

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

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

FOKKER 28
F-28 MK 1000/2000/4000

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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: I
Revision: 11 a
Date: 10/23/2000

FOKKER 28

Table of Contents

SYSTEM NO.	SYSTEM	PAGE
--	Table of Contents	I
--	Log of Revisions	II
--	Control Page	III, IV
--	Highlights of Change	V
--	Definitions	VI, VII, VIII, IX
--	Definitions	X, XI, XII, XIII
--	Preamble	XIV, XV
21	Air Conditioning	21-1, 2, 3
22	Auto Flight	22-1, 2
23	Communications	23-1, 2, 3, 4
24	Electrical Power	24-1, 2
25	Equipment/Furnishings	25-1, 2, 3, 4, 5
25	Equipment/Furnishings	25-6
26	Fire Protection	26-1, 2, 3, 4, 5
26	Fire Protection	26-6, 7, 8
27	Flight Controls	27-1, 2, 3
28	Fuel	28-1, 2, 3, 4
29	Hydraulic Power	29-1, 2
30	Ice and Rain Protection	30-1, 2, 3, 4, 5
31	Indicating/Recording Systems	31-1
32	Landing Gear	32-1, 2
33	Lights	33-1, 2, 3, 4
34	Navigation	34-1, 2, 3, 4, 5
34	Navigation	34-6
35	Oxygen	35-1, 2
36	Pneumatic	36-1, 2
49	Airborne Auxiliary Power	49-1, 2
52	Doors	52-1
73	Engine Fuel & Control	73-1, 2
74	Ignition	74-1
77	Engine Indicating	77-1
80	Starting	80-1

FOKKER 28

Log of Revisions

REV.NO.	DATE	PAGE NUMBERS	INITIALS
7	08/31/1990	ALL PAGES	
7a	07/30/1992	HIGHLIGHTS OF REV.	
7a	07/30/1992	23-1, 23-2, 23-3, 23-4, 24-1	
7a	07/30/1992	24-2, 25-1, 25-2, 25-3, 25-4	
7a	07/30/1992	25-5, 30-4, 31-1, 34-1, 34-2	
7a	07/30/1992	34-3, 34-4, 34-5, 35-1, 35-2	
7b	11/28/1994	HIGHLIGHTS OF REV., DEFINITIONS	
7b	11/28/1994	30-1, 30-2, 30-3, 30-4	
8	09/24/1996	HIGHLIGHTS OF REV., DEFINITIONS	
8	09/24/1996	21-1, 21-2, 21-3, 22-1, 23-1	
8	09/24/1996	23-2, 23-3, 23-4, 24-1, 24-2	
8	09/24/1996	25-1, 25-2, 25-3, 25-4, 25-5	
8	09/24/1996	25-6, 26-1, 26-2, 26-3, 27-1	
8	09/24/1996	27-2, 27-3, 28-1, 28-2, 28-3	
8	09/24/1996	28-4, 29-1, 29-2, 31-1, 32-1	
8	09/24/1996	32-2, 33-1, 33-2, 33-3, 34-1	
8	09/24/1996	34-2, 34-3, 34-4, 34-5, 34-6	
8	09/24/1996	35-1, 35-2, 36-1, 36-2, 49-1	
8	09/24/1996	49-2, 52-1, 73-1, 73-2, 74-1	
8	09/24/1996	77-1, 80-1	
9	04/14/1997	HIGHLIGHTS OF REV., DEFINITIONS	
9	04/14/1997	22-1, 22-2, 24-1, 24-2, 25-1	
9	04/14/1997	25-2, 25-3, 25-4, 25-5, 25-6	
9	04/14/1997	26-1, 26-2, 26-3, 34-1, 34-2	
9	04/14/1997	34-3, 34-4, 34-5, 34-6	
10	12/14/1998	HIGHLIGHTS OF REV., DEFINITIONS	
10	12/14/1998	22-1, 23-4, 28-2, 28-3, 28-4	
10	12/14/1998	30-4, 30-5, 31-1, 34-6	
10a	08/16/1999	HIGHLIGHTS OF REV., DEFINITIONS	
10a	08/16/1999	33-4	
11	03/03/2000	HIGHLIGHTS OF REV., DEFINITIONS	
11	03/03/2000	26-4, 26-5, 26-6, 26-7, 26-8	
11a	10/23/2000	HIGHLIGHTS OF REV., DEFINITIONS	
11a	10/23/2000	28-1	

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: III
Revision: 11 a
Date: 10/23/2000

FOKKER 28

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
Cover Page	-	11 a	10/23/2000
Table of Contents	I	11 a	10/23/2000
Log of Revisions	II	11 a	10/23/2000
Control Page	III	11 a	10/23/2000
	IV	11 a	10/23/2000
Highlights of Change	V	11 a	10/23/2000
Definitions	VI	6	01/31/1995
	VII	6	01/31/1995
	VIII	6	01/31/1995
	IX	6	01/31/1995
	X	6	01/31/1995
	XI	6	01/31/1995
	XII	6	01/31/1995
	XIII	6	01/31/1995
Preamble	XIV	2	06/14/1989
	XV	2	06/14/1989
21	21-1	8	09/24/1996
	21-2	8	09/24/1996
	21-3	8	09/24/1996
22	22-1	10	12/14/1998
	22-2	9	04/14/1997
23	23-1	8	09/24/1996
	23-2	8	09/24/1996
	23-3	8	09/24/1996
	23-4	10	12/14/1998
24	24-1	9	04/14/1997
	24-2	9	04/14/1997
25	25-1	9	04/14/1997
	25-2	9	04/14/1997
	25-3	9	04/14/1997
	25-4	9	04/14/1997
	25-5	9	04/14/1997
	25-6	9	04/14/1997
26	26-1	9	04/14/1997
	26-2	9	04/14/1997
	26-3	9	04/14/1997
	26-4	11	03/03/2000
	26-5	11	03/03/2000
	26-6	11	03/03/2000
	26-7	11	03/03/2000

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: IV
Revision: 11 a
Date: 10/23/2000

