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

Revision: ORIGINAL
Date: 02/03/88

MASTER MINIMUM EQUIPMENT LIST

FOKKER F-50

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Highlights of Change

EFFECTIVE ABOVE DATE, the Fokker F-50 Master Minimum Equipment List (MMEL) is issued. Retain this sheet with your MMEL until the next revision is issued.

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Definitions

1. System Definitions.

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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.

NOTE: - The operator's MEL should list the number installed in his particular aircraft.

- 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.
 - 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.
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 airplane is listed on the applicable Type 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. Items installed that are in excess of the FAR requirements may be permitted by the operator's MEL to be inoperative if not otherwise required by the MMEL.
 4. Asterisk * symbol in Column 4 indicates the listed item if inoperative, must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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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. Dash - Symbol in Column 2 indicates a variable number (quantity) of the item installed.

NOTE - Operator's MEL must show in Column 2 the number (quantity) of the item installed in the specific aircraft.

6. "Deleted" after a sequence number indicates the item was previously listed but is now required to be operative if installed in the aircraft.
7. "ER" refers to extended range of operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42.
8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" - a 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(S).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. Notes: In Column 4 provides additional information for crewmember or maintenance consideration. Notes are to identify applicable material which are 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.

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13. (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, including the identification of qualified personnel authorized to accomplish them are required to be published as part of the Operator's Manual or MEL.
- (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

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functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures, including the identification of qualified personnel authorized to accomplish them, are required to be published as a part of the Operator's Manual or MEL.

14. "Secured" and "Deactivated" 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.
15. "Time In Service" means the time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing (as defined in FAR Part 1).
16. Visual Flight Rules (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an IFR flight plan.
17. "Visual Meteorological Conditions" (VMC) - The atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

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Definitions

18. "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.

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Model Applicability

Aircraft model designations and equipment configurations applicable to this MMEL:

CERTIFICATED MODEL -----	COMMON REFERENCE -----	MMEL DESIGNATION -----
F-27 Mk 050	FOKKER 50 or F-50	F-50

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Preamble

If some deviations from the type certificated configuration and equipment required by the operating rules were not permitted, the aircraft could not be flown unless all such equipment was operable. Experience has proven that the operation of every system or component installed on the aircraft is not necessary when the remaining operative instruments and equipment provide continued safe operations. Therefore certain deviations from these requirements are authorized to permit continued or uninterrupted operation of the aircraft. The Federal Aviation Regulations permit the publication of a MINIMUM EQUIPMENT LIST (MEL) designed to provide owners/operators with the authority to operate an aircraft with certain items or components inoperative provided the Administrator finds an acceptable level of safety maintained by appropriate operations limitations, by a transfer of the function to another operating component or by reference to other instruments or components providing the required information.

For the sake of brevity, the MEL does not include obviously required items such as wings, rudders, flaps, engines, landing gear, etc. Also, the list may not include items which do not affect the airworthiness of the aircraft, such as galley equipment, entertainment systems, passenger convenience items, etc. However, it is important to note that ALL ITEMS WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND NOT INCLUDED ON THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE.

Unless otherwise specified in the remarks column, the FAA does not define "where" or "when" an inoperative item is to be repaired or replaced; but rather indicates through approval of MELs those instruments and items of equipment that may be inoperative for certain flight conditions with the intent that no flight can take off from an airport with inoperative equipment other than that specified. The failure of instruments or items of equipment in excess of those allowed to be inoperative by the MEL causes the aircraft to be unairworthy. The FAA makes no distinction in the MEL for dispatch or operation of a flight between points of origin and termination, including intermediate stops or flights beyond the scheduled termination of the flight. The MEL was never intended to provide for continued operation of the aircraft for an indefinite period with inoperative items. The basic purpose of the MEL is to permit the operation of an aircraft with inoperative equipment within the

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Preamble

framework of a controlled and sound program of repairs and parts replacement. It is important that the owner/operator make repairs at the first airport where repairs or replacements may be made but, in any case, repair should be accomplished at the terminating airport, since additional malfunctions may require the aircraft to be taken out of service.

Owners/operators are responsible for exercising the necessary operational control to assure that no aircraft is dispatched or flown with multiple MEL items inoperative without first determining that any interface or interrelationship between inoperative systems or components will not result in a degradation in the level of safety and/or undue increase in crew workload.

The exposure to additional failures during continued operation with inoperative systems or components must also be considered in determining that an acceptable level of safety is being maintained. The MEL may not deviate from requirements of the AFM limitations section, emergency procedures or airworthiness directive unless the airworthiness directive or AFM provides otherwise.

