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

MASTER MINIMUM EQUIPMENT LIST

ISRAEL AIRCRAFT (IA-JET)
MODELS 1121, 1121A, 1121B, 1123,
1124, 1124A

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HIGHLIGHTS OF CHANGE			

- Definitions Updated in accordance with Policy Letter 25, Global Change 142.
- Guidelines [(O) & (M)] Updated IAW applicable Policy Letters.
- ATA 22-1 Formatting updated to comply with PL-31 (GC-83) and RVSM note added to emphasize RVSM requirement for the Altitude Hold function per PL-84 (GC-59).
- ATA 22-3 Autopilot Disconnect relief updated in accordance with PL-93 R1 dated 9/11/2006.
- ATA 23-1 Communications Systems relief updated to comply with PL-95 (GC-111) and HF relief moved to Item 23-8.
- ATA 23-2 CVR relief updated to comply with PL-29 (GC-128).
- ATA 23-3 Passenger Address System updated in accordance with PL-09 (GC-119).
- ATA 23-5 Boom Microphone relief updated to comply with PL-58 (GC-100).
- ATA 23-7 SELCAL relief added to comply with PL-117 (GC-137).
- ATA 23-8 HF relief added to comply with PL-106 (GC-135).
- ATA 23-9 ELT relief added IAW PL-120 (GC-147).
- ATA 25-3 Proviso added for FAR compliance.
- ATA 25-4 ELT relief relocated to Item 23-9 IAW PL-120 (GC-147).
- ATA 25-5 Passenger Seat relief changed/added to comply with PL-79 (GC-134).
- ATA 25-7 Emergency Medical Equipment relief added to comply with PL-73 (GC-144).

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- ATA 25-8 Passenger Convenience/NEF items updated to comply with PL-116 (GC-138).
- ATA 25-9 Cargo Restraint Systems relief added in accordance with PL-100 (GC-114).
- ATA 25-10 “FASTEN SEAT BELT” Sign relief added IAW PL-89.
- ATA 25-11 Observer Seat relief added IAW PL-56 (GC-127).
- ATA 25-12 Exterior Lavatory Door Ashtrays relief added IAW PL-85 (GC-80).
- ATA 25-13 Galley Waste Receptacle(s) relief added IAW PL-96 (GC-98).
- ATA 25-14 Storage Compartment(s) relief added IAW PL-104 (GC-129).
- ATA 26-3 Lavatory Smoke Detection System relief updated IAW PL-24 (GC-106).
- ATA 26-4 Lavatory Fire Extinguisher System relief updated to comply with PL-24 (GC-106).
- ATA 26-5 Cargo Compartment Fire Detection/Suppression System(s) relief added to comply with PL-102 (GC-77).
- ATA 31-3 Flight Data Recorder System relief updated IAW PL-87 (GC-136).
- ATA 33-6 Wing Illumination Lights relief changed to comply with PL-72 (GC-54).
- ATA 34-2 Standby Attitude Indicator relief updated IAW PL-111.
- ATA 34-4 Non-Stabilized Magnetic Compass relief updated IAW PL-10.
- ATA 34-7 Transponder and Automatic Altitude Reporting System(s) relief updated IAW PL-76 (GC-133).

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- ATA 34-10 Altitude Alerting System relief changed to agree with PL-39 (GC-95).
- ATA 34-12 DME relief updated IAW PL-03.
- ATA 34-17 GPWS incorporated into TAWS and all items and sub-items brought into compliance with PL-54 (GC-139).
- ATA 34-21 TCAS I relief updated to comply with PL-32 (GC-145).
- ATA 34-22 TCAS II relief brought into compliance with PL-32 (GC-145).
- ATA 34-23 Flight Management System Navigation Databases relief reformatted to comply with PL-31 (GC-83) and Navigation Management System renumbered to Item 34-24.
- ATA 34-24 Navigation Management System renumbered to Item 34-24 and Navigation Databases relief formatted to comply with PL-31 (GC-83).
- ATA 34-25 Windshear Detection and Avoidance System relief added IAW PL-67 (GC-140).
- ATA 34-26 ADS-B relief added to comply with PL-105 (GC-86).
- ATA 35-2 Protective Breathing Equipment relief added IAW PL-43
- ATA 38-1 Potable Water System relief added IAW PL-83 (GC-108).
- ATA 38-2 Lavatory Waste System relief added IAW PL-83 (GC-108).
- ATA 57-2 Subtitles formatted IAW PL-31 (GC-83).

