft is operated in an accepted unpressurized configuration.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:	FAIRCHILD F-27 FH-227 & FOKKER F-27	REVISION NO: 30 b	PAGE:
		DATE: 09/14/93	21-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
21	AIR CONDITIONING				
30-5	Cabin Rate of	C	1	0	May be inoperative provided:

F27R30D.txt

	Climb Indicating System					<ul style="list-style-type: none"> <li>a) Cabin Altitude Indicator is operative, and</li> <li>b) Automatic Cabin Pressure Control System is operative.</li> </ul> <p style="text-align: center;">OR</p> <ul style="list-style-type: none"> <li>b) Aircraft is operated in an accepted unpressurized configuration.</li> </ul>
30-6	Dump Valve Systems	C	2	1		<p>(M)One may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected Valve is verified CLOSED, and</li> <li>b) All other Instruments and Functions of the Pressurization Control System are operative.</li> </ul>
		C	2	0		<p>(O)Both may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Aircraft is operated in an accepted unpressurized configuration, and</li> <li>b) Manual Control remains in full depress.</li> </ul>
30-7	Outflow Valve Systems	C	2	0		<p>(M)May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Aircraft is operated in an accepted unpressurized configuration, and</li> <li>b) Cabin Dump Valve System is operative.</li> </ul>
40-1 ***	Cockpit Heater System	D	1	0		<p>(M)May be inoperative provided Cockpit Heater is secured OFF.</p>

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

21-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
51-1	Radio Rack Ventilation Cooling Fan System	C	1	0	<p>(O)May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Outside Air Temperature (OAT) is less than 35 degrees C, and</li> </ul>

(Fokker 27)						
60-1	Cabin Temperature Control System	C	1	0	b) Ground operations are limited to 30 minutes or less.	
	1) Automatic System (AUTO)	C	1	0	(O)May be inoperative provided an accepted alternate means of temperature control is developed and used.	
	2) Manual System (MANUAL)	C	1	0	May be inoperative provided Manual System is operative.	
61-1	Cabin Temperature Indicator System	D	1	0	(M)May be inoperative provided:	
***					a) Automatic Temperature Control System is operative, and	
61-2	Duct Temperature Indicating System	D	1	0	b) Spill Valves are verified operative.	
62-2	Cabin Heater Systems (Fairchild F-27)	D	-	0		
***						

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

21-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
62-3	Cabin Choke Valve System	C	1	0	(O)May be inoperative provided: a) Valve has failed in the open position, and b) Valve is not required to maintain cabin temperature.
62-4	Freon System	D	1	0	

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62-5 ***	Cabin Pressure Door Safe-To-Open Light System	C	1	0	(0) May be inoperative provided: a) A flight deck window is opened prior to opening any door, and b) Cabin attendants verify with the flight deck crew that a window is open before opening any door.
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

22-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
10-1 ***	Autopilot System				
	1) Except SPZ-600	D	1	0	
	2) SPZ-600	D	1	0	May be inoperative for provided approach procedures do not require its use.

15-2 ***	Autopilot/Yaw Damper Manual Disconnect Systems	C	2	1	One may be inoperative provided: a) Pilot using Autopilot has an operative Disconnect Button, b) Autopilots are not used below 1500 feet AGL, and c) Approach minimums do not require use of Autopilot.
		C	2	0	Both may be inoperative provided the Autopilot/Yaw Damper is considered inoperative.
15-3 ***	Yaw Damper System	D	1	0	
15-4 ***	AP/YD Status Indication Systems	C	8	0	May be inoperative provided Autopilot is considered inoperative.
15-5 ***	COUPLE Switch System	C	1	0	(M)May be inoperative provided: a) Selected side is illuminated, and b) Autopilot is verified operative.
15-6 ***	AP Engage Indication System	C	1	0	May be inoperative provided the Autopilot is considered inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

22-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
15-7 ***	YD Engage Indication System	C	1	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

23-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
10-1	Communications Systems (VHF, HF, UHF)	C	-	-	As required by FAR.
10-2 ***	SELCAL/CALSEL System	D	1	0	May be inoperative provided: a) Procedures do not require its use. OR b) Flight Crew monitors appropriate HF or VHF frequency.
30-1	Public Address System	D			

1) Passenger Confirgurat ion	A	1	0	(0)May be inoperative provided: a) Flight Deck to Cabin Interphone System is operative, b) Flight Attendant Call System is operative, c) Alternate Normal, and Emergency operations procedures are established and used, and d) Aircraft is repaired within 15 flight hours for domestic flights or 25 flight hours for international flights.
2) Cargo Confirgurat ion	C	1	0	
30-2 *** Emergency Locator Transmitter (ELT)	C	-	-	As required by FAR.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