FOKKER 28

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
27	26-8	11	03/03/2000
	27-1	8	09/24/1996
	27-2	8	09/24/1996
	27-3	8	09/24/1996
28	28-1	11 a	10/23/2000
	28-2	10	12/14/1998
	28-3	10	12/14/1998
	28-4	10	12/14/1998
29	29-1	8	09/24/1996
	29-2	8	09/24/1996
30	30-1	8	09/24/1996
	30-2	8	09/24/1996
	30-3	8	09/24/1996
	30-4	10	12/14/1998
	30-5	10	12/14/1998
31	31-1	10	12/14/1998
32	32-1	8	09/24/1996
	32-2	8	09/24/1996
	32-3	8	09/24/1996
33	33-1	8	09/24/1996
	33-2	8	09/24/1996
	33-3	8	09/24/1996
	33-4	10 a	08/16/1999
34	34-1	9	04/14/1997
	34-2	9	04/14/1997
	34-3	9	04/14/1997
	34-4	9	04/14/1997
	34-5	9	04/14/1997
	34-6	10	12/14/1998
35	35-1	8	09/24/1996
	35-2	8	09/24/1996
36	36-1	8	09/24/1996
	36-2	8	09/24/1996
49	49-1	8	09/24/1996
	49-2	8	09/24/1996
52	52-1	8	09/24/1996
73	73-1	8	09/24/1996
	73-2	8	09/24/1996
74	74-1	8	09/24/1996
77	77-1	8	09/24/1996
80	80-1	8	09/24/1996

FOKKER 28

Highlights of Change

EFFECTIVE ABOVE DATE, The Fokker 28 Master Minimum Equipment List has been revised. This MMEL applies to the series Mk 1000, 2000, and 4000.

Item 28-1 Clarifies type of fuel with one Boost Pump inoperative, Kerosene Type Fuel (e.g. Jet A, Jet A-1, etc.).

FOKKER 28

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

FOKKER 28

Definitions

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

FOKKER 28

Definitions

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

FOKKER 28

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 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

FOKKER 28

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,

FOKKER 28

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)

FOKKER 28

Definitions

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

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

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

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

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

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

FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST

Page: XIII
Revision: 6
Date: 01/31/1995

FOKKER 28

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."

FOKKER 28

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

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

21-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
1.	Air Conditioning Pack Systems	C	2	1	One may be inoperative provided: a) Affected Pack remains Off, b) Ram Air Valve is operative, and c) Aircraft is operated at or below FL250.
		C	2	0	Both may be inoperative provided: a) Ram Air Valve is operative, b) Dump switch is OPEN, and c) Aircraft is operated in an unpressurized configuration at or below 10,000 ft. MSL.
2.	Air Conditioning Main Valve Indicators	C	2	0	(O)Both may be inoperative provided: a) All other components of the associated system are operative, and b) It is verified before each takeoff that the associated valve is operative.
3.	Cabin and Flight Deck Temperature Control Systems				
	1) Manual Control System	C	2	0	Both may be inoperative provided associated Automatic Temperature Control System is operative.
	2) Automatic Control System	C	2	0	Both may be inoperative provided associated Manual Temperature Control System operative.
4.	Air Conditioning Bypass Valve Indicators	C	2	0	Both may be inoperative provided the associated Duct Temperature Indicator is operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

21-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
5.	Air Conditioning Duct Temperature Indicators	C	2	0	Both may be inoperative provided associated Air Conditioning Bypass Valve Indicator is operative.
6.	Cabin Temperature Indicator	C	1	0	
7.	Automatic Duct Overheat Protective Systems	C	2	0	Both may be inoperative provided associated Automatic Temperature Control and limit systems are operative.
8.	Automatic Shutoff System	C	1	0	May be inoperative provided: a) Both Air Conditioning Packs are turned OFF for engine start, takeoff and landing, and b) Engine Anti-Ice is not used for takeoff and landing.
9.	Ram Air Valve	C	1	0	(M)May be inoperative provided valve is secured OPEN by an accepted procedure.
10.	Pressurization System	C	1	0	May be inoperative provided: a) Dump Switch is OPEN, and b) Aircraft is operated in an unpressurized configuration at or below 10,000 ft. MSL.
1)	Automatic Pressurization Control	C	1	0	May be inoperative provided: a) Manual Pressurization Control System is operative, and b) Autopilot is operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

21-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
11.	Dump Switch	C	1	0	May be inoperative provided all other components of the Pressurization System are operative.
12.	Cabin Rate-of-Climb Indicator	C	1	0	May be inoperative provided Automatic Pressurization Control System is operative.
13.	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.
14.	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.
15.	Cabin Altitude Warning Lights	C	2	1	
		C	2	0	Both may be inoperative provided aircraft is operated at or below 10,000 feet MSL.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 10

PAGE:

DATE: 12/14/1998

22-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
1.	Autopilot System	C	1	0	(O)May be inoperative provided: a) Automatic Pressurization System is operative, and b) Approach minimums do not depend on use of the Autopilot.
	1) Control Wheel Disengage Switches	C	2	1	One may be inoperative provided: a) Pilot using Autopilot has an operative disengage switch, b) Autopilot is not used below 1500 feet AGL, and c) Approach minimums do not depend on use of the Autopilot.
2.	Yaw Damper System	C	1	0	May be inoperative provided AFM Limitations are followed.
3.	Autopilot Progress Annunciators	C	2	0	(O)May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

22-2

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

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

23-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23	COMMUNICATIONS				
1.	Communications Systems (VHF, HF, UHF)	D	-	-	Any in excess of those required by FAR, and not powered by an Emergency or Essential Bus may be inoperative.
2.	Passenger Address System				
1)	Passenger Configuration	B	1	0	(O)May be inoperative provided: a) Alternate normal, and emergency procedures, and/or operating restrictions are established and used, and b) Flight Deck/Cabin Interphone system is operative.
2)	Cargo Configuration	D	1	0	
3.	Flight Deck Speakers	C	-	0	May be inoperative provided: a) Affected Speaker is not required for aural warnings or procedures, and b) An operative headset is provided for each person on cockpit duty.
4.	Service Interphone System	C	1	0	(O)May be inoperative provided: a) Alternate, Normal and Emergency procedures are established and used, and b) Passenger Address System is operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

23-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
23	COMMUNICATIONS				
5.	Static Dischargers				DELETED in Revision 7.
6.	Flight Deck Interphone System				DELETED in Revision 7.
7.	Audio Selector Panels				DELETED in Revision 8.
8.	Cockpit Voice Recorder (CVR) System	A	1	0	(M)May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
9.	Passenger Entertainment System	C	1	0	
10. ***	ARINC Communications Addressing and Reporting System (ACARS)	C	1	0	May be inoperative provided: a) Alternate procedures are established and used. OR b) Procedures do not require its use.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

23-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
23	COMMUNICATIONS				
11.	Crewmember Alerting System (Crew Call Light/Chime)				
1)	Flight Crew Call Light	C	1	0	
2)	Flight Attendant Call Light System	C	1	0	May be inoperative provided: a) Passenger Address System is operative, b) Flight Attendant Call Chime is operative, and c) Affected Light is not required for Lavatory Smoke Detector Alerting.
3)	Flight Attendant Call Chime System	C	1	0	(O)May be inoperative provided: a) Passenger Address System is operative, b) Flight Attendant Call Light is operative, c) Affected Chime is not required for lavatory Smoke Detector Alerting, and d) Alternate Normal and Emergency operations procedures are established and used.
12.	Selective Call *** System (SELCAL)	C	1	0	(O)May be inoperative provided alternate normal procedures are established and used.
13.	Flite Phone *** Systems	C	-	0	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 10