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DEFINITIONS			

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type 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 the time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

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.

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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 (ETOPS) which has a type design approval for ER operations (ETOPS) 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 (structural) or in the engine(s) (induction).

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. "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).

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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 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.

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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 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.

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System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. Boeing (B-717, MD-10, MD-11)

These 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-318/320/319/321, 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-318/320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-318/319/320/321, 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-318/9/320/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant. For A-318/319/320/321, MAINTENANCE STATUS (Class II) do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for:

- BLUE RSVR MAINTENANCE status: If applicable, and

- AIR BLEED MAINTENANCE status: As applicable.

For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.
KKER (FK-100)

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

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

e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level.

System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170/190 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

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g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS-1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. Maintenance messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

h. De- HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit.

"Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciated via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL.

"Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciated to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

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.

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DEFINITIONS		

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 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."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

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30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

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PREAMBLE (06/14/1989)			

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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.

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The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED

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Guidelines for (O) & (M) Procedures			

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

21-1	(O) or (M)	Operations or Maintenance procedure to ensure Valve is CLOSED. Applies to both provisos.
21-2	(M)	Maintenance procedure to ensure the Valve is OPEN.
21-3	(O)	Operations procedure to determine correct Valve position.
	(M)	Maintenance procedure to ensure Valves are secured OPEN.
21-12	(M)	Maintenance procedure to ensure the Valve is in the CLOSED position.
22-1-1	(M)	Maintenance procedure to determine Servos do not cause binding of the Flight Control System.
22-1-2	(M)	Maintenance procedure to determine Servos do not cause binding of the Flight Control System. Applies to both provisos.
22-2	(M)	Maintenance procedure to determine Servos do not cause binding of the Flight Control System.
23-3-1	(O)	Operations procedure to ensure passengers are provided all appropriate briefings.
23-4	(O)	Operations procedure to ensure passengers are provided all appropriate briefings.
23-7	(O)	Operations procedure to establish alternate communications procedures when SELCAL is inoperative.
23-7-1	(O)	Operations procedure to establish alternate communications procedures when SELCAL is inoperative.

Guidelines for (O) & (M) Procedures

23-8	(O)	Operations procedure to establish alternate communications procedures when the HF System is inoperative.
24-4	(M)	Maintenance procedure to ensure no electrical fault exists and mechanical integrity is not compromised.
24-5	(M)	Maintenance procedure to ensure that no electrical fault exists.
25-5-2	(O)	Operations procedure to ensure baggage is not stowed under any Seat with an inoperative Restraining Bar and Placard is in place.
25-7-1	(O)	Operations procedure to ensure AED is resealed in a manner that it cannot be mistaken for a fully serviceable Unit.
25-7-2	(O)	Operations procedure to ensure EMK is resealed in a manner that it cannot be mistaken for a fully serviceable Unit.
25-7-3	(O)	Operations procedure to ensure FAK is resealed in a manner that it cannot be mistaken for a fully serviceable Unit.
25-9	(M)	Maintenance procedure to ensure Cargo will not shift during flight operations.
25-13	(M)	Maintenance procedure to ensure access is secured to prevent waste introduction into the Compartment.
	(O)	Operations procedure to ensure sufficient Receptacles are available to accommodate all waste that may be generated on a flight.
25-14	(M)	Maintenance procedure to ensure Compartment is secured CLOSED.
26-1	(M)	Maintenance procedure to ensure Fire Extinguisher Bottles are properly charged before departure.
26-3	(M)	Maintenance procedure to ensure Lavatory Door is locked CLOSED and placarded "INOPERATIVE-DO NOT ENTER".
	(O)	Operations procedure to ensure Waste Receptacle is empty.