23-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
33-1	Megaphones	C	-	1	Any in excess of those required by FAR may be inoperative provided: a) The inoperative Megaphone is removed from the passenger cabin, and b) Required distribution is maintained.  NOTE: Not required for All-Cargo operations.
40-1 ***	Service Interphone System (Flight Deck to Cabin) (Cabin to Flight Deck) (Flight	C	1	0	(0)May be inoperative provided: a) Procedures do not require its use, b) PA system operates normally, and c) Alternate, normal and

	Deck to Ground)					emergency procedures are established and used.
50-1 ***	Flight Deck Speakers (Communications Function)	D	2	0	May be inoperative provided:	a) Operative headphones are available to each flight deck crewmember, and b) Aural Alert Functions of both speakers are operative.
50-2 ***	Observers Audio Panel	A	1	0	May be inoperative provided:	a) Associated Observer's Seat is considered inoperative, and b) Repair is made within two flight days.
70-1	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided:	a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

23-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23	COMMUNICATIONS				
70-2	Observer Headphone	A	-	0	May be inoperative provided: a) Associated Observer Seat is considered inoperative, and b) Repair is made within two flight days.
70-3	Observer Microphone (Boom or Hand Held)	A	-	0	May be inoperative provided: a) Associated Observer Seat is considered inoperative, and b) Repair is made within two flight days.
70-4 ***	Boom Microphones	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
70-5	Radio Telephone	D	-	-	

F27R30D.txt

NOTE: May be used to meet FAR Communications requirement.

99-1 Static Dischargers (Fokker F-27 Only)

DELETED in revision 30. See appropriate CDL.

99-2 Static Discharge Cables on Main Landing Gear  
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DELETED in revision 30. See appropriate CDL.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

24-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER						
20-1	Main Inverter Systems (Static or Rotary)	C	-	2	0	(0)May be inoperative provided remaining Main Invertors are verified to power the main AC power bus.
20-2	Essential Inverter System (Fokker F27)	C	1	0	0	(0)May be inoperative provided: a) Aircraft is operated in day VMC, and b) At least two Main Invertors are operative.
20-3	Emergency Alternator Systems (Fairchild F27/FH227)	C	2	1	1	(0)One may be inoperative provided: a) Aircraft is operated in day VMC, and b) Both Main Invertors are operative.
20-4	AC Voltmeter					DELETED in revision 30.
20-5 ***	Frequency Meter System	C	1	0	0	

20-6 ***	Bus Annunciators On Overhead Panel (OHP) Systems	C	-	0	
20-7 ***	Power Fail Indicator On Main Instrument Panel (MIP) Systems	C	2	1	
20-8 ***	Static Inverter (Lighting) Systems	C	2	0	May be inoperative provided aircraft is not operated at night.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

24-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
24 ELECTRICAL POWER					
20-9	Alternator/ Generator Systems	C	2	1	(M)(0)One may be inoperative provided: a) Affected Alternator /Generator is verified mechanically sound, b) Airplane is not operated in known or forecast icing conditions, c) AFM Limitations for associated systems are observed, and d) Associated Alternator /Generator Overheat Warning Light System is operative. OR e) Affected Alternator /Generator is verified mechanically sound, f) Associated Alternator /Generator Overheat Warning Light System is operative, and g) APU Alternator/Generator powers the associated bus.
		C			

F27R30D.txt

20-11 ***	Al ternator/ Generator Vol tmeter Systems	C	2	1	(O)One may be i noperative provi ded: a) All associated AC Al ternator /Generator System components are operative, and b) AC Ammeter is operative.
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U. S. DEPARTMENT OF TRANSPORTATI ON

MASTER MI NI MUM EQUI PMENT LI ST

FEDERAL AVI ATI ON ADMI NI STRATI ON

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVI SI ON NO: 30 b

PAGE:

DATE: 09/14/93

24-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DI SPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRI CAL POWER				
20-13 ***	Al ternator/ Generator Undervol tage/ Cauti on Systems	C	2	1	(O)One may be i noperative provi ded: a) Associ ated AC Al ternator/Generator system components are operative, and b) AC Ammeter is operative. OR c) Associ ated Al ternator/ Generator is consi dered i noperative.
20-14 ***	Al ternator/ Generator Overheat Warni ng Li ght Systems	C	2	1	(M)One may be i noperative provi ded: a) The associ ated Al ternator has been removed from the accessory gear box, b) The airplane is not operated in known or forecast i cing condi tions, and c) AFM Li mi tati ons are observed.
20-15	Al ternator/ Generator Cauti on Li ghts	C	2	1	(O)One may be i noperative provi ded: a) Associ ated AC Al ternator /Generator system components are operative, and