PAGE:

DATE: 12/14/1998

23-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS					
14.***	Air Phone Systems	C	-	0		
15.	Cockpit Headsets/ Microphones	D	-	-		Any in excess of those required for flight deck crewmembers (including official observer in observer's seat) may be inoperative.
16.	Boom Microphones					
	1) Input To Cockpit A Voice Recorder Required By FAR	A	-	0		May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Operations are limited to not more than three flight days before repair is made.
***	2) Input To Cockpit Voice Recorder Not Required By FAR	D	-	0		
17.	Boom Microphone Push to Talk Switches (Control Yoke and Center Console)	C	4	2		May be inoperative provided one switch at each required flight crew member station operates normally.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

24-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
24	ELECTRICAL POWER				
1.	Engine Driven Generator Systems (Including CSD)	B	2	1	(M)One may be inoperative provided: a) Associated CSD is dis- connected and verified fully serviced by an acceptable procedure, and b) APU Generator is operative and supplies power to the associated bus.
2.	CSD Oil Temperature Indicating Systems	C	2	0	Both may be inoperative provided the associated CSD Central Warning System, Frequency Meter and AC Voltmeter are operative.
3.	CSD Central Warning Systems	C	2	0	May be inoperative provided the associated CSD Oil Temperature Indicating System, Frequency Meter, and AC Voltmeter are operative, and are monitored during flight.
4.	DC Voltmeter				DELETED in Revision 7.
5.	AC Voltmeter	C	1	0	May be inoperative provided AC bus indicator lights are operative.
6.	AC Frequency Meter	C	1	0	
7.	BUS Indicator Lights				
	1) AC Busses	C	3	0	
	2) DC Busses	C	3	0	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

24-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
8.	Bus Tie Contactor	B	1	0	(M)May be inoperative provided: a) Contactor is verified OPEN, and b) APU Generator is operated as a standby power source throughout the flight.
9.	Main Ships Batteries				DELETED in Revision 8.
10.	Essential *** Transformer Rectifier Unit (TRU)	B	1	0	
11.	External Power System	C	1	0	(M)May be inoperative provided: a) Fault is verified to be isolated by an accepted procedure, b) It is verified that electrical power from the APU or another source can be safely applied, and c) No associated warnings or faults appear on overhead or annunciator panels.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

25-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
1.	Crewmember Shoulder Harnesses				DELETED in revision 7.
2.	Flotation Equipment (Crew and Passenger)	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided required distribution is maintained.
3.	Megaphones	D	-	1	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative Megaphone is removed from the passenger cabin, and b) Required distribution is maintained. NOTE: Not required for all-cargo operations.
4.	Emergency Locator Transmitter (ELT)	C	-	-	As required by FAR.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:	FOKKER 28	REVISION NO: 9	PAGE:
		DATE: 04/14/1997	25-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
5.	Forward Observer Seat (Including Associated Equipment)	A	1	0	(M) (O) 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. OR c) Forward Observer's Seat is available with the required minimum safety equipment (safety belt and oxygen) and acceptable to the FAA for the performance of official duties, and d) Repairs are made within two flight days.
		A			
					NOTE 1: These provisos are intended to provide for occupancy of the above seat 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.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

25-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
6.	Flight Attendant Seats (Single or Dual Position)				
	1) Seats Required by FAR	B	-	-	(M)(O)One single or dual position seat may be inoperative provided: a) Affected seat position(s) is not occupied, b) Flight Attendant 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, except for the AFT seat, 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: Except for the AFT seat, 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.
					(Continued)

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

25-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
6.	Flight Attendant Seats (Single or Dual Position) (Continued)				
2)	Seats in Excess C Of Number Required By FAR.	-	0		(M)All may be inoperative provided: a) Affected seat position(s) is not occupied, and b) Folding type seat that will not stow automatically, except for the AFT seat, is stowed or secured in the RETRACTED position.
					NOTE 1: Except for the AFT Seat, a folding type seat that will not stow automatically is considered inoperative.
					NOTE 2: Individual operator MELs will be specific as to the numbers and locations of inoperative seats and combinations of seats to ensure the proximity to exits and distribution requirements of the applicable FAR are met.
					NOTE 3: A Flight Attendant Seat Position with an inoperative lap belt is considered inoperative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

25-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
7.	Passenger Seats (Including Seat Backs)	D	-	-	(M)May be inoperative secured in the up-right position.
		D	-	-	(M)May be inoperative in other than the up-right position provided: a) Does not block an Emergency Exit, b) Does not restrict any pas- senger from access to the main aircraft aisle, and c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".
					NOTE 1: A seat with an inoperative seat belt is considered inoperative.
					NOTE 2: Inoperative seat(s) do not affect the required number of Flight Attendants.
8.	"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.
9.	Cabin Emergency Flashlight/Holder (Flight Attendant Station)	C	-	0	May be inoperative or missing provided cabin crewmember assigned to affected position has an operative flashlight readily available.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

25-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
10.	Passenger Convenience Items	-	0		Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. NOTE: Lavatory Door Ash Trays are not to be included.
11.	Underseat Baggage Restraining Bars	C	-	-	(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.
12.	First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

26-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
26	FIRE PROTECTION				
1.	Engine/APU Fire Extinguisher Discharger Indicator Disks	C	5	0	May be missing provided associated gauge reading is verified to be adequate before the first flight of the day.
2.	APU Fire Extinguishing System	C	1	0	May be inoperative provided: a) APU is continuously monitored by ground crew during operation, b) Adequate ground Fire Extinguishing Systems are available, c) No passenger are permitted in the aircraft during APU operation, and d) APU is shut down before taxi.
3.	APU Fire Warning External Horn	C	1	0	(O)May be inoperative provided: a) APU fire Detection System is operative, and b) APU Flight Deck Control Panel is closely monitored during all ground operations.
4.	Engine Fire Warning Lights				DELETED in Revision 7.
5.	Fire Bell	B	1	0	May be inoperative provided an engine and APU Fire Test is performed before each flight to verify that all Fire Warning Lights are operative.
6.	Integral (HPC) Fuel Lever Lights	B	2	0	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