Guidelines for (O) & (M) Procedures

26-4	(M)	Maintenance procedure to ensure Lavatory Door is locked CLOSED and placarded "INOPERATIVE-DO NOT ENTER".
	(O)	Operations procedure to ensure Waste Receptacle is empty.
28-1	(O)	Operations procedure to ensure the Low Pressure Warning Light Circuit is operative. (One acceptable method – with engine idling, turn Boost Pump Switch OFF to verify Low Pressure Fuel Light comes ON.)
31-2	(O)	Operations procedure to record flight time.
33-6	(O)	Operations procedure to ensure sufficient lighting for ice detection and removal.
34-4	(O)	Operations procedure(s) to ensure compliance with the requirements of the proviso. Applies to all provisos.
34-10	(O)	Operations procedure to ensure the Autopilot and Altitude Hold Function are operative and enroute operations do not require use of the Altitude Alerting System.
34-17-A-1	(O)	Operations procedure to establish and use alternate procedures when the GPWS is inoperative.
34-17-A-1-a	(O)	Operations procedure to establish and use alternate procedures when the GPWS Modes 1-4 are inoperative.
34-17-A-1-d	(O)	Operations procedure to establish and use alternate procedures when the GPWS Advisory Callouts are inoperative. Applies to both provisos.
34-17-A-1-e	(O)	Operations procedure to establish and use alternate procedures when the GPWS Windshear Mode (Reactive) is inoperative. Applies to both provisos.
34-17-A-2	(O)	Operations procedure to establish and use alternate procedures.
34-17-B-1	(O)	Operations procedure to establish and use alternate procedures.
34-17-B-1-a	(O)	Operations procedure to establish and use alternate procedures.

Guidelines for (O) & (M) Procedures

- | | | |
|-------------|-----|--|
| 34-17-B-1-d | (O) | Operations procedure to establish and use alternate procedures. Applies to both provisos. |
| 34-17-B-1-e | (O) | Operations procedure to establish and use alternate procedures. |
| 34-17-C-1 | (O) | Operations procedure to establish and use alternate procedures. |
| 34-21 | (M) | Maintenance procedure to deactivate and secure the System. Applies to both provisos. |
| 34-22 | (M) | Maintenance procedure to deactivate and secure the System. Applies to both provisos. |
| 34-22-2 | (O) | Operations procedure to ensure TA visual display and audio functions are operative and TA ONLY Mode is selected by the crew. |
| 34-22-3 | (O) | Operations procedure to ensure RA visual display and audio functions are operative. |
| 34-23-1 | (O) | Operations procedures are established to ensure current charts are used to verify fixes prior to dispatch, status and suitability of Navigation Facilities are determined prior to flight and Approach Navigation Radios used are manually tuned and identified. |
| 34-24-1 | (O) | Operations procedures are established to ensure current charts are used to verify fixes prior to dispatch, status and suitability of Navigation Facilities are determined prior to flight and Approach Navigation Radios used are manually tuned and identified. |
| 34-25-1 | (O) | Operations procedure to ensure alternate procedures are established and used. Applies to both provisos. |
| 34-25-2 | (O) | Operations procedure to ensure alternate procedures are established and used. Applies to both provisos. |
| 34-25-3 | (O) | Operations procedure to ensure alternate procedures are established and used. Applies to both provisos. |
| 34-25-4 | (O) | Operations procedure to ensure alternate procedures are established and used. Applies to both provisos. |

Guidelines for (O) & (M) Procedures

- | | | |
|------|-----|--|
| 38-1 | (M) | Maintenance procedure to ensure Components are deactivated or isolated and verified not to leak. |
| | (M) | Maintenance procedure to ensure System is drained and procedures established to ensure System is not serviced. |
| 38-2 | (M) | Maintenance procedure to ensure Components are deactivated or isolated and verified not to leak. |
| | (M) | Maintenance procedure to ensure Components are deactivated or isolated, flight duration is acceptable with Lavatory unusable and Lavatory Door is secured and placarded. |
| 75-1 | (O) | Operations procedure to ensure Valves are in the OPEN position and AFM limitations are observed. |
| 78-1 | (M) | Maintenance procedure to ensure System is deactivated and Locking Pins are installed. |
| | (O) | Operations procedure to ensure System is deactivated and Locking Pins are installed. |

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NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

1. Bleed Air Shutoff Valves

C

2

1

(O) or (M) One may be inoperative in the CLOSED position.

C

2

0

(O) or (M) May be inoperative in the CLOSED position provided:

a) Aircraft is operated unpressurized and

b) Ram Air Valve is operative for ventilation.