21-1	Battery Systems	C	-	2	b) AC Ammeter is operative.
21-2 ***	Battery Temperature Monitor Systems (Indicator & Caution Light)	C	-	-	(M)May be inoperative provided: a) One system is operative for each operating battery, and b) Associated Battery is electrically disconnected and secured.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 d

PAGE:

DATE: 06/11/97

24-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
24 ELECTRICAL POWER					
30-1	Engine Driven DC Generator Systems	C	2	1	(M)(0)One may be inoperative provided: a) Associated DC Generator is verified mechanically sound, b) APU Generator System is used throughout the flight, and c) Aircraft is operated at or below FL210.
30-2	DC Ammeter Systems	B	2	1	(0)One may be inoperative provided procedures are established to limit load if generator fails.
30-3	DC Voltmeter				DELETED in revision 30.
30-4	DC Generator Inoperative Caution/Failure Light Systems	C	2	1	(M)One may be inoperative provided: a) Associated DC Generator is operative, and b) Associated Ammeter and Voltmeter are operative.
30-5	DC Generator Overheat Warning Lights	C	2	1	(M)One may be inoperative provided: a) Associated Generator has been removed from the accessory gear box, b) APU Generator System is used throughout the flight, and c) Aircraft is operated at or below FL210.

30-6	External Power Overvolt System (With STC ST00395SE Installed)	C	1	0	(M)May be inoperative provided system is deactivated by an acceptable procedure.
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

25-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
10-1	Observer Seat (Including associated equipment)	A	-	-	May be inoperative provided: <ul style="list-style-type: none"> <li>(a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, or</li> <li>(c) Second observer seat is available, functional, and acceptable, including peripheral equipment, to an FAA inspector for the performance of official duties, and</li> <li>(d) Operations are limited to not more than two flight days before repairs are made.</li> </ul>
10-2	Pilot's Seat Vertical Adjustment Mode	C	2	1	(M)One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Seat is secured at the individual crewmembers requirements, and</li> <li>b) Fore-aft adjustments operates normally.</li> </ul>

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

25-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
25	EQUIPMENT/FURNISHINGS				
20-1	Flight Attendant Seat Assembly (Single or Dual Position)	C	-	-	(M)(0)One Single or Dual Position Seat may be inoperative provided: a) Affected Seat Position(s) is not occupied, b) Flight Attendants displaced by inoperative seat position(s) occupies the Passenger Seat(s) most accessible to their assigned exit, c) Alternate operations procedures are established for displaced Flight Attendant(s), d) Folding type seat that will not stow automatically is stowed or secured in the RETRACTED position, and e) Passenger Seat(s) assigned to Flight Attendant(s) is placarded "FOR FLIGHT ATTENDANT USE ONLY".  NOTE 1: A folding type seat that will not stow automatically is considered inoperative.  NOTE 2: A Flight Attendant Seat Position with an inoperative Lap Belt is considered inoperative.
20-2	Passenger Seat Belts	C	-	-	May be inoperative or missing provided: a) The associated seat is

considered inoperative, and  
 b) The associated seat is  
 blocked and placarded "DO  
 NOT OCCUPY".

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
 FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

25-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
20-4 ***	Overhead Stowage Bins	C	-	-	(M) Bin closed latch may be inoperative provided bin is not used for stowage and lid is secured in the closed position or removed.
61-1	Flotation Devices	C	-	-	Any in excess of those required by FAR may be inoperative.
62-1	"Fasten Seat Belt While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
62-2	Passenger Seats	C	-	-	(M) May be inoperative provided: a) Affected Seat is appropriately secured or deactivated so that it does not block emergency egress to an aisle or exit, and b) Affected seat is blocked using an accepted procedure and placarded "DO NOT OCCUPY".
					NOTE 1: A seat with an inoperative lap belt is considered inoperative.
					NOTE 2: A seat with an inoperative recline mechanism is considered to be inoperative if the seat cannot be secured in the upright position.
					NOTE 3: Inoperative seats do not affect the number of Flight Attendants required by FAR.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

25-4

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
62-3	Passenger Convenience Items	-	0	Passenger convenience items, as expressed in this MMEL, are 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. Items addressed elsewhere in this document shall not be included. (M) or (O) procedures may be required and included in the Air Carrier's appropriate document.  NOTE: Lavatory Door Ash Trays are not to be included.
99-1	First Aid Kits D	-	-	Any in excess or those required by FAR may be inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