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21-1

SYSTEM &
SEQUENCE
NUMBERS

1. ITEM

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

-----			4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING		
23-1	Cabin Air Recirculation Systems	2	0 *
23-2	Cabin Air Recirculation System FAULT Lights	2	0 *
26-1	Avionics Rack Cooling Fan	1	0 *May be inoperative provided: a) Outside Air Temperature (OAT) is less than 35 degrees C and b) Ground operations are limited to 30 minutes or less.
26-2	AHRS Cooling Fan	1	0 *May be inoperative provided: a) Outside Air Temperature (OAT) is less than 35 degrees C and b) Ground operations are limited to 30 minutes or less.
26-3	Instrument Cooling Fan	1	0 *May be inoperative provided: a) Outside Air Temperature (OAT) is less than 35 degrees C and b) Ground operations are limited to 30 minutes or less.
26-4	Avionics Cooling Fan INOP Light	1	0 *(M)May be inoperative provided maintenance procedures are established to determine that all three avionics systems cooling fans are operating normally while on the ground.

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21-2

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

30-1 Pressurization System	1	0	F50R0.txt *(M)(O) May be inoperative provided: a) Maintenance procedures are established to secure both outflow valves OPEN, b) Operations procedures are established for operating aircraft unpressurized and c) Aircraft is operated at 10,000 feet MSL altitude or below.
31-1 Automatic Cabin Pressurization Control System	1	0	*May be inoperative provided: a) Manual Cabin Pressurization Control is operative, b) Cabin Altitude Indication is operative, c) Cabin Rate-of-Climb Indication is operative, d) Cabin Differential Pressure Indication is operative and e) Autopilot System is operative.

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SYSTEM & SEQUENCE NUMBERS	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING				
33-1 Cabin Rate/Cabin Altitude/Cabin Differential				

Pressure Indication System			
1) Cabin Rate-of-Climb Indication	1	0	*May be inoperative provided all other components of the Pressurization Control and Indication Systems are operative.
2) Cabin Altitude Indication	1	0	* (0)May be inoperative provided: a) Cabin Differential Pressure portion of the indicator is operative and b) A chart is provided to convert differential pressure to cabin altitude and operations procedures are established for its use.
3) Cabin Differential Pressure Indication	1	0	* (0)May be inoperative provided: a) Cabin Altitude portion of the Indicator is operative and b) A chart is provided to convert cabin altitude to cabin differential pressure and operations procedures are established for its use.
33-2 Cabin Pressurization Control FAULT Light	1	0	* (0)May be inoperative provided: a) All other portions of the Cabin Pressurization Control and Indication Systems are operative, b) Cabin Altitude Warning System is operative and c) Operations procedures are established to monitor the Cabin Pressurization System.

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21-4

1. SYSTEM & SEQUENCE NUMBERS	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
AIR CONDITIONING			
33-3 CABIN ALT Warning Light	1	0	* (0)May be inoperative provided: a) All other portions of the Cabin Pressurization Control and Indication Systems are operative, b) Cabin Altitude Warning

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				System is operative and c) Operations procedures are established to monitor the Cabin Pressurization System.
41-1 Flight Deck Heater	1	0	*	
41-2 Flight Deck Heater ON Light	1	0	*	
52-1 Pack FAULT Lights	2	1		*(M)One may be inoperative provided: a) Maintenance procedures are established to verify Fault Aural Warning System is operative and b) No other FAULT Lights are inoperative.
60-1 Cabin and Flight Deck Temperature Control Systems				
1) Automatic	2	0		*Both systems may be inoperative provided associated Manual Temperature Control System is operative.
2) Manual	2	0		*Both may be inoperative provided associated Automatic Temperature Control System is operative.
63-1 Cockpit/Cabin Temperature Control Display	1	0	*	

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22-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
22 AUTO FLIGHT					
11-1 Autopilot System		1	0		*May be inoperative provided: a) Automatic Cabin Pressurization Control System is operative and b) Approach minimums do not depend on the use of the Autopilot.
11-2 Autopilot/Yaw Damper		2	0		*Both may be inoperative provided

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Control Column Manual Disconnect Switches			Autopilot and Yaw Damper Systems are not used.
11-3 Yaw Damper System	1	0	*May be inoperative provided Autopilot/Yaw Damper Systems are considered inoperative.
11-4 AFCS Status Indication Panel	1	0	*May be inoperative provided Autopilot/Yaw Damper Systems are considered inoperative and not used.
11-5 Autopilot Command Select Switches	2	1	*One may be inoperative provided affected Autopilot Command Select is not used.
	2	0	*Both may be inoperative provided Autopilot System is considered inoperative and is not used.
11-6 Autopilot Engage Switch Indication	1	0	*May be inoperative provided Autopilot System is considered inoperative and not used.

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23-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
11-1	Communications Systems (VHF, HF, UHF)	-	-	*As required by FAR.
21-1	Selective Call System (SELCAL)	1	0	* (0) May be inoperative provided: a) Operations procedures are established which do not depend on its use. OR b) Flight Crew continuously monitors appropriate radio frequencies.