2. Ram Air Valve

C

1

0

(M) May be inoperative in the OPEN position.

3. Cabin Air Outflow Valves

C

2

1

(O) One may be inoperative in the CLOSED position.

C

2

0

(M) May be inoperative in the OPEN position provided:

a) Aircraft is operated unpressurized and

b) Ram Air Valve is operative for ventilation.

4. Air Conditioning Pack

C

1

0

May be inoperative for unpressurized flight.

5. Cabin Pressure Controller

C

1

0

May be inoperative for unpressurized flight.

6. Cabin Rate of Climb Indicator/Indication

C

1

0

May be inoperative provided the Cabin Altimeter Indicator/Indication is operative.

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21 AIR CONDITIONING

7. Cabin Altimeter
Indicator/Indication

C

1

0

May be inoperative provided:

- Cabin Differential Pressure Indicator/Indication is operative,
- CABIN ABOVE 10,000 Warning Light is operative and
- A chart is provided to the crew to convert Cabin Differential Pressure to Cabin Altitude.

C

1

0

May be inoperative provided aircraft is operated unpressurized.

8. Cabin Differential
Pressure
Indicator/Indication

C

1

0

May be inoperative provided:

- Cabin Altimeter Indicator/Indication is operative,
- CABIN ABOVE 10,000 Warning Light is operative and
- A chart is provided to the crew to convert Cabin Altitude to Cabin Differential Pressure.

C

1

0

May be inoperative provided aircraft is operated unpressurized.

9. CABIN ABOVE 10,000
Warning Light

C

1

0

May be inoperative provided:

- Cabin Altimeter Indicator/Indication is operative and
- Cabin Differential Pressure Indicator/Indication is operative.

C

1

0

May be inoperative provided aircraft is operated unpressurized.

10. Automatic Temperature
Control

C

1

0

May be inoperative provided Manual Temperature Control is operative for pressurized flight.

C

1

0

May be inoperative provided aircraft is operated unpressurized.

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

11. Manual Temperature
Control

C

1

0

May be inoperative provided Automatic
Temperature Control is operative for
pressurized flight.

C

1

0

May be inoperative provided aircraft is
operated unpressurized.12. Cabin Flood Duct Valve
(1123, 1124, 1124A)

C

1

0

(M) May be inoperative in the CLOSED
position.13. Ground Pressurization
Control Switch

C

1

0

14. Manual Dump Valve

C

1

0

May be inoperative for unpressurized
flight.15. Water Temperature
Separator Control
System

C

1

0

16. Ground Air Conditioning
*** System

C

1

0

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	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
1. Autopilot Systems				
1) Aircraft With One Autopilot Installed	B	1	0	(M) Except where enroute operations require its use, may be inoperative provided AFM limitations are observed. NOTE: For RVSM operations the Altitude Hold function must be operative.
2) Aircraft With Two or More Autopilots Installed	C	-	1	(M) Except where enroute operations require its use, may be inoperative provided AFM limitations are observed.
	B	-	0	(M) Except where enroute operations require its use, may be inoperative provided AFM limitations are observed. NOTE: For RVSM operations, the Altitude Hold function must be operative.
2. Yaw Damper	C	1	0	(M) May be inoperative provided AFM limitations are observed.
3. Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL and b) Approach minimums do not require the use of the Autopilot.
	B	2	0	May be inoperative provided Autopilot is not used.

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
1. Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the aircraft Emergency Power Systems and not required for emergency procedures.
2. Cockpit Voice Recorder (CVR)				
1) With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.
2) Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.
3) For Operators Other Than Air Carriers and Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.
3. Passenger Address System (PA)				
1) Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by FAR and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.
				NOTE: Any station function(s) that operate normally may be used.
2) Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
4. Recorded Passenger *** Briefing System	C	1	0	(O)
5. Boom Microphones				
COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER INSTALLED				
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151(d) or 121.359(g)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.
2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.
COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER INSTALLED				
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151(d) or 121.359(g)	A	-	0	May be inoperative provided repairs are made within three flight days.
2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.