26-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION					
10-1 ***	HPC Handle Warning Light Systems (Fokker 27)	C	2	0		
10-2 ***	Alarm Bell System	B	1	0		
12-1 ***	Cargo Compartment Smoke Detection Systems	C	-	0	(0)May be inoperative provided: a) Associated Cargo Compartment remains empty. OR b) Cargo is non-combustible material.	
	1) Forward Cargo Compartment	C	1	0	(0)May be inoperative provided: a) Crew has unobstructed access to Cargo Area, and b) Passenger Cabin to Cargo Compartment Door remains closed.	
	2) Aft Cargo Compartment	C	1	0	(0)May be inoperative provided: a) Cargo Compartment to Cabin Door is blocked OPEN, and b) Cabin attendant is advised of the condition.	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

26-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION						
12-2	Lavatory Smoke Detection Systems	C	-	-		(M)For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory fire extinguisher system is operative. OR b) The lavatory waste receptacle is empty, c) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and d) Lavatory is not used for any purpose.
		C				NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.  NOTE 2: A lavatory smoke detection system is not required for all-cargo operations.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:	FAIRCHILD F-27 FH-227 & FOKKER F-27	REVISION NO: 30 b	PAGE:
		DATE: 09/14/93	26-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
12-3	Cargo Compartment Smoke Detectors (Cargo Configuration Only)	C	-	-	Individual Detectors may be inoperative provided minimum acceptable detector configuration is complied with.  NOTE: The above configuration should be specified in one of the following: a) FAA engineering approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
22-1	Portable Fire Extinguishers	C	-	-	Any in excess of those required by FAR may be inoperative.
22-2	APU Fire Detection System	C	-	-	May be inoperative provided APU is considered inoperative.
22-3	APU Fire Extinguishing System	C	-	-	May be inoperative provided APU is considered inoperative.
30-1	Engine Fire Detection Loops (Fairchild F27/FH227) Dual Loop System	C	4	2	(0)One loop per engine may be inoperative provided the remaining loop is operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:	FAIRCHILD F-27	REVISION NO: 30 b	PAGE:
-----------	----------------	-------------------	-------

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
30-2	Lavatory Fire Extinguisher System	C	-	-	(M)May be inoperative provided the associated: a) Lavatory smoke detection system(s) operates normally. OR b) Lavatory waste receptacle is empty, c) Lavatory door is locked and placarded, "INOPERATIVE - DO NOT ENTER", and d) Lavatory is not used for any purpose.  NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.  NOTE 2: Not required for all-cargo operations.
		C			

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

FAIRCHILD F-27  
 FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

27-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
-----					
27	FLIGHT CONTROLS				
10-1	Trim Tab Indicators				
	1) Aileron	C	1	0	May be inoperative provided tab is verified in neutral position before each takeoff.
	2) Rudder	C	1	0	May be inoperative provided tab is verified in neutral position before each takeoff.
60-1 ***	Speed Control Indicator	C	1	0	

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

28-1

SYSTEM &

1. | 2. NUMBER INSTALLED

SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
20-1	Fuel Boost Pump Systems	C	4	2	(O)One Boost Pump per engine may be inoperative provided AFM Limitations are observed.
20-2	Fuel Heater Systems	C	2	0	(M)(O)Both may be inoperative provided: a) AFM Limitations are observed, b) Hot Air Gate Valve remains CLOSED.
20-3 ***	Inboard Tank Fuel Transfer Systems (Manual System)	C	2	0	(O)One or both may be inoperative provided: a) All fuel in affected inboard tank is included in aircraft zero fuel weight, and b) Operations procedures are established to maintain fuel symmetry within AFM Limitations.
20-4	Auto Fuel Transfer Systems (Fokker 27)	C	2	0	(M)May be inoperative provided: a) Associated Fuel Quantity Indication System is operative, and b) Manual Fuel Transfer is verified operative.
22-1	Pressure Refueling Systems	C	-	0	NOTE: Overwing refueling of inboard tank is not possible.
22-2 ***	Nacelle Fuel Quantity Indicator Systems	C	2	0	(M)May be inoperative provided fuel quantity is verified by alternate means.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

28-2

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

28 FUEL					
42-1 ***	Fuel Pressure Indicator Systems	C	2	0	May be inoperative provided all Fuel Pressure Warning Lights are operative.
43-1	Fuel Quantity Indicator Systems (Flight Compartment)	C	2	1	(M)(O)One may be inoperative provided: a) Fuel Quantity is verified by alternate means before each departure, b) Associated Fuel Flow Meter is operative, and c) A Fuel Log is maintained.
43-2 ***	Fuel Quantity Indication Inboard Tank Systems	C	2	1	(M)(O)One may be inoperative provided: a) Inboard Fuel Quantity is verified by alternate means before each departure, b) Auto Fuel Transfer is used, and c) A Fuel Log is maintained.
		C	2	0	(M)(O)One or both may be inoperative provided: a) Inboard Fuel Tanks are not used, b) Fuel in Inboard Tanks is considered to be unusable, and c) Fuel in Inboard Tanks is considered as payload.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