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22-1 ARINC Communications Addressing and Reporting System (ACARS)	1	0	* (0) May be inoperative provided operations procedures are established that do not depend on ACARS for the operations conducted.
31-1 Passenger Address (PA) System			
1) Passenger Configuration	1	0	* (0) May be inoperative provided: a) 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 hours time in service for domestic flights or 25 hours time in service for international flights.
2) Cargo Configuration	1	0	*

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23-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH		
23	COMMUNICATIONS			
41-1	Cabin Interphone System	1	0	* (0) May be inoperative provided: a) Passenger Address System is operative and b) Alternate normal and emergency operations procedures are established and used.
42-1	Crewmember Alerting Systems (Crew Call Light/Chime)			
1)	Flight Deck Call Light	1	0	* May be inoperative provided Flight Deck Crew Call Chime is operative.

2) Flight Attendant Call Light	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 used for Lavatory Smoke Detector Alerting.
3) Flight Attendant Call Chime	1	0	*May be inoperative provided: a) Passenger Address System is operative, b) Flight Attendant Call Light is operative and c) Affected Chime is not used for Lavatory Smoke Detector Alerting.
51-1 Oxygen Mask Microphones	3	2	*One may be inoperative provided one is operative for each pilot.
51-2 Cockpit Microphones (Boom and Hand-held)	-	2	*May be inoperative provided one microphone (boom or hand-held) is operative for each flight crewmember.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
51-3	Cockpit Headsets	-	-	*May be inoperative provided one is operative for each occupied flight crew position.
51-4	Audio Selector Panels (Cockpit)			
	1) Normal Amplifiers	3	0	*All may be inoperative provided affected panel's Alternate Amplifier is operative.
	2) Alternate Amplifiers	3	0	*All may be inoperative provided affected panel's Normal Amplifier is operative.
51-5	Flight Deck Speakers	2	0	*Both may be inoperative provided an operative headset is provided for and used by each person on

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flight deck duty.

51-6 Interphone/Radio
Transceiver (IC/RT)
Selector Switches

1) Control Wheel

2 0

*Both may be inoperative provided:
a) Flight Deck Interphone
System is operative and
b) Associated hand-held
microphone is operative.

2) Audio Selector
Panel

3 0

*All may be inoperative provided
Flight Deck Interphone System is
operative.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
71-1	Cockpit Voice Recorder (CVR) System	1	-	* (M) May be inoperative provided: a) Flight Data Recorder (FDR) System is operative and b) Maintenance procedures are established to appropriately secure or deactivate CVR.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
24	ELECTRICAL POWER				
21-1	Generator FAULT Lights	2	1		* (0) One may be inoperative provided: a) Voltage and frequency of affected generator is checked after each engine start and b) Operations procedures are established to monitor the loadmeter of the affected generator.
22-1	Auto AC X-Feed System	1	0		* (M) May be inoperative provided: a) Maintenance procedures are established to verify both AC busses are operative and independent, b) Aircraft is operated in day VMC and c) Aircraft is not operated in known or forecast icing conditions.
25-1	BUS FAULT Light	1	0		* May be inoperative provided GEN FAULT Light and TRU FAULT Light are

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operative.

31-1 TRU FAULT Lights	2	1	<p>* (M) (0) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Maintenance procedures are established to determine that affected TRU is operative by monitoring the loadmeter and b) Operations procedures are established to monitor the loadmeter of affected TRU.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
32-1 DC X-FEED System		1	0	<p>* (0) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Operations procedures are established to verify that both D.C. Busses are operative, b) Aircraft is not operated in known or forecast icing conditions and c) Aircraft is operated in day VMC. 	
32-2 DC X-FEED ON Light		1	0	*	
33-1 Battery Charger FAULT Lights		2	1	<p>* (M) One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected battery charger system fault indicator on the Maintenance Test Panel is checked prior to each flight and does not indicate a fault status and b) Maintenance procedures are established to determine that affected battery charger is operative. 	
41-1 External Power		1	0	* (0) May be inoperative provided	

AVAIL/ON Light

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operations procedures are established to prevent aircraft movement with external power connected.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS			
10-1	Crewmember Shoulder Harnesses	-	-	*As required by FAR. If a harness becomes inoperative, the aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.
20-1	Flight Attendant Seat (Single or Dual position)			
	1) Seats required by FAR	-	-	* (M) (0) One single or dual position seat may be inoperative provided: <ul style="list-style-type: none"> a) Affected seat position(s) is not occupied, b) Flight attendant(s) 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,

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- e) Passenger seat(s) assigned to flight attendant(s) is placarded "FOR FLIGHT ATTENDANT USE ONLY" and
- f) Aircraft shall not depart an airport where repair can be made.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
20-1	Flight Attendant Seat (Single or Dual position) Cont'd			
2)	Seats in excess of the number required by FAR	-	0	<p>* (M) All may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected seat position(s) is not occupied, b) Folding type seat that will not stow automatically is stowed or secured in the retracted position. <p>NOTE 1: A Folding seat that will not stow automatically is considered inoperative.</p> <p>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.</p>
20-2	Flight Attendant Seat Lap Belt	-	-	<p>* One may be inoperative provided associated Flight Attendant seat position is considered inoperative.</p>