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	3. NUMBER REQUIRED FOR DISPATCH			
23 COMMUNICATIONS				
6. Flight Phone System ***	D	-	-	
7. Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and use.
	D	-	0	May be inoperative provided procedures do not require its use.
8. High Frequency (HF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.
	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight and d) If INMARSAT codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.
				NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.

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23 COMMUNICATIONS				
9. Emergency Locator Transmitter (ELT) ***				
1) Survival Type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
2) Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.
	D	-	-	Any in excess of those required by FAR may be inoperative or missing.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
24 ELECTRICAL POWER					
1. DC Voltmeters (1121)	C	2	1	One may be inoperative provided associated DC Generator OFF Light System is operative.	
2. Voltmeter Portion of Volt-Ammeters (1123)	C	2	1	One may be inoperative provided associated DC Generator OFF Light System is operative.	
3. DC Generator OFF Light System	C	2	1	One may be inoperative provided associated Voltmeter/Volt-Ammeter is operative.	
4. AC Power Systems (1121)	B	2	1	(M) One may be inoperative provided: a) Flight is not made into known or forecast icing conditions and b) Flight is made in VMC.	
5. Inverters (1123, 1124, 1124A)	B	2	1	(M) One may be inoperative provided flight is made in VMC.	
6. Battery Temperature *** Monitoring Systems	C	2	0	May be inoperative provided NI-CAD batteries are not installed.	
7. Inverter Blower (1123, 1124, 1124A)	B	1	0	May be inoperative provided AFM limitations are observed.	

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25 EQUIPMENT/ FURNISHINGS				
1. Flotation Devices	D	-	0	Any in excess of those required by FAR may be inoperative.
2. Life Rafts	D	-	0	Any in excess of those required by FAR may be inoperative.
3. Pyrotechnic Signaling Device	D	-	0	Any in excess of those required by FAR may be inoperative.
4. Emergency Locator Transmitters				Relocated to Item 23-9, Revision 6.
5. Passengers Seat(s)	C	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft Aisle and c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative. NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.
1) Recline Mechanism	C	-	-	May be inoperative and Seat occupied provided Seat is secured in the UPRIGHT position. (continued)

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
5. Passenger Seats (Continued)				
2) Underseat Baggage Restraining Bars	C	-	-	(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.
3) Armrest	C	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft Aisle and c) For an Armrest with a Recline Mechanism, Seat is secured in the UPRIGHT position.
6. Crash Axe				DELETED REVISION 4.

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
7. Emergency Medical Equipment				
1) Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.
2) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a Unit that can not be mistaken for a fully serviceable Unit and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
(continued)				

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25 EQUIPMENT/ FURNISHINGS				
7. Emergency Medical Equipment (Continued)				
3) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by FAR, only one of the required First Aid Kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a Unit that can not be mistaken for a fully serviceable Unit and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
8. Passenger Convenience/ NEF Items				
1) Passenger Convenience *** Items (Expires on December 31, 2007)		-	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, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) or (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
				(continued)

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25 EQUIPMENT/ FURNISHINGS				
8. Passenger Convenience/ NEF Items (Continued)				
1) Passenger Convenience *** Items (Expires on December 31, 2007) (Continued)				
2) Non-Essential Equipment *** & Furnishings (NEF)	-	-	0	NOTE: Exterior Lavatory Door Ash Trays are not considered Passenger Convenience Items. May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF items.
9. Cargo Restraint Systems	C	-	-	(M) May be inoperative, or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual or Weight and Balance Document are observed.
	C	-	-	May be inoperative or missing provided Cargo Compartment remains empty.
10. "FASTEN SEAT BELT WHILE SEATED" Sign or Placard	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.

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25 EQUIPMENT/ FURNISHINGS				
11. Observer Seat(s)				
1) Primary Observer Seat (Including Associated Equipment)	A	-	-	May be inoperative provided: a) A Passenger Seat in the Passenger Cabin is made available to an FAA Inspector for the performance of official duties and b) Repairs are made within two flight days.
	A	-	-	May be inoperative provided: a) Required minimum safety equipment (Safety Belt and Oxygen) is available, b) Seat is acceptable to the FAA Inspector for performance of official duties and c) Repairs are made within two flight days.
				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(s).