28-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					

46-1	Fuel Low Pressure Caution Lights Systems				
	1) 4 Light System	C	4	2	(0)Two may be inoperative provided: a) One Light is operative on each side, and b) Pump with serviceable Light Remains ON for single pump operations.
	2) 2 Light System	C	2	1	(0)One may be inoperative provided: a) Associated Pressure Gauge is operative, and b) Four boost pumps remain ON.
46-2 ***	Low Fuel Level Warning Lights	C	2	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

30-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
10-1	Airfoil Deicing System (Wing &	C	1	0	May be inoperative provided aircraft is not operated into known

	Empennage)				or forecast icing conditions.
30-1	Pilot/Static Heating Systems				
	1) Pitot Heater Systems	B	2	1	(M)(O)One may be inoperative provided: a) Affected Pitot Heating System is secured, b) Aircraft is operated in day VMC, c) Aircraft is not operated in known or forecast icing conditions, and d) Associated Pitot Heat Switches remain ON for operative Heating systems.
	2) Static Port Heating System	B	1	0	(M)May be inoperative provided Static Port Heating System is secured.
40-1	Windshield Wiper Systems	C	2	0	Both may be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
41-1	Windshield Heating Systems	C	2	0	(M)Both may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) AFM Limitations are observed.
42-1 ***	Windshield Wash System	D	1	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

30-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION			
43-1	Windshield and Direct Vision Window Demisting Systems (Fokker 27)	D 2	0	

60-1	Power Unit Engine/Propeller Deficing Systems	C	2	1	One may be inoperative provided aircraft is not operated in known or forecast icing conditions.
60-2 ***	Rain Repellent Systems	D	-	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

31-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
31	INDICATING/RECORDING SYSTEMS				
20-1	Clocks (Cockpit)	C	-	1	
30-1	Flight Data Recorder (FDR) System	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within three flight days.

30-2 ***	Fatigue Meter System (Fokker 27)	D	1	0	
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 d

DATE: 06/11/97

PAGE:

32-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
40-1	Anti-Skid System	C	1	0	(M) May be inoperative provided: a) Required runway length is increased in accordance with AFM performance information, and b) Inoperative units are set free from the driving track.
40-2	Parking Brake	C	1	0	(O) May be inoperative provided

F27R30D.txt

	System (Fokker 27)				Alternate Brakes System is used to set Brakes.
50-1	Nosewheel Steering System	C	1	0	(M)May be inoperative provided: a) The nosewheel steering is deactivated, b) The takeoff distance is increased by 10%, and c) Maximum crosswind is limited to 10 kts.
60-1	Nose Gear Position Lights (With S/B 32-121 Installed)	C	2	1	
60-2 ***	Main Gear Position Lights (With STC ST00354SE Installed)	C	4	2	(M)One Position Light for each main gear may be inoperative provided primary or secondary Gear Position system operates normally.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

33-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
33	LIGHTS				
10-1	Cockpit and Instrument Lighting Systems (Excluding EFIS and MFDS and Emergency Lighting)	C	-	-	May be inoperative provided: a) Sufficient lighting is operative to make each instrument, control and other device for which it is provided easily readable, b) Direct rays and reflections do not impair visibility either inside or outside of the aircraft, c) Lighting intensity can be

10-3 ***	Master Warning System (Fokker 27)	B	1	0	controlled, or is preset to a satisfactory level for expected flight conditions, and d) Lighting configuration at dispatch is acceptable to the flight crew.
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

33-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
20-1	No Smoking/ Fasten Seat Belt Signs				
	1) Passenger Configuration	C	-	-	(0) May be inoperative provided: a) Passenger or Flight Attendant Seats from which a readily legible NO SMOKING/FASTEN SEAT BELT sign cannot be seen are placarded inoperative and "DO NOT OCCUPY." OR b) Operations procedures are

F27R30D.txt

				established for alerting the cabin attendants and notifying the passengers by use of the Passenger Address System when seat belts should be fastened and smoking is prohibited.
2) Cargo Configuration	C	-	0	
20-2 Cabin Interior Lights	C	-	-	May be inoperative provided: a) Cabin emergency lighting is operative, b) Sufficient lighting is operative for crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to flight crew.
32-1 Maintenance Area and Service Panel Lights	C	-	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