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
20-3	Passenger Seats	-	0	*	<p>*(M)All may be inoperative provided:</p> <ul style="list-style-type: none"> a) Maintenance procedures are established to appropriately secure or stow affected seat to not block emergency egress to an aisle or exit and b) Maintenance procedures are established to ensure that affected seat is blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative lap belt is considered to be inoperative.</p> <p>NOTE 2: A seat with an inoperative recline mechanism is considered to be inoperative if the seat can not be secured in the upright position.</p> <p>NOTE 3: Inoperative seats do not affect the number of Flight Attendants required by FAR.</p>
20-4	Window Shades	-	0	*	
20-5	Overhead Storage Bin Latches	-	-	*	<p>*(M)May be inoperative provided:</p> <ul style="list-style-type: none"> a) Maintenance procedures are established to secure lid CLOSED and b) Affected bin is not used for

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
60-1	Inflation Equipment (Crew and Passenger)	-	-	*May be inoperative provided applicable FAR does not require affected Inflation Equipment for operation conducted.
60-2	Aircraft Emergency Location Transmitter (ELT)	1	-	*May be inoperative provided applicable FAR does not require affected Emergency Location Transmitter for the operation conducted.
70-1	"Fasten Seat Belt While Seated" Sign or Placard	-	-	*One or more signs or placards may be illegible or missing provides a legible sign or placard is readable from each occupied passenger seat.
70-2	Cabin Emergency Flashlight/Holder (Flight Attendant Station)	-	0	*All may be inoperative provided cabin crewmember assigned to affected position has a operative flashlight readily available.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH	
26	FIRE PROTECTION			
11-1	Engine Fire Detection Systems (Detection Loops)			
	1) Detection Loops	4	2	*One complete loop (1 or 2) on each engine may be inoperative provided: a) Maintenance procedures are established to determine that remaining detection loop is operative and b) Operations procedures are established to insure affected Detection Loop is switched OFF prior to each flight.
	2) Loop Test Function	4	2	*One Loop Test Function (1 or 2) may be inoperative on each engine provided associated Detection Loop(s) are also inoperative.
11-2	Fuel Lever Fire Detection Lights	2	0	*
13-1	Cargo Compartment Smoke Detection Systems	2	0	*Both may be inoperative provided nothing is carried in the affected Cargo Compartment.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
13-2	Lavatory Smoke Detection Systems	-	-	<p>* (M) (0) For each Lavatory, the smoke detection system may be inoperative provided:</p> <ul style="list-style-type: none"> a) Lavatory Fire Extinguisher system operates normally. OR b) Lavatory waste receptacle is empty, c) Lavatory door is locked CLOSED and placarded, "INOPERATIVE- DO NOT ENTER", b) Lavatory is not used for any purpose. <p>NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.</p> <p>NOTE 2: A lavatory smoke detection system is not required for all -cargo operations.</p>	
23-1	Engine Fire Extinguisher AGENT "LOW PRESS" Lights	4	0	<p>* (M) All may be inoperative provided affected bottle weight is checked prior to the first flight of the day.</p>	
24-1	Portable Fire Extinguishers	-	-	<p>* May be inoperative provided applicable FAR does not require affected Portable Fire Extinguisher for the operation conducted.</p>	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
24-2	Lavatory Fire Extinguisher Systems	-	-		<p>* (M) (0) For each lavatory, the fire extinguisher system may be inoperative provided:</p> <ul style="list-style-type: none"> a) Lavatory Smoke Detector operates normally, 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. <p>NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.</p> <p>NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.</p>

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27	FLIGHT CONTROLS				
21-1	Rudder Pedal Adjustment Systems	2	1	1	*(M)One may be inoperative provided: <ul style="list-style-type: none"> a) Pedals are adjusted and secured by an approved maintenance procedure in a suitable position for the individual crewmember assigned to that seat and b) Crewmember for which pedals are adjusted occupies affected seat.
56-1	Flap Position Indicating System	1	0	0	*(0)May be inoperative provided: <ul style="list-style-type: none"> a) It is determined that flaps are operative through their full range, b) Visual inspection before each takeoff verifies that both flaps are in the takeoff position and c) Operations procedures are established to verify flap disagreement alerting system is operative.

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28	FUEL				
16-1	Inboard Tank Fuel Transfer System	2	0		* (0) 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 asymmetry within limits.
16-2	Collector Tank LO LEVEL Indicating System for Inboard Tanks	2	0		* (0) Both may be inoperative provided: a) Fuel is not carried in affected inboard tank and b) Operations procedures are established to maintain fuel asymmetry within limits.
16-3	Inboard Tank Auto Feed Systems	2	0		* May be inoperative provided: a) Affected fuel transfer system is operated in manual and b) Fuel Quantity Indicating System is operative.
21-1	Single Point Pressure Refueling System	1	0		* (M) May be inoperative provided alternate approved fueling procedures are established and used.
22-1	Fuel Boost Pumps	4	3		* One may be inoperative provided: a) Jet A-1 type fuel is used, b) Fuel Crossfeed System is operative and c) Aircraft is operated at FL250 or below.
22-2	Fuel Boost Pump Fault Lights	4	3		* One may be inoperative provided associated Fuel Boost Pump is considered inoperative.