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25 EQUIPMENT/ FURNISHINGS				
12. Exterior Lavatory Door Ashtrays				
1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed.	A	-	-	One may be missing provided it is replaced within 10 calendar days.
2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed.	A	1	-	May be missing provided it is replaced within 3 calendar days.
13. Galley Waste Receptacles Access Doors/Covers	C	-	-	(M) (O) May be inoperative provided: a) The Container is empty and the access is secured to prevent waste introduction into the Compartment and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.
14. Overhead Storage Bin(s)/Cabin and Galley Storage Compartments and Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure Compartment CLOSED, b) Any emergency equipment located in affected Compartment is considered inoperative and c) Affected Compartment is not used for storage of any item(s) except for those permanently affixed.

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26 FIRE PROTECTION				
1. Fire Extinguisher Bottle Thermal and Discharge Disks	C	1	0	(M) May be missing provided Bottles are weighed or Gauge readings made to verify adequate charge before each departure.
2. Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative Fire Extinguisher is tagged INOPERATIVE, removed from its installed location, and placed out of sight so that it cannot be mistaken for a functional Unit and b) Required distribution is maintained.
3. Lavatory Smoke Detection System	C	-	-	(M) (O) For each Lavatory, the Lavatory Smoke Detection System may be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Associated Lavatory Door is locked CLOSED and placarded, "INOPERATIVE-DO NOT ENTER" and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers. NOTE 2: Lavatory Smoke Detection System is not required for all-cargo operations.

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26 FIRE PROTECTION				
4. Lavatory Fire Extinguisher System	C	-	-	For each Lavatory, the Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector System operates normally.
	C	-	-	(M) (O) May be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Associated Lavatory Door is locked CLOSED and placarded, "INOPERATIVE-DO NOT ENTER" and c) Lavatory is used only by crewmembers.
				NOTE 1: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.
				NOTE 2: A Lavatory Fire Extinguisher System is not required for all-cargo operations.
5. Cargo Compartment Fire Detection/Suppression Systems	C	-	0	May be inoperative provided associated Cargo Compartment remains empty.
				NOTE 1: Does not preclude the carriage of empty Cargo Containers, Pallets, Ballast, etc.
				NOTE 2: Class E Cargo Compartments require only the installation of Smoke or Fire Detection Systems (not Suppression).

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4. REMARKS AND EXCEPTIONS

27 FLIGHT CONTROLS

1. Lift Dumpers	C	6	0	May be inoperative in retracted position provided appropriate AFM performance data is used.
2. Speed Brake Extended Light	C	1	0	May be inoperative provided Speed Brake Panels are visually checked to be retracted before each departure.
3. Lift Dumper Extended Light	C	1	0	May be inoperative provided Lift Dumper Panels are visually checked to be retracted before each departure.
4. Flap Position Indicator	C	1	0	May be inoperative provided that before each takeoff it is verified that: a) Flaps follow Lever selection and b) No asymmetry exists.
5. Horizontal Stabilizer Position Indicator (1123, 1124, 1124A)	C	1	0	May be inoperative provided Takeoff Trim Position is visually set by utilizing Trim Setting Marks on the Tail of the aircraft before each departure.
6. Aileron Trim Indicator	C	1	0	May be inoperative provided: a) Zero Trim is verified before each departure and b) Horizontal Stabilizer and Rudder Trim Indicators operate normally.
7. Rudder Trim Indicator	C	1	0	May be inoperative provided: a) Zero Trim is verified before each departure and b) Horizontal Stabilizer and Aileron Trim Indicators operate normally.

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	4. REMARKS AND EXCEPTIONS			
28 FUEL				
1. Fuel Pressure Gauges (1121, 1123)	C	2	1	(O) One may be inoperative provided Low Pressure Warning Light Circuit is verified to be operative on Boost Pump Pressure Pickup.
2. Main Fuel Boost Pumps	C	2	1	One may be inoperative provided the Alternate Boost Pump on the associated side operates normally.
3. Alternate Boost Pumps	C	2	1	One may be inoperative provided the Main Boost Pump on the associated side operates normally.
4. Fuel Tank Interconnect Valves	C	2	1	One may be inoperative in the CLOSED position.
5. Tip Tank Fuel Transfer Valves (1124, 1124A)	C	2	0	May be inoperative in the CLOSED position provided both Tip Tanks remain EMPTY.
1) Tip Tank Fuel Transfer Valves (1123)	C	4	2	One may be inoperative on each side.
	C	4	2	May be inoperative in the CLOSED position provided both Tip Tanks remain EMPTY.
6. Fuel Pressure Low Lights				DELETED REVISION 4
7. Fuel Used/Status Indicator	C	1	0	