33-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
40-1	Position Light Bulbs	C	-	0	May be inoperative provided aircraft is not operated at night.
	1) 2 Bulb Installation	C	6	3	Three may be inoperative provided one is operative on each wingtip and one is operative on the tail.
40-2	Landing Light Systems	C	2	1	One may be inoperative provided Taxi Light is operative.
		C	2	0	Both may be inoperative provided aircraft is not operated at night.
40-3	Taxi Light System	C	1	0	May be inoperative provided: a) Aircraft is not operated at night. OR

		C			b) Both Landing Lights are operative.
40-4	Wing Inspection Lights	C	2	0	May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operation in icing conditions.
40-5	Anti Collision Lights	C	-	0	May be inoperative provided aircraft is not operated at night.
	1) Vertical Stabilizer Anti-Collision Light	C	-	0	May be inoperative provided Wing Tip Strobe Lights are installed and operative.
***	2) Fuselage Anti-Collision Light	C	1	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

33-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
40-6 ***	Wing Tip Strobe Light System	C	1	0	May be inoperative provided: a) Vertical Stabilizer Anti-Collision Light is operative. OR b) Aircraft is not operated at night.
40-7 ***	High Intensity Recognition Light Systems	C	-	0	
40-8 ***	Logo Light Systems	D	2	0	
50-1 ***	Floor Proximity Escape Path Marking Lights System	C	1	1	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels in one of the following documents

F27R30D.txt

Lights

- 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.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

33-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS					
50-2	Cabin Interior Emergency 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.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

34-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
10-1	Rate-of-Climb Indicators	C	2	1	One may be inoperative provided the aircraft is operated in day VMC.
10-2	Overspeed *** Warning	B	1	0	May be inoperative provided: a) Both airspeed indicators operate normally, and b) The aircraft is operated at no greater than 15 KIAS less than VMO.
10-3	Outside Air Temperature Indication System	C	-	1	May be inoperative provided ambient air temperature is readily available to the crew through other means (e.g. SAT, RAT, or TAT.)
10-4	Altimeters	C	-	2	May be inoperative provided: a) One altimeter operates normally at each pilot station, and b) At least one of the above is a pneumatic, or servo-pneumatic altimeter.
10-5	Altitude *** Alerting System	A	-	0	(0) May be inoperative provided: a) An alternate Operations

F27R30D.txt

20-1 Compass System Sensors (Directional Gyro, AHRS, IRS, etc.)	C	-	2	<p>Procedure is developed and used, and</p> <p>b) Repair is made within three flight days.</p> <p>May be inoperative provided:</p> <p>a) Both Directional Compass Systems are operative from independent sources, and</p> <p>b) Each pilot's panel has independent heading information.</p>
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

34-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
20-2 Non-Stabilized Magnetic (Standby) Compass	C	1	0	<p>May be inoperative provided:</p> <p>a) Standby Compass is not required by AFM Limitations, and</p> <p>b) Two independent magnetic stabilized directional compass systems are operative.</p>	
20-3 Turn and Slip Indicators ***					
1) Turn Indicator	C	2	1	<p>May be inoperative provided:</p> <p>a) Aircraft is operated in Day VMC, and</p> <p>b) Two independent Attitude Director Indicators are operative.</p> <p>OR</p> <p>c) Standby Attitude Indicator is operative.</p>	
2) Slip Indicator	C	-	2	<p>May be inoperative provided one operates normally on each pilot's panel.</p>	
20-4 Flight Director Systems ***	C	2	0	<p>May be inoperative provided approach minimums do not require</p>	

F27R30D.txt  
their use.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

34-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
20-5 ***	Standby Attitude Indicator	B	1	0	May be inoperative provided: a) Pilot flying has an operative Turn and Slip Indicator. OR b) Aircraft is operated in Day VMC, and c) Standby Attitude Gyro is not required by AFM Limitations.
20-6 ***	Speed Control Indicators	C	2	0	May be inoperative provided approach minimums and/or operational procedures do not require their use.
20-7 ***	Flight Mode Panel	C	1	0	May be inoperative provided Autopilot is not required for the approach to be flown.
30-1	VHF Navigation Systems (VOR/ILS)	C	-	-	As required by FAR.
30-2	Marker Beacon System	C	-	-	May be inoperative provided approach minimums do not require its use.
30-3	Radio Altimeter Systems	A	-	-	May be inoperative provided: a) Dispatch deviation for ground proximity warning system (GPWS) (if inoperative) is observed,

F27R30D.txt

- b) Approach minimums or operating procedures do not require their use, and
- c) Repair is made within three flight days.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