26-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
26	FIRE PROTECTION				
7.	Hand 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 cannot be mistaken for a functional unit, and b) Required distribution is maintained.
8.	Lavatory Smoke Detection Systems	C	-	-	(M) (O) For each Lavatory, the Lavatory Smoke Detection System may be inoperative provided: a) Lavatory Fire Extinguisher System is operative. OR b) 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:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

26-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
26	FIRE PROTECTION				
9.	Lavatory Fire Extinguisher Systems	C	-	-	(M) (O) For each lavatory, the Lavatory Fire Detection System may be inoperative provided: a) Lavatory Smoke Detection System is operative. OR b) 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. NOTE 1: These Provisos are not intended to prohibit lavatory inspections by crewmembers. NOTE 2: A Lavatory Fire Extinguisher System is not required for all-cargo operations.
		C			

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 11

PAGE:

DATE: 03/03/2000

26-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
10.	Cargo Bay Fire Protection System				
1)	Forward Compartment Smoke Detection Channels	C	2	0	(M) (O) Both may be inoperative provided: a) Before each flight, the crew is to ensure that no cargo is carried in the forward cargo compartment. b) Place a placard next to the Cargo Bay Fire Protection panel. The placard will read: "BOTH FWD CARGO BAY FIRE PROTECTION SYSTEM SMOKE DETECTION CHANNELS INOP."
		C	2	1	(M) (O) One channel may be inoperative provided: a) The operative channel is verified to operate normally. b) The operative channel is selected. c) Place a placard next to the Cargo Bay Fire Protection panel. The placard will read: "(specify which) FWD CARGO BAY FIRE PROTECTION SYSTEM SMOKE DETECTION CHANNEL INOP."

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 11

PAGE:

DATE: 03/03/2000

26-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
10.	Cargo Bay Fire Protection System				
2)	Aft Compartment C Smoke Detection Channels	C	2	0	(M) (O) Both may be inoperative provided: a) Before each flight, the flight crew is to ensure that no cargo is carried in aft cargo compartment. b) Place a placard next to the Cargo Bay Fire Protection panel. The placard will read: "BOTH CARGO BAY FIRE PROTECTION SYSTEM SMOKE DETECTION CHANNELS INOP."
		C	2	1	(M) (O) One channel may be inoperative provided: a) The operative channel is verified to operate normally. b) The operative channel is selected. c) Place a placard next to the Cargo Bay Fire Protection panel. The placard will read: "(specify which) AFT CARGO BAY FIRE PROTECTION SYSTEM SMOKE DETECTION CHANNEL INOP."

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 11

PAGE:

DATE: 03/03/2000

26-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
26	FIRE PROTECTION				
10.	Cargo Bay Fire Protection System				
3)	Forward Cargo Electronics Units	C	1	0	(M) (O) May be inoperative provided: a) Before each flight, the flight crew is to ensure that no cargo is carried in the forward cargo compartment. b) Place a placard next to the Cargo Bay Fire Protection panel. The placard will read: "BOTH FWD CARGO BAY FIRE PROTECTION SYSTEM SMOKE DETECTION CHANNELS INOP."
4)	AFT Cargo Electronics Unit	C	1	0	(M) (O) May be inoperative provided: a) Before each flight, the flight crew is to ensure that no cargo is carried in the aft cargo compartment. b) Place a placard next to the cargo Bay Fire Protection Panel. The placard will read: "BOTH AFT CARGO BAY FIRE PROTECTION SYSTEM SMOKE DETECTION CHANNELS INOP."

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 11

PAGE:

DATE: 03/03/2000

26-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION					
10.	Cargo Bay Fire Protection System					
5)	Fire Bottle(s) Pressure Loss	C	2	1	(M) (O)	One Bottle may be inoperative provided: a) Before each flight, the flight crew is to ensure that no cargo is loaded in either forward or aft compartment. b) Place a placard next to the Cargo Bay Fire Protection panel. The placard will read: "CARGO BAY FIRE PROTECTION SYSTEM FIRE BOTTLE INOP."
6)	Fire Bottle Forward Cartridge(s)	C	2	0	(M) (O)	One cartridge may be inoperative provided: a) Before each flight, the flight crew is to ensure that no cargo is carried in the forward cargo compartment. b) Place a placard next to the Cargo Bay Fire Protection panel. The placard will read: "FWD CARGO BAY FIRE BOTTLE CARTRIDGE(S) INOP."
7)	Fire Bottle AFT Cartridge(s)	C	2	0	(M) (O)	One cartridge may be inoperative provided: a) Before each flight, the flight crew is to ensure that no cargo is carried in the aft cargo compartment. b) Place a placard next to the Cargo Bay Fire Protection panel. The placard will read: "AFT CARGO BAY FIRE BOTTLE CARTRIDGE(S) INOP."

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 11

PAGE:

DATE: 03/03/2000

26-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
10.	Cargo Bay Fire Protection System				
8)	Control Panel	C	1	0	(M) (O) May be inoperative provided: a) Before each flight, the flight crew is to ensure that no cargo is carried in the forward or aft cargo compartment. b) Place a placard next to the Cargo Bay Fire Protection panel. The placard will read: "CARGO BAY FIRE PROTECTION SYSTEM CONTROL PANEL INOP."
9)	External CARGO SMOKE Interface	C	1	0	(M) (O) May be inoperative provided: a) Before each flight, the flight crew is to ensure that no cargo is carried in the forward or aft cargo compartment. b) Place a placard next to the Cargo Bay Fire Protection panel. The placard will read: "CARGO BAY FIRE PROTECTION EXTERNAL CARGO SMOKE ALARM INTERFACE INOP."

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

27-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
27	FLIGHT CONTROLS				
1.	Stabilizer Position Indicator (Electric)	C	1	0	May be inoperative provided the Mechanical Position Indicator on the trim wheel is operative.
2.	Stabilizer Electric Motor	C	1	0	(M)May be inoperative provided it is verified that the stabilizer moves freely to the normal limits of its travel.
3.	Speedbrake System	C	1	0	(M)May be inoperative provided: a) Speedbrakes are secured CLOSED, and b) Aircraft is operated at or below FL250.
4.	Speedbrake Accumulator	C	1	0	(M)May be inoperative provided it is verified that the malfunction does not affect operation of the Speedbrake System.
5.	Speedbrake Position Indicator	C	1	0	(M)May be inoperative provided: a) Speedbrake System is verified to be operative, and b) Speedbrake Blue Indicating Light is operative.
6.	Speedbrake Blue Indicating Light	C	1	0	May be inoperative provided the Speedbrake Position Indicator is operative.
7.	Speedbrake Lever "No Back"	C	1	0	May be inoperative provided the Speedbrake Accumulator is operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

27-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
8.	Liftdumper System	C	1	0	(M)May be inoperative provided: a) Liftdumper Lock Switch is selected to LOCK, b) Liftdumper extension by means of the Liftdumper Lever (or the override switch for pre SB 28/27-101) is verified to be inoperative, c) Performance correction is applied in accordance with the AFM, and d) Liftdumper System is deactivated and Cockpit warnings removed using an accepted procedure.
9.	Flight Control Hydraulic Bypass Indication Systems				
1)	Central Flight	C	1	0	May be inoperative provided all Individual Bypass Caution Lights are operative.
2)	Individual Bypass Caution Lights (AILERON, STABIL, RUDDER)	C	6	5	(M)One may be inoperative provided: a) It is verified by an accepted procedure that the malfunction is in the Caution System, and b) Central Flight Control Caution Light is operative.