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1. | 2. NUMBER INSTALLED

SYSTEM & SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
22-3	Fuel System Shut-off SHUT lights	2	0	*Both may be inoperative provided Flow Bar Indication is operative.
23-1	Fuel Crossfeed Valves	2	1	*One may be inoperative provided affected valve is deactivated OPEN.
23-2	Fuel Crossfeed ON Light	1	0	*(M)May be inoperative provided maintenance procedures are established to verify Flowbar indication is operative prior to each flight.
41-1	Cockpit Fuel Quantity Displays			
	1) Outboard Tanks	2	1	*(M)One may be inoperative provided: a) Fuel quantity in the affected tank is determined by an alternate approved procedure prior to each flight and b) Fuel Quantity Totalizer is operative and d) Both Fuel Used Indicators are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
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-----				4. REMARKS OR EXCEPTIONS
28	FUEL			
41-1	Cockpit Fuel Quantity Displays (Cont'd)			
	2) Inboard Tanks	2	1	* (M) One may be inoperative provided: a) Outboard Tank Fuel Quantity asymmetry is limited to 400 pounds until the inboard tanks are empty, b) Fuel quantity in the affected tank is determined by an alternate approved maintenance procedure prior to each flight, c) Auto Feed Transfer System on affected side is operative and d) Both Outboard Tank Fuel Quantity Displays are operative.
		2	0	* (M) Both may be inoperative provided both Inboard Fuel Tanks are determined to be empty.
41-2	Fuel Quantity Totalizer Indicator System	1	0	* May be inoperative provided Cockpit Fuel Quantity Displays are operative.
42-1	Magnetic Fuel Level Indicator Sticks	-	0	* All may be inoperative provided all Cockpit Fuel Quantity Displays are operative.

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

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11-1 Hydraulic System Accumulator	1	0	*May be inoperative provided all hydraulic system indicators are operative. NOTE: Indicator on hydraulic ground service panel is considered part of the hydraulic system accumulator.
11-2 Hydraulic System Electric Pump	1	0	*May be inoperative provided procedures do not depend on its use.
11-3 Hydraulic System Electric Pump ON Light	1	0	*
31-1 Cockpit Hydraulic Quantity Indicating System	1	0	*(M)May be inoperative provided: a) Hydraulic Low Quantity Light is operative and b) Quantity in the hydraulic reservoir is checked on the ground panel quantity indicator or on the hydraulic reservoir sight glass prior to each flight.
31-2 Hydraulic LO QTY Light	1	0	*(0)May be inoperative provided: a) Hydraulic Quantity Indicating System is operative and b) Operations procedures are established to monitor the Hydraulic System Quantity.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER			
32-1	Hydraulic Reservoir Pressurization System	1	0	*(0)May be inoperative provided: a) All other Hydraulic System functions are operative,

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32-2 Hydraulic TANK Pressure Light	1	0	<ul style="list-style-type: none"> b) Hydraulic System Pressure Indicating System is operative and c) Procedures are established to monitor Hydraulic System pressure.
33-1 Hydraulic System Pressure Display	1	0	* (0) May be inoperative provided: <ul style="list-style-type: none"> a) All other Hydraulic System functions are operative, b) Hydraulic System Pressure Indicating System is operative and c) Procedures are established to monitor Hydraulic System pressure.
35-1 Hydraulic Reservoir OVHT Light	1	0	* May be inoperative provided all other hydraulic system indicators are operative.

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30	ICE AND RAIN PROTECTION			
11-1	Airframe De-Icing System (Airfoil)	1	0	*May be inoperative provided aircraft is not operated in known or forecast icing conditions.
	1) Manual Mode	1	0	*May be inoperative provided

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			Automatic Mode is operative.
2) Automatic Mode	1	0	*May be inoperative provided Manual Mode is operative.
11-2 Inner Wing De-Icer Boots	2	0	*(M)Both may be inoperative provided affected Inner Wing De-Icer Boot valve is deactivated CLOSED.
11-3 Airframe De-Icing System TIMER FAULT Light	1	0	*May be inoperative provided Airframe De-Icing System is operated in Manual Mode.
13-1 Airframe De-Icing LOW PRESS Light	1	0	*(M)(O)May be inoperative provided: a) Maintenance procedures are established to verify De-Icing system is operative and b) Operations procedures are established to monitor De-Icing System during icing conditions.
21-1 Engine Anti-Icing Systems	2	1	*One may be inoperative provided: a) Aircraft is not operated in visible moisture with static air temperature (SAT) below +4 degrees C, b) Aircraft is not operated in known or forecast icing conditions and c) Aircraft is operated in VMC only.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
21-2	Engine Anti-Icing FAUL Lights	2	0	*
31-1	Upper Right Hand Pitot Heater System	1	0	*May be inoperative provided: a) Aircraft is not operated in visible moisture with static air temperature (SAT) below +4 degrees C,