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28 FUEL					
8. Fuel Dump Systems (1123, 1124, 1124A)	C	2	1	One may be inoperative provided: a) Tip Tanks remain EMPTY and b) Both Interconnect Valves are operative.	
	C	2	0	May be inoperative provided: a) Tip Tanks remain EMPTY and b) Takeoff gross weight does not exceed landing gross weight limitations.	
9. Single Point Refueling *** System	C	1	0		

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29 HYDRAULIC POWER				
1. Main System Pressure Gauge (1123, 1124, 1124A)	C	1	0	DELETED REVISION 4
2. Low Pressure Warning Lights (1123, 1124, 1124A)				
3. Emergency Pressure *** Warning Light (1123)	C	1	0	May be inoperative provided the Emergency Hydraulic Pressure Gauge is operative.

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30 ICE AND RAIN PROTECTION					
1. Windshield Wipers	C	2	0	May be inoperative provided the airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
2. Heated Pitot Tubes	B	2	1	One may be inoperative provided: a) Flight is made in VMC conditions and b) The airplane is not operated in visible moisture or into known or forecast icing conditions.	
3. Stall Warning Vane Heater (1123)	C	1	0	May be inoperative provided flight operations are conducted at or below FL 250.	
4. Windshield Heat	C	2	0	May be inoperative provided: a) AFM limitations are observed, b) The airplane is not operated into known or forecast icing conditions and c) The Defog System operates normally.	
5. Pneumatic Deicing Boots	C	-	-	May be inoperative provided flight is not made into known or forecast icing conditions. NOTE: Intentional stalls are prohibited.	
6. Engine/Nacelle Anti-Ice Systems	C	2	0	May be inoperative provided flight is not made into known or forecast icing conditions.	
7. Defog System	C	1	0	May be inoperative provided Windshield Heat is operative on pilots side.	

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30 ICE AND RAIN PROTECTION					
8. Heated Static Sources	C	2	0		May be inoperative provided flight is not made in icing conditions or under IFR into known or forecast icing conditions.
9. Pitot Heat/Indicating Systems	B	2	0		May be inoperative provided: a) The flight is made in VMC conditions and b) The airplane is not operated in visible moisture or into known or forecast icing conditions.

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	1.	2.	3.	4.	
31 INDICATING/ RECORDING SYSTEMS					
1. Clocks (Cockpit)	C	-	0		As required by FAR.
2. Flight Hour Recorder ***	C	1	0		(O)
3. Flight Data Recorder *** (FDR) System	C	-	0		Any in excess of those required by FAR may be inoperative.
	A	-	0		May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch and d) Repairs are made within three flight days.
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31 INDICATING/ RECORDING SYSTEMS				
3. Flight Data Recorder (FDR) System (Continued)				
1) FDR Recording Parameters Required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally and b) Repairs are made within 20 calendar days.
2) FDR Recording Parameters Not Required by FAR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.
3) Operators Other Than Holders of Air Carrier or Commercial Operator Certificates	C	-	0	Any in excess of those required by FAR may be inoperative.
	A	-	0	May be inoperative provided repairs are made in accordance with applicable FARs.

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32 LANDING GEAR				
1. Wheel Brake Anti-Skid *** System	C	1	0	May be inoperative provided AFM limitations are complied with.
2. Main Landing Gear Position Indicators (Green Lights)	B	2	0	Main Landing Gear Position Indicators may be inoperative provided the Main Landing Gear is visually checked DOWN and LOCKED before landing.

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33 LIGHTS					
1. Position Lights System	C	1	0		May be inoperative for day operations.
2. Anti-Collision Light System	B	1	0		May be inoperative provided: a) Airplane is not operated at night or b) Strobes are installed and operate normally. NOTE 1: The Strobe Light System must be approved and certificated as an Anti-Collision Light System if used in place of a Rotating Beacon. NOTE 2: The Strobe Light System on all IA-JET models 1124 and 1124A have been certificated as an approved Anti-Collision Light System.
3. Landing Lights	C	2	1		One may be inoperative.
	C	2	0		May be inoperative provided aircraft is not operated at night.
4. Taxi Lights	C	2	0		
5. Cockpit/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 it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes and c) Lighting configuration and intensity is acceptable to the flight crew.