NOTE: ELEVATOR Caution Lights must be operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

27-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
10.	Liftdumper Arming Function	C	1	0	May be inoperative provided: a) Liftdumper is not inoperative ARMED and the "IN" indication is present, b) Manual Liftdumper is verified operative, and c) Applicable AFM performance chart is used.
11.	Liftdumper Accumulator System	C	1	0	May be inoperative provided AFM performance correction for Liftdumpers inoperative is used.
12.	Liftdumper Accumulator Pressure Indicator (On Accumulator Service Panel	C	1	0	May be inoperative provided: a) Accumulator Pressure is verified correct before each flight. OR b) AFM Performance correction for Liftdumpers inoperative is used.
13.	Rudder Pedal Adjustment	C	2	1	(M)One may be inoperative provided pedals are adjusted and secured using an accepted maintenance procedure in a position suitable to the crewmember assigned to the seat.
14.	Alternate Flap Control System	C	1	0	May be inoperative provided Liftdumper Accumulator System is pressurized.
15.	Flap Auto-Reset System	C	1	0	May be inoperative provided that Normal Flap Control System is operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 11 a

PAGE:

DATE: 10/23/2000

28-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
28	FUEL				
1.	Main Tank Fuel Booster Pumps	C	4	3	(O)One may be inoperative provided: a) Crossfeed System is verified operative before each departure, b) Approved Kerosene Type Fuel is used, c) Required fuel for dispatch is increased by the amount of unusable fuel with both pumps inoperative, and d) AFM limitations are applied.
2.	Center Tank Fuel *** Transfer Pumps	C	2	1	One may be inoperative provided: a) Fuel quantity in main Tanks at any point in flight is adequate to reach an en route 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 center Tank is considered payload, and b) All Cockpit Fuel Quantity indicators are operative.
3.	Main Tank Transfer Jetpumps	C	2	1	One may be inoperative provided: a) Fuel Quantity Indicating System of the associated tank is operative, and b) Both Booster Pumps in associated tanks are operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 10

PAGE:

DATE: 12/14/1998

28-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28	FUEL				
4.	Electrically Operated Fuel Crossfeed Valves	C	2	1	(M)One may be inoperative provided the affected valve is deactivated OPEN.
5.	Main Tank Fuel Quantity Indicators	C	2	1	(O)One may be inoperative provided: <ul style="list-style-type: none"> a) Fuel quantity is verified by magnetic level indicators or other accepted procedures before each flight, b) Minimum fuel reserves are increased by five percent before dispatch, c) Both Fuel Flow Indicating Systems are operative, and d) Flight crew either periodically computes the actual fuel remaining or checks fuel remaining against a precomputed fuel burn chart.
6.	Collector Tank Quantity Indicators	C	2	1	One may be inoperative provided: <ul style="list-style-type: none"> a) Float Switch in the affected tank is operative, b) Fuel quantity is verified by magnetic level indicators or other accepted procedures before each flight, c) Minimum fuel reserves are increased by five percent before dispatch, d) Both Fuel Flow Indicating Systems are operative, and e) Flight crew either periodically computes the actual fuel remaining or checks fuel remaining against a precomputed fuel burn chart.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 10

PAGE:

DATE: 12/14/1998

28-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28	FUEL				
7.	Collector Tank Float Switches	C	2	1	One may be inoperative provided associated Total and Collector Tank Quantity Indicating System is operative.
8. ***	Center Tank Quantity Indicating Systems	C	1	0	(M)May be inoperative provided: a) Both Center Tank Transfer Pumps are operative, b) Center tank fuel quantity is verified before each takeoff by other accepted procedures, and c) Both Fuel Flow Indicator Systems are verified to be operative.
9. ***	Fuel Used Counters	C	2	1	One may be inoperative provided all Fuel Quantity Indicating Systems are operative.
10.	Fuel Booster Pump Low Pressure Caution Lights	C	4	2	Two may be inoperative provided: a) One is operative for each Main Tank, and b) Remaining Caution Lights and associated pumps are verified operative.
11. ***	Center Tank Transfer Pump Low Pressure Caution Lights	C	2	1	One may be inoperative provided: a) Fuel Quantity Indicating System is operative, and b) Low Pressure Caution Light associated with the remaining pump is verified to be operative.
12.	Magnetic Fuel Level Indicators (Sticks)	C	6	0	(M)May be inoperative provided fuel quantity in affected tank(s) is verified by other accepted procedures.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 10

PAGE:

DATE: 12/14/1998

28-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28	FUEL				
13.	Center Tank Fuel System	C	1	0	May be inoperative provided Center Tank remains empty.
14.	Pressure Refueling System	C	1	0	(M)May be inoperative provided accepted alternate refueling procedure is used.
15.	Fueling Control Panel Fuel Quantity Indication	C	-	0	(M)May be inoperative provided: a) Fuel Tanks are refueled using accepted alternate procedure, b) Fuel Tank Quantity is monitored during refueling using Magnetic Fuel Level Indicators or other accepted procedure, and c) Fuel quantity in the Center Tank is verified before refueling.
16.	Fueling Control Panel Fuel Load Pre-Select Function	C	-	0	May be inoperative provided Manual refueling procedure is used.
17.	Fuel Consumed Weight Indication (Digital)	C	1	0	May be inoperative provided both Main Tank Fuel Quantity indicators are operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

29-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
29	HYDRAULIC POWER				
1.	Pump Low Pressure Warning Lights	C	4	2	(O)Two may be inoperative provided: a) One is operative in each system affected, and b) Pump output pressure is checked on system pressure indicator before each flight with remaining pump in that system OFF.
2.	System Pressure Gauges	C	2	1	One may be inoperative provided all other components and indicators for the associated system are operative.
3.	Reservoir Low Pressure Warning Systems	C	2	0	
4.	Hydraulic Fluid Quantity Indicating System	C	2	0	(M)Both may be inoperative provided each reservoir is checked for proper quantity before each takeoff.
5.	DELETED				DELETED before revision 7.
6.	System 2 Engine Driven Hydraulic Pumps	C	2	1	(M)One may be inoperative provided: a) Associated Hydraulic System is verified free of leaks, and b) Affected pump remains OFF.
7.	Electric Hydraulic Pumps	C	-	0	
8.	Hydraulic System Overheat Lights	C	2	1	One may be inoperative provided all other Hydraulic System indications are operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