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31-2 Pitot Heat INOP Lights (Overhead Panel)	4	3	<p>b) Aircraft is not operated in known or forecast icing conditions and</p> <p>c) All other elements of the Pitot Heat System are operative.</p> <p>* (M) One may be inoperative provided:</p> <p>a) Affected Pitot Heater is determined to be operative by an approved maintenance procedure prior to each flight.</p> <p style="text-align: center;">OR</p> <p>b) Associated Upper Right Hand Pitot Heater is inoperative.</p>
32-1 Angle-of Attack Vane Heater System	1	0	<p>* (M) May be inoperative provided:</p> <p>a) Aircraft is not operated into known or forecast icing conditions and</p> <p>b) Aircraft is not operated in visible moisture with the static air temperature (SAT) below +4 degrees C.</p>

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION				
32-2 Angle-of-Attack Heater FAULT Light		1	0	<p>* May be inoperative provided:</p> <p>a) Aircraft is not operated into known or forecast icing conditions and</p> <p>b) Aircraft is not operated in visible moisture with the static air temperature (SAT) below +4 degrees C.</p>
41-1 Window Heat Systems		2	1	<p>* One may be inoperative provided aircraft is not operated in known</p>

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42-1 Windshield Wiper System	1	0	<p>or forecast icing conditions.</p> <p>NOTE: See AFM Limitations.</p> <p>*May be inoperative provided aircraft is not operated in precipitation within 5 miles of the airport of takeoff or intended landing.</p>
43-1 Windshield and Direct Vision Window De-Misting Systems	2	0	<p>*Both may be inoperative provided both Window Heat Systems are operative.</p>

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
21-1 Clocks (Cockpit)		-	1		<p>* (0) May be inoperative provided:</p> <ul style="list-style-type: none"> a) One clock displaying hours, minutes and seconds with a sweepsecond pointer or digital presentation is installed and operative on either pilot's instrument panel, b) Operations procedures are established that do not depend on use of the affected clock and c) Affected clock is not needed to provide time data to any

31-1 Flight Data Recorder (FDR) System	1	-	<p>other required equipment.</p> <p>NOTE 1: Clock may be required to observe AFM Limitations for engine and other systems, for enroute and approach navigation and other procedures.</p> <p>NOTE 2: Clock time may be needed for Digital Flight Data Recorder and other equipment.</p> <p>* (M) May be inoperative provided: a) Cockpit Voice Recorder (CVR) System is operative and b) Maintenance procedures are established to appropriately secure or deactivate FDR.</p>
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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS			
51-1	Integrated Alerting System			
	1) Channels	2	1	*One may be inoperative provided ALERT SYS self test is performed with satisfactory results prior to each flight.
	2) ALERTS SYS CHAN FAIL Light	1	0	*May be inoperative provided: a) It is determined that both Integrated Alerting System Channels are operative prior to each flight and b) Central Annunciator Alert System FAULT Light is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH		
31	INDICATING/RECORDING SYSTEMS			
51-2	Central Annunciator Panel (CAP)			
	1) Annunciator Light Bulbs	-	-	*May be inoperative provided one light bulb is operative in each annunciator on the CAP.
	2) Inhibit Light and Function	1	0	*May be inoperative provided: a) It is determined that all Integrated Alerts are operative and b) Inhibit Cancel is selected and indicated.
	3) Inhibit Cancel Light and Function	1	0	*(0)May be inoperative provided: a) Inhibit Light and Function are operative and b) Operations procedures are established to insure Inhibit Light is

			extinguished after takeoff.
4) Manual Back-Up Light and Function	1	0	
5) Integrated Alert System FAULT Light	1	0	*May be inoperative provided: a) Both Integrated Alerting System Channels are operative and b) Central Annunciator Panel ALERT SYS CHAN FAIL Light is operative.
51-3 Master Caution Lights	2	1	*One may be inoperative provided: a) Master Caution aural alert is operative and b) All other discrete Caution Lights are operative.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH		
32	LANDING GEAR			
31-1	Landing Gear Selector Downlock Solenoid	1	0	*May be inoperative provided: a) The solenoid is in the locked position and b) The override mechanism is operative.
31-2	Nose Gear Door Isolating Valve	1	0	*(M)May be inoperative provided: a) Valve is secured in the deactivated position and b) Maintenance procedures are established to determine that the nose gear doors are operative and CLOSED.
42-1	Nose Wheel Braking Pads	2	0	*(M)Both may be inoperative provided maintenance procedures are established to prevent inoperative pads from damaging nose wheel tires.
45-1	Anti-Skid System	1	0	*(M)May be inoperative provided: a) Maintenance procedures are established to properly deactivate the

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			system,
			b) Landing Data is adjusted in accordance with AFM Performance Data and
			c) Anti-Skid System is OFF.
45-2 Anti-Skid Test Panel Annunciator	1	0	*(M)May be inoperative provided Anti-Skid System is operative and checked prior to each flight.
61-1 Lower Nose Gear Position Indication (Green) Light	1	0	*
61-2 Landing Gear Selector Knob In Transit Light (Blue)	1	0	*