34-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
40-1	Weather Radar System	C	1	0		As required by FAR.
40-3	Ground Proximity Warning System (GPWS)					
	a) Terrain Avoidance Modes 1 thru 4)	A	-	0		May be inoperative provided: 1) Two VHF Navigation Systems operate normally. 2) Repairs are made within two flight days.
	b) Test Mode	A	1	0		May be inoperative provided: 1) The GPWS is considered inoperative. 2) Repairs are made within two flight days.
	c) Glideslope Deviation (Mode 5)	B	2	0		One or both may be inoperative.
	d) Minimums Warning	C	1	0		
	e) Windshear Mode	C	1	0		
50-1	Distance Measuring Equipment (DME)	C	-	-		As required by FAR.
50-2	ATC Transponder	C	-	-		As required by FAR.

50-3 Radio Compass (ADF) Systems	C	-	-	As required by FAR.
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

34-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
60-1 ***	Microwave Landing Systems (MLS)	D	-	-		As required by FAR.
60-2 ***	Area Navigation Systems	D	-	-		As required by FAR.
60-3 ***	Long Range Navigation Systems (Incl. Omega/VLF NAV, INS, LORAN C, etc.)	D	-	0		Any in excess of those required by FAR may be inoperative.
60-5 ***	Standby Airspeed Indicator	C	-	0		
60-6	Traffic Alert Collision Avoidance System (TCAS)	C	1	0		May be inoperative provided the system is deactivated and secured.
***	1) Combined TA and RA Dual Displays	C	2	1		One may be inoperative on the non-flying pilot's side provided: a) TA and RA elements and audio functions are operative on the flying pilot's side, and b) TA and RA display indications are visible to the non-flying pilot.

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

34-6

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
60-6	Traffic Alert Collision Avoidance System (TCAS) (Cont'd)			
	2) Resolution Advisory (RA) Display Systems	C 2	1	(0)One may be inoperative on the non-flying pilot's side.
		C -	0	(0)may be inoperative provided: a) All Traffic Alert (TA) Display Elements and voice command audio functions are operative, and b) TA only mode is selected by the crew.
	3) TA Display Systems	C -	0	(0)May be inoperative provided all installed RA Display and audio functions are operative.
60-7 ***	Windshear Systems	C -	0	As required by FAR.
60-8 ***	Instrument Comparator	C 1	0	(0)May be inoperative provided Instrument Comparator is not required for the approach to flown.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

35-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
35 OXYGEN					
10-1	Observer Oxygen Systems	A	1	0	May be inoperative provided: a) Observer Seat is not occupied by a person in an official capacity, and b) Repair is made within three flight days.
10-2	Passenger Oxygen System	C	1	0	As required by FAR.
30-1	Portable Oxygen Systems	C	-	-	Any in excess of those required by FAR may be inoperative.
30-2	Protective Breathing Equipment (PBE)	C	-	-	Any in excess of those required by FAR may be inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

36-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
10-1	Compressor Systems	C	2	1	(M)One may be inoperative provided: a) Affected Compressor is verified mechanically sound, b) Associated Caution Light is operative, and c) AFM limitations are observed.
***	1) Caution Light	C	2	1	One may be inoperative provided associated Compressor System is considered inoperative.
40-1 ***	Main Cabin Door Actuator System	C	1	0	(O)May be inoperative provided procedures are established to ensure safety of ground personnel during door opening.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

49-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
49	AIRBORNE AUXILIARY POWER				
10-1 ***	Auxiliary Power Unit	C	1	0	May be inoperative provided procedures do not require its use.
	1) DC Generator	C	1	0	(M)May be inoperative provided: a) Both engine driven generators are operative, and b) APU is not used. OR c) Both engine driven generators are operative, and d) APU DC generator is inspected and found mechanically sound.
	2) Alternator/Generator	C	1	0	(M)May be inoperative provided: a) APU is not used. OR b) APU A/C Alternator/Generator is inspected and found not mechanically sound.
	3) APU Generator Overheat Warning Lights	C	2	0	(M)One or both may be inoperative provided the APU is rendered inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