29-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER				
9.	Utility and Flight Control Hydraulic System Accumulator Systems	C	2	1	One may be inoperative provided all other Hydraulic System Indicators are operative. NOTE: Accumulator is considered inoperative if the associated Service Panel indicator is inoperative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

30-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30	ICE AND RAIN PROTECTION				
1.	Ice Detection System	C	1	0	(O)May be inoperative provided operations procedures do not depend on its use.
2.	Engine Anti-Ice Valves	C	4	2	(M)One on each engine may be inoperative provided: a) Affected Valve is secured CLOSED, and b) Aircraft is not operated in known or forecast icing conditions.
3.	Engine Anti-Ice Pressure Indicators	C	2	1	(M)One may be inoperative provided associated Engine Anti-Ice System is verified operative.
		C	2	1	One may be inoperative provided the aircraft is not operated in known or forecast icing conditions.
4.	Airfoil Anti-Ice Shutoff Valve Systems	C	2	0	(M)Both may be inoperative provided: a) Associated Modulating Valve is secured CLOSED, and b) Airplane is not operated in known or forecast icing conditions.
5.	Airfoil Anti-Ice Shutoff Valve Position Indicators	C	2	0	(M)Both may be inoperative provided associated Airfoil Anti-ice Temperature Indicators are verified operative before each departure.
		C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

30-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION					
6.	Airfoil Anti-Ice Modulating Valve Systems	C	2	0		Both may be inoperative provided a) Associated Anti-Ice Shutoff Valve remains CLOSED, and b) Airplane is not operated in known or forecast icing conditions.
7.	Airfoil Anti-Ice Modulating Valve Indicators	C	2	0		(O)Both may be inoperative provided associated Airfoil Anti-ice Temperature Indicators are verified operative before each departure.
		C	2	0		Both may be inoperative provided aircraft is not operated in known or forecast icing conditions
8.	Airfoil Anti-Ice Temperature Indicators	C	2	0		(M)Both may be inoperative provided all other components of the associated Airfoil Anti-Ice System are verified operative before each departure.
		C	2	0		Both may be inoperative provided aircraft is not operated in known or forecast icing conditions.
9.	Primary Leading Edge Overheat Protection Systems	C	2	0		(M)(O)May be inoperative provided all other components of the associated Airfoil Anti-Ice System are verified operative before each departure.
		C	2	0		Both may be inoperative provided aircraft is not operated in known or forecast icing conditions.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

30-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
10.	Windshield Heating Systems	C	2	1	One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) AFM Limitations are observed.
11.	Sliding Window Heating Systems	C	2	0	(M)Both may be inoperative provided electrical power is removed from the affected systems.
12.	Pitot Heaters	B	2	1	One may be inoperative provided: a) Aircraft is operated in day VMC, b) Aircraft is not operated in visible moisture, and c) Aircraft is not operated in known or forecast icing conditions.
13.	Pitot Heat Failure Lights	B	2	1	(M)One may be inoperative provided both heaters are verified operative before each departure.
		B	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture, and b) Aircraft is not operated in known or forecast icing conditions.
14.	Angle of Attack Vane Heaters	C	2	1	One may be inoperative provided aircraft is not operated in known or forecast icing conditions.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 10

PAGE:

DATE: 12/14/1998

30-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30	ICE AND RAIN PROTECTION				
15.	Static Port Heaters	C	2	0	Both may be inoperative provided: a) Ambient temperature is at or above +40 degrees F (+5 degrees C), and b) Runways or taxiways are not covered with slush or standing water.
16.	Windshield Wiper Systems	C	2	0	Both may be inoperative provided airplane is not operated in precipitation within 5 miles of the airport of takeoff or intended landing.
17.	Rain Repellant *** System	D	1	0	May be inoperative provided approach procedures do not require its use.
18.	Wing Anti-Icing System				
	1) In-Flight System (Without SB F28-30-31) or In-Flight and On-Ground System (With SB F28-30-31)	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.

(Continued)

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 10

PAGE:

DATE: 12/14/1998

30-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
18.	Wing Anti-Ice System (Cont'd)				
*** 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.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 10

PAGE:

DATE: 12/14/1998

31-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
31	INDICATING/RECORDING SYSTEMS				
1.	Flight Data Recorder (FDR)	A	1	0	(M)May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and 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.
	1) DFDRS Recording Parameters not required by FAR.	C	-	0	
2.	Clocks (Cockpit)	C	-	1	One may be inoperative at either the pilot's or copilot's station.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

32-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
32	LANDING GEAR				
1.	Mechanical Downlock Indicating System (Nose Gear)	C	1	0	May be inoperative provided all other portions of the gear position indicating system are operative.
2.	Nose Wheel Steering Shut Off Valve	C	1	0	(O)May be inoperative provided: a) Valve is failed OPEN, and b) Procedures are established and used for pushback with the Utility Hydraulic System inoperative.
3.	Brake Cooling Fans ***	C	4	0	
4.	Anti-Skid System	C	1	0	May be inoperative provided: a) System is electrically isolated or remains OFF, and b) Aircraft is operated using AFM Limitations, Performance and Procedures for inoperative Anti-Skid.
5.	Brake Temperature *** Indicators	C	4	2	One may be inoperative on each Main Gear.
6.	Normal Brake Pressure Indicating System	C	1	0	May be inoperative provided Utility System Hydraulic Pressure Indicator is operative.
7.	Alternate Brake Pressure Indicating System	C	1	0	May be inoperative provided associated Hydraulic System Pressure Indicator is operative.
8.	Main Landing Gear Downlock (Green) Indicating Lights (Ten Light System)	A	4	3	One may be inoperative provided repair is completed within 10 flight hours.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

32-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
32	LANDING GEAR				
9.	Gear Handle Downlock Solenoid	C	1	0	(O)May be inoperative provided: a) Downlock Solenoid is inoperative LOCKED, b) Override mechanism is operative, and c) Both Airfoil anti-Ice Systems are verified operative before Landing Gear retraction.
10.	Nose Tire Brakes	D	2	0	(M)May be inoperative provided it is verified that no hazard exists.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

33-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
1.	Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	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.
2.	Cabin Interior Illumination System	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 the flight crew.
3.	Cargo Compartment Light System	C	1	0	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

33-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
4.	No Smoking/Fasten Seat Belt Signs	C	-	-	(O)May be inoperative provided: a) Passenger or Flight Attendant Seats from which a NO SMOKING or FASTEN SEAT BELT sign cannot be seen are considered inoperative. OR b) Procedures are established for alerting the Flight Attendants and notifying the passengers by use of the Passenger Address System when seat belts should be fastened and smoking is prohibited.
5.	Anti Collision Lights	C	2	0	Both may be inoperative provided: a) A Strobe Light System meeting the FAR requirements of an Anti-Collision Beacon System is installed and operative. b) May be inoperative for day operations.
6.	Logo Lights	D	2	0	
7.	Wing Illumination Lights	C	2	0	(O)May be inoperative for night operations provided ground de-icing procedures do not require their use.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

33-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
8.	Landing and Flare-Out Lights	C	3	2	
		C	3	0	May be inoperative provided the aircraft is not operated at night.
9.	Taxi Light	C	1	0	
10.	Navigation Light Bulbs	C	6	3	Three may be inoperative provided one is operative at each position.
		C	6	0	May be inoperative provided aircraft is not operated at night.
11.	Wingtip Strobe *** Light System	C	1	0	
12.	Exterior Emergency Lighting System	B	1	0	May be inoperative provided aircraft is not operated at night.
13.	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 accepted report of the Type Design holder. c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC). d) FAA accepted report incorporated in the Master Drawing list for the applicable STC.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 10 a

PAGE:

DATE: 08/16/1999

33-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
14.	Passenger Stairway Lights				
1)	Passenger Configuration	C	11	6	Five may be inoperative provided they are not adjacent.
		C	11	0	(M)May be inoperative provided: a) System is deactivated, and b) Acceptable alternate lighting is used to board passengers.
		C	11	0	(M)May be inoperative for day operations provided system is deactivated.
2)	All Cargo Configuration	D	11	0	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

34-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
1.	Mach Indicator				DELETED in Revision 7.
2.	Overspeed Warning System (Mach/Airspeed Warning)	B	1	0	(O)May be inoperative provided: a) Both Mach/Airspeed Indicators are operative, and b) AFM limitations are observed.
3.	Stabilized Heading Indication System				DELETED in Revision 7.
4.	Non-Stabilized Magnetic (Standby) Compass	B	1	0	May be inoperative provided any combination of three gyro stabilized compass systems are operating normally.
		B	1	0	May be inoperative provided: a) Any combination of two gyro stabilized compass systems operate normally, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC during the enroute flight phase.
		C	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, operative, and used in conjunction with approved free gyro navigation techniques.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

34-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
5.	OAT Indication System				DELETED in Revision 8.
6.	Ground Proximity Warning System (GPWS)				
	1) Modes 1-4	A	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	2) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	3) Glideslope Deviation Lights (Mode 5)	B	2	0	
***	4) Advisory Callouts	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
***	5) Windshear Mode	C	-	0	(O)May be inoperative provided alternate procedures are established and used.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

34-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
7.	Bank-and-Pitch Indicator (Horizon Indicator)				DELETED in Revision 7.
8.	Standby Attitude Indicator	B	1	0	May be inoperative for day VMC flight only.
9.	Distance Measuring Equipment (DME) Systems	C	-	-	As required by FAR.
10.	Weather Radar System	C	-	-	As required by FAR.
11.	Automatic Direction Finding Systems	C	-	-	As required by FAR.
12.	VHF Navigation Receiver Systems (VOR/ILS)	C	-	-	As required by FAR.
13.	ATC Transponder/ Automatic Altitude Reporting Systems	C	-	-	As required by FAR.
		D	-	-	Any in excess of those required by FAR may be inoperative.
14.	Instrument Comparator System	C	1	0	May be inoperative provided approach minimums do not require its use.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

34-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			-	0	
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
15.	Altitude Alerting *** System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative, and b) Operators are limited to not more than three flight days before repairs are made.
16.	Low Range Radio Altimeter Systems	A	-	0	May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, and c) Repairs are made within three flight days.
17.	Horizontal Situation Indicator (HSI)				DELETED in Revision 7.
18.	Marker Beacon Systems	C	-	0	May be inoperative provided approach minimums do not require its use.
19.	Flight Director System	C	-	-	May be inoperative provided approach minimums do not require its use.
20.	Long Range Navigation Systems (GPS, INS, LORAN etc.)	C	-	-	As required by FAR.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 9

PAGE:

DATE: 04/14/1997

34-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
21.	Traffic Alert Collision Avoidance System (TCAS)	C	1	0	(M)May be inoperative provided the system is deactivated and secured.
*** 1)	Combined TA and RA Dual Displays	C	2	1	(O)One may be inoperative on the non-flying pilot 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.
2)	Resolution Advisory (RA) Display Systems	C	2	1	(O)One may be inoperative on non-flying pilot's side.
		C	-	0	(O)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	(O)May be inoperative provided all installed RA Display and audio functions are operative.
22.	Attitude System Sensors (Vertical Gyro, AHRS, IRS) (Excludes Standby)	C	-	2	One may be inoperative provided independent Primary Attitude information is available on each pilot's panel.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 10

PAGE:

DATE: 12/14/1998

34-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
23.	Directional Compass System Sensors (Directional Gyros, AHRS/IRS) (Excludes Standby)	C	-	2	May be inoperative provided: a) Both directional Compass Systems are operative from independent sources, and b) Each pilot's panel has independent attitude and heading information.
24.	Flight Director Progress Annunciators	C	2	0	(O)May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

35-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
35	OXYGEN				
1.	Passenger Oxygen System	B	1	0	(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 FL250 or below, e) Portable Oxygen Units capable of delivering two liters per minute for thirty minutes are available for 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 FL300 or below.
	2) Passenger Oxygen Drop Out Panels in Cabin	B	-	-	May be inoperative provided: a) Passenger Oxygen System is considered inoperative. OR b) Associated seats for affected Oxygen Panel are considered inoperative and BLOCKED.
	3) Passenger Oxygen Drop Out Panel in Toilet Compartment	B	-	-	(O)May be inoperative provided operations procedures are established to block affected lavatory when aircraft is above FL250.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

35-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN						
2.	Quick Donning Masks						DELETED in Revision 7.
3.	Smoke Goggles						DELETED in Revision 7.
4.	Passenger Oxygen Mask Access Door Latch						MOVED, included with Passenger Oxygen System.
5.	Passenger Oxygen *** "MASK RELEASE" Indication	C	1	0			
6.	Portable Oxygen Dispensing Units	C	-	-			As required by FAR.
7.	Protective Breathing Equipment (PBE)	D	-	-			Any in excess of those required by FAR may be inoperative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