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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)		-	-	*May be inoperative provided: a) Flight Station emergency lighting is operative, b) Sufficient lighting is operative to make each instrument, control and other device for which it is provided easily readable, c) Direct rays and reflections do not impair visibility either inside or outside the aircraft, d) Lighting intensity can be controlled or is preset to a satisfactory level for the expected flight conditions and expected flight conditions and e) Lighting configuration at dispatch is acceptable to the flight crew.
20-1 Cabin Interior Illumination		-	-	*May be inoperative provided: a) Cabin emergency lighting is operative, b) Sufficient lighting is operative for crew to

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- c) perform required duties and Lighting configuration at dispatch is acceptable to flight crew.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
24-1	No Smoking/Fasten Seat Belt Signs	-	-	-	*(0) May be inoperative provided: <ul style="list-style-type: none"> a) Passenger or Flight Attendant Seats from which a readily legible NO SMOKING/FASTEN SEAT BELT sign can not be seen are considered inoperative. <li style="text-align: center;">OR b) Operations procedures are established for alerting the cabin attendants and notifying the passenger by use of the Passenger Address System when seat belts should be fastened and smoking is prohibited.
31-1	Cargo Compartment Lights	-	0	*	
32-1	Maintenance Area and Service Panel Lights	-	0	*	
41-1	Navigation Lights	3	0	0	*All may be inoperative provided aircraft is not operated at night.
42-1	Anti Collision Lights	3	0	0	*All may be inoperative provided aircraft is not operated at night.
	1) Fuselage Mounted	2	0	0	*Both may be inoperative provided

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Li ghts			Wing Tip Strobe Lights are installed and operative.
42-2 Anti -Coll i si on Li ghts OFF Annunci ator	1	0	*
43-1 Wi ng I nspecti on Li ghts	2	1	*

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS				
43-1	Wing Inspection Lights (Cont'd)	2	0	*(0)Both may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night. OR b) A portable lamp, adequate to inspect the Wings in flight, is available for night operations and c) Operations procedures are established for its use.
43-2	Wing Inspection Lights ON Annunci ator	1	0	*
44-1	Landing Lights	2	1	*One may be inoperative provided Taxi Light is operative.
		2	0	*Both may be inoperative provided aircraft is not operated at night.
45-1	Taxi Light	1	0	*May be inoperative provided: a) Aircraft is not operated at night. OR b) Both Landing Lights are operative.
46-1	Logo Lights	2	0	*
47-1	Wing Tip Strobe	1	0	*May be inoperative provided:

Light System			F50R0. txt
			a) All Anti-Collision Lights are operative. OR b) Aircraft is not operated at night.
51-1 Cabin Standby Lighting System	1	0	*

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH		
33	LIGHTS			
52-1	Floor Proximity Emergency Escape Path Marking System Lights	-	-	* (M) Individual Lights may be inoperative provided maintenance procedures are established to determine that FAA approved minimum acceptable lighting level (s) is maintained by remaining operative lights. NOTE: Reference the following documents for FAA approved minimum acceptable lighting levels: a) FAA engineering Approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC). d) FAA approved report incorporated in the Master drawing list for the applicable STC.
52-2	Exterior Emergency Lighting System	1	0	*May be inoperative provided aircraft is not operated at night.
52-3	Emergency Lights NOT ARMED Annunciator	1	0	*

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
12-1	Overspeed Aural Warning System	1	0	0	*May be inoperative provided aircraft is not operated in excess of 10 knots below the speed indicated by the Maximum Allowable Pointer.
13-1	First Officer's Altitude Vibrator	1	0	0	*(0)May be inoperative provided operations procedures are established to maintain altitude using the captain's altitude.
15-1	Altitude Alerting System	1	0	0	*(0)May be inoperative provided operations procedures are established that do not depend on use of the Altitude Alerting System.
25-1	Flight Director Systems	2	0	0	*(0)Both may be inoperative provided: a) Approach minimums do not depend on use of affected Flight Director and b) Operations procedures are established that do not depend on use of affected flight director.
25-2	Flight Mode Panel	1	0	0	*May be inoperative provided: a) Automatic Cabin Pressurization Control System is operative, b) Approach minimums do not depend on its use, c) Any mode or function which does not operate normally is not used and d) Course and Heading Select are operative.
26-1	EFIS DU-XFR Switches	2	0	0	*