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33 LIGHTS

6. Wing Illumination Lights

C

-

0

(O) May be inoperative provided ground deicing procedures do not require their use.

7. Passenger Notice System (Fasten Seat Belts, No Smoking)

C

1

0

May be inoperative for all cargo operations.

C

1

0

May be inoperative for all operations without passengers.

8. Cabin Interior Lighting System

C

1

-

May be inoperative provided:
a) Cabin Emergency Lighting is operative and
b) Lighting configuration is acceptable to the flight crew.

9. Cargo Compartment Lighting System

C

1

0

10. Emergency Exit Lighting System

DELETED REVISION 4

11. Floor Proximity
*** Emergency Escape Path Marking System Lights

C

-

-

Individual Lights may be inoperative provided it is verified that the FAA Approved Minimum Acceptable Lighting Levels specified in one of the following documents are complied with:
a) FAA Engineering Approval Letter,
b) FAA Approved Report of the Type Design Holder,
c) Limitations and Conditions Section of the applicable Supplemental Type Certificate (STC) or
d) An FAA Approved Report incorporated in the Master Drawing List for the applicable STC.

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33 LIGHTS				
12 Strokes ***	C	-	0	
13. Pulse Light System ***	D	-	-	

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34 NAVIGATION				
1. Free Air Temperature Indicator	C	1	0	May be inoperative provided SAT/TAS System is installed and operative.
2. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.
	B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only and b) Operations are not conducted into known or forecast over-the-top conditions.
3. Turn and Bank Indicators	B	-	0	May be inoperative provided the Standby Attitude Indicator is operative.
4. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the en route portion of the flight.
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.

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34 NAVIGATION

5. Navigation Equipment
(VOR/ILS, LORAN,
RNAV, INS, GPS,
OMEGA/VLF, Doppler)

C

-

-

As required by FAR.

6. Weather Radar System

C

1

-

As required by FAR.

7. ATC Transponders and
Automatic Altitude
Reporting Systems

B

-

0

May be inoperative provided:
a) Enroute operations do not
require its use and
b) Prior to flight, approval is
obtained from ATC facilities
having jurisdiction over the
planned route of flight.

D

-

1

Any in excess of those required by FAR
may be inoperative.

1) Elementary and
Enhanced Downlink
Aircraft Reportable
Parameters Not Required
by FAR

A

-

0

May be inoperative provided:
a) Enroute operations do not
require its use and
b) Repairs are made prior to
completion of the next heavy
maintenance visit.

8. Pressure Altitude
Reporting Equipment

DELETED REVISION 5. Combined with
ATA 34-7.

9. Flight Director System

C

-

0

May be inoperative provided procedures
are not dependent upon its use.

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34 NAVIGATION

10. Altitude Alerting System

A

-

0

(O) May be inoperative provided:

- a) Autopilot with Altitude Hold is operative,
- b) Enroute operations do not require its use and
- c) Repairs are made within three flight days.

C

-

0

May be inoperative provided it is not required by FAR.

11. Radio Magnetic Indicator (RMI) System(s)

C

-

-

As required by FAR.

12. Distance Measuring Equipment System(s) (DME)

D

-

-

Any in excess of those required by FAR may be inoperative.

13. Automatic Direction Finding System(s) (ADF)

C

-

-

As required by FAR.

14. Radio Altimeter System(s)

C

-

-

As required by FAR.

NOTE: GPWS may be affected.

15. Angle of Attack (AOA) System(s)

C

1

0

16. Vertical Speed Indicators

B

2

1

One may be inoperative.

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34 NAVIGATION				
17. Terrain Awareness and Warning System (TAWS)				
A. Class A TAWS Equipment Required				
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative and b) Repairs are made within two flight days.
c) Glideslope Deviation(s) (Mode 5)	C	-	1	
	B	-	0	
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR and b) Alternate procedures are established and used.
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34 NAVIGATION				
17. Terrain Awareness