36-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
36	PNEUMATIC				
1.	High Pressure Valves	C	2	1	One may be inoperative provided: a) Affected valve is OPEN, b) Both associated Main Bleed Air Valve and Back-up Valve remain CLOSED except for engine start, c) Aircraft is operated at or below FL250, and d) All components for the remaining Bleed Air System are operative for pressurized flight.
2.	High Pressure Valve Indicators	C	2	0	
3.	Main Bleed Air Valves	C	2	1	One may be inoperative provided: a) Affected valve is OPEN, b) Both the associated High Pressure Valve and Back-Up Valve remain CLOSED except for engine start, c) Aircraft is operated at or below FL250, and d) All components for the remaining Bleed Air System are operative for pressurized flight.
4.	Main Bleed Air Valve Indicators	C	2	0	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

36-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
36	PNEUMATIC				
5.	Back-up Valves	C	2	1	One may be inoperative provided: a) Affected Valve is OPEN, b) Both the associated High Pressure Valve and Main Bleed Air Valve remain CLOSED except for engine start, c) Aircraft is operated at or below FL250, and d) All components for the remaining Bleed Air System are operative for pressurized flight.
6.	Back-Up Valve Indicators	C	2	0	
7.	Bleed Air Pressure Indicator	C	1	0	
8.	Duct Overheat Detection Systems	C	2	1	One may be inoperative provided: a) The associated high Pressure Bleed Valve remains CLOSED, and b) Aircraft is operated at or below FL250.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

49-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
49	AIRBORNE AUXILIARY POWER				
1.	Auxiliary Power Unit	C	1	0	May be inoperative provided APU Generator is not required for flight operation.
2.	APU Bleed Load Control Valve	C	1	0	(M)May be inoperative provided: a) Valve is secured CLOSED using an accepted procedure, and b) APU Bleed Air Control Switch remains OFF.
3. ***	APU Air Inlet Door Actuator	C	1	0	(M)May be inoperative provided: a) Actuator is secured full OPEN using in accepted procedure, and b) Open Limit Switch is opera- tive to enable normal start.
4.	APU Tachometer Indicator	C	1	0	May be inoperative provided: a) APU speed is monitored using APU generator frequency, and b) APU TGT Indication is operative.
5.	APU Ventilation Air Inlet Valve	C	1	0	(M)May be inoperative provided: a) APU is operated on the ground only, and b) Air Inlet Valve is secured OPEN using accepted procedure.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

49-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
49	AIRBORNE AUXILIARY POWER				
6.	APU T.G.T. Indicating System	C	1	0	(M) (O) May be inoperative provided: a) All associated Warning and Caution Lights are operative, b) The APU is operated on the ground only, and c) No passengers are permitted aboard the airplane until the APU has been shut down.
7.	"APU" On Indication	C	1	0	
8.	Starter Pushbutton "ON" Indication	C	1	0	(O) May be inoperative provided procedures are established and used verify starter cutout using Battery Load.
9.	APU Generator	C	1	0	May be inoperative provided: a) Auto Bus Transfer system is operative, and b) APU is shut down prior to departure and remains OFF during flight.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

52-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
52	DOORS				
1.	Passenger Entrance Door Actuator	C	1	0	(M)May be inoperative provided: a) Alternate manual mode for opening door is used, b) Door is manually CLOSED and secured, and c) Centrifugal Brake is verified operative using an accepted procedure.
2.	Door Warning Light System (First Officer's SUB Panel)				
1.	Passenger Door (With SB F28/52-101 Accomplished)	A	1	0	(M)May be inoperative provided: a) Master Warning and "Pass Door" annunciator lights are verified operative prior to each departure, b) Door is verified closed and locked prior to each departure, and c) Repairs are made within three flight days.
2.	Service Door	C	1	0	(M)May be inoperative provided Door is verified closed and locked prior to each departure.
3.	Cargo Door	B	1	0	(M)(O)May be inoperative provided prior to each departure affected Door(s) is verified closed and locked by a cockpit crewmember or other qualified personnel trained on Cargo Door operation.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

73-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
73	ENGINE FUEL & CONTROL				
1.	Top Temperature Control Systems (TTC)	C	2	1	(M) (O) May be inoperative provided: a) Associated system is deactivated, b) Associated Datum Select Switch remains OFF, and c) TGT is closely monitored.
		B	2	0	
2.	Fuel Flow Indicators				
	1) Analog Indicators	B	2	1	One may be inoperative provided associated Main Tank Fuel Quantity indicator is operative.
	2) Digital Indications	B	2	1	One may be inoperative provided Fuel Consumed Weight Indication and associated Main Tank Fuel Quantity indicator is operative.
3.	Fuel Temperature Indicator	C	2	1	
4.	Fuel Low Pressure Warning Lights	C	2	1	One may be inoperative provided both Main Tank Booster Pumps and associated Low Pressure Caution Systems for the affected Main Tank are operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

73-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL				
5.	Fuel Filter Iced Warning Lights	C	2	1	One may be inoperative provided: a) Associated Fuel Low Pressure Warning System and Fuel Temperature Indicating System are operative, and b) Tank Fuel Temperature is maintained at or above -30 degrees C during flight.
6.	Fuel Consumed Indicating System				Moved to ATA 28.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

74-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
74	IGNITION				
1.	Starting and Continuous (AC) Ignition Systems	C	2	0	Both may be inoperative provided: a) Associated DC Ignition System is operative, and b) Relight position is used during engine start, and when continuous ignition is required.
2.	Relight (DC) Ignition Systems	C	2	1	One may be inoperative provided both Continuous Ignition Systems are operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

77-1

SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		1.	3. NUMBER REQUIRED FOR DISPATCH	
77	ENGINE INDICATING			
1.	LP Indicating System			DELETED in Revision 7.
2.	HP Indicating System			DELETED in Revision 7.
3.	Vibration Indicating System	C	2 0	
4.	T.G.T Indicating System			DELETED in Revision 7.
5.	Oil Temperature Indicator			DELETED in Revision 7.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

FOKKER 28

REVISION NO: 8

PAGE:

DATE: 09/24/1996

80-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
80	STARTING				
1.	Engine Starter Auto Cutout System	C	2	0	(O)Both may be inoperative provided the Master Start Switch is manually switched to OFF at 43 percent HP RPM during engine start.
2.	Engine Start Valves	C	2	1	(M)(O)One may be inoperative provided: a) Manual override start procedures are used, and b) Start Valve Light is operative.
3.	Start Valve Light	C	1	0	(O)May be inoperative provided procedures are established and used to verify the Starter Valves are CLOSED after engine start.