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
31-1	Marker Beacon System	1	-	*May be inoperative provided applicable FAR does not require affected Marker Beacon System for operation conducted.
32-1	LOC/GS Systems	2	-	* (0) May be inoperative provided: a) Applicable FAR does not require affected LOC/GS System for operation conducted and b) Operations procedures are established that do not depend on use of LOC/GS System.
41-1	Weather Radar System	1	-	* (0) May be inoperative provided: a) Applicable FAR does not require Weather Radar System for operation conducted and b) Operations procedures are established that do not depend on use of Weather Radar System.
41-2	Data Nav. System (Check List)	1	0	*
42-1	Radio Altimeter System	1	0	*May be inoperative provided: a) Approach minimums do not depend on use of radar altimeter and b) GPWS is considered inoperative.
				NOTE: One operative radar altimeter is required to conduct ILS approaches using flight director or autopilot.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
43-1	Ground Proximity Warning System (GPWS)	1	0	0	*May be inoperative provided applicable FAR does not require GPWS for operations conducted.
43-2	GPW FAULT Light	1	0	0	*
51-1	VOR Navigation Systems	2	-	-	* (0) Both may be inoperative provided: a) Applicable FAR does not require affected VOR Navigation System for operation conducted and b) Operations procedures are established that do not depend on use of the affected VOR Navigation System.
51-2	Radio Magnetic Indication (RMI) Systems	2	0	0	*Both may be inoperative provided ADF and VOR pointers are available on the EFIS Navigation Display (ND).
52-1	Distance Measuring Equipment (DME) Systems	2	-	-	* (0) Both may be inoperative provided: a) Applicable FAR does not require affected ADF for operation conducted and b) Operations procedures are established that do not depend on use of the affected DME System.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
53-1	Automatic Direction Finding (ADF) Systems		2	-	*(0)Both may be inoperative provided: a) Applicable FAR does not require affected ADF for operation conducted and b) Operations procedures are established that do not depend on use of the affected ADF System.
54-1	Air Traffic Control (ATC) Transponder Systems		-	-	*May be inoperative provided applicable FAR does not require affected ATC Transponder for operation conducted.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN				
30-1	Portable Oxygen Dispensing Unit	-	-	*May be inoperative provided applicable FAR does not require affected oxygen dispensing unit for operation conducted.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATICS			
11-1	Bleed Air Supply and Control Systems	2	1	*One may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions and b) Affected Bleed Air Supply and Control System is OFF.
11-2	High Pressure Bleed Valves	2	1	*(M)One may be inoperative provided maintenance procedures are established to determine that affected valve is CLOSED.
20-1	Bleed FAULT Lights	2	1	*(M)One may be inoperative provided: a) Maintenance procedures are established to determine that associated fault sensors are operative and b) Affected bleed valve CLOSED Light is operative.
20-2	Bleed Valve Closed Lights	2	1	*One may be inoperative provided associated Bleed FAULT Light is operative.
20-3	Economy ON Light	1	0	*

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1. | 2. NUMBER INSTALLED

SYSTEM & SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS			
10-1	Passenger Door Actuator	1	0	*May be inoperative provided door can be raised manually using the crank handle.
70-1	Door Warning Lights	4	0	*(0)All may be inoperative provided operations procedures are established to determine that affected door(s) is closed and locked.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
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-----				4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL			
22-1	Engine Electronic Control (EEC) FAULT Lights	2	0	*Both may be inoperative provided: a) Both Central Annunciator Panel Lights are Operative and b) It is determined that the affected EEC Fault Warning System is operative.
22-2	Engine Rating Panel (ERP) FLEX TEMP Indication and Control	1	0	*May be inoperative provided FLEX Takeoff mode is not used.
31-1	Fuel Flow, Fuel Consumed, and Aircraft Weight Indicator			
	1) Fuel Flow Displays	2	1	*(0)One may be inoperative provided: a) Associated TRQ, ITT, Nh, NI and Fuel Quantity Indicating Systems are operative and b) Operations procedures are established and used to monitor fuel usage. NOTE: Fuel Used/Weight Indicating may be affected.
	2) Fuel Used System	1	0	*(0)May be inoperative provided operations procedures are established that do not depend on use of Fuel Used System.
	3) Aircraft Weight Indicating System	1	0	*(0)May be inoperative provided operations procedures are established that do not depend on use of Aircraft Weight Indicating System.

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

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32-1 Fuel TEMP HIGH Light	2	0	*
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING					
11-1 NH Indicating Systems		2	1		* (0) One may be inoperative provided: a) Torque, NL, NP and Fuel Flow

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			indicating system are operative for the affected engine,
			b) Engine Electronic Control (EEC) System for the affected engine is operative,
			c) EEC FAULT Light for the affected engine is operative and
			d) Operations procedures are established for engine start without use of the affected NH Indicator.
1) Digital Display Portions	2	0	*
11-2 NL Indicating Systems	2	1	*May be inoperative provided:
			a) Torque NH, NP and Fuel Flow indicating systems are operative for the affected engine,
			b) Engine Electronic Control (EEC) System for the affected engine is operative,
			c) EEC FAULT Light for the affected engine is operative and
			d) All components of the Bleed Air System for the affected engine are operative.
1) Digital Display Portions	2	0	*

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING			
13-1	Torque Indicating Systems Digital Display Portion	2	0	*
21-1	ITT Indication	2	0	*

Systems Di gi tal
Di spl ay Porti on

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH		
80 STARTING				
12-1	Start Push Button FAULT Light	1	0	* (0) May be inoperative provided operations procedure is established to verify that no started clutch fault exists after each engine start.
12-1	Continuous Ignition ON Lights	2	1	*

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