52-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
52 DOORS					
10-1 ***	Large Cargo Door Operating System	C	1	0	(0)May be inoperative provided it is verified by visual inspection that the associated door is closed and locked before each departure.
70-1	Door Unlocked Caution Light System (All except Fokker 27 Mk's 100, 200 & 500F)	C	1	0	(0)May be inoperative provided crew door lock pins and cargo door locking hooks are visually checked to be in place.
71-1 ***	Door Warning Light Systems	C	-	0	(0)May be inoperative provided it is verified by visual inspection that the associated door(s) is closed and locked before each departure.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:	FAIRCHILD F-27 FH-227 & FOKKER F-27	REVISION NO: 30 b	PAGE:
		DATE: 09/14/93	61-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS				
40-1 ***	Propeller Brake	C	2	0	
40-3 ***	Cruise (Flight Safety) Lock Unlocked Indicator Light System	C	2	0	Both may be inoperative provided: a) TAS does not exceed AFM Limitations, and b) HP cocks remain in the "Lock Out" position during the entire flight.
40-4	Ground Fine Pitch Warning Horn System	C	1	0	May be inoperative provided GFP is selected after touch down above 55 kt.
40-5 ***	Cruise Pitch Test Light System (Fairchild F-27)	C	1	0	May be inoperative provided: a) TAS does not exceed AFM Limitations, and b) HP cocks remain in the "Lock Out" position during the entire flight.
40-6 ***	Cruise Lock "Unsafe" Light (Fokker 27)	C	1	0	May be inoperative provided: a) TAS does not exceed AFM Limitations, and b) HP cocks remain in the "Lock Out" position during the entire flight.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:	REVISION NO: 30 b	PAGE:
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL & CONTROL						
13-1	Fuel Flow Indication Systems	C	2	1	1	One may be inoperative provided all RPM, TGT, and Fuel Quantity Indicating Systems are operative.  NOTE: Fuel Consumed Indication may be affected.
13-2 ***	Fuel Consumed Indication Systems	C	2	0	0	Both may be inoperative provided Fuel Quantity Indicating System is operative.
13-4	Fuel Datum/Trimmer Calculator	D	1	0	0	(0)May be inoperative provided a procedure to verify takeoff and landing fuel Datum/Trimmer settings is established.
13-5	Fuel Pressure Indicators					DELETED, see item 28-42-1, Fuel Pressure Indicator Systems.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

74-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74 IGNITION					
00-1	Igniter Systems	C	4	2	Two may be inoperative provided one is operative on each engine.
00-2 ***	Ignition Light Systems	C	2	0	May be inoperative provided the starter master switch is switched to SAFE when engine has reached self sustaining speed.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

76-1

1. | 2. NUMBER INSTALLED

SYSTEM & SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
76	ENGINE CONTROLS			
13-1 ***	RPM Synchronizer System	C 1	0	(M)May be inoperative provided System is verified in neutral position.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 c

DATE: 04/25/94

PAGE:

77-1

SYSTEM & SEQUENCE	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
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NUMBERS				4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING			
11-1 ***	Synchroscope System	C	1 0	
11-2 ***	Engine RPM Indicator Digital Indication	B	2 1	One may be inoperative provided both analog indications are operative.
11-3 ***	Engine Torque Indicator Digital Indication	B	2 1	One may be inoperative provided both analog indications are operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

DATE: 09/14/93

PAGE:

79-1

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

79 ENGINE OIL					
32-1 ***	Engine Oil Pressure Warning Light Systems	C	2	1	(0)One may be inoperative provided the associated oil pressure and oil temperature indicators are operative.
32-2 ***	Gearbox Oil Pressure Light Systems	C	2	0	One or both may be inoperative provided Gearbox Oil Pressure Gauges are installed and operative.
32-3 ***	Engine/ Gearbox Low Oil Pressure Warning Light Systems	B	2	1	(0)One may be inoperative provided: a) Associated Oil Pressure, Oil Temperature and Gear Box Pressure Indicators are operative. OR b) Gear Box Oil Pressure Indicators and both Low Oil Pressure Warning Lights are operative.
		B			

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FAIRCHILD F-27  
FH-227 & FOKKER F-27

REVISION NO: 30 b

PAGE:

DATE: 09/14/93

80-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80	STARTING			

10-1 ***	Starter Light (AMBER)	C	-	0	(0)May be inoperative provided Starter Master Switch is switched to SAFE when engine has reached self-sustaining speed.
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U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:	FAIRCHILD F-27 FH-227 & FOKKER F-27	REVISION NO: 30 b	PAGE:
		DATE: 09/14/93	82-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
82	WATER INJECTION				
20-1	Water Methanol	C	2	0	(0)One or both pumps may be

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Systems					
40-1 ***	Water Methanol Quantity Indicator Systems	C	2	0	inoperative provided performance requirements are met with DRY power. (0)One or both may be inoperative provided: a) Associated Fluid Quantity is verified before each WET takeoff. OR b) Performance requirements are met with DRY Power.
40-2	Water Methanol Indicator Light Systems	C	2	1	(0)One may be inoperative provided: a) WET Power is indicated on both torque meters prior to takeoff. OR b) Performance requirements are met with DRY Power.
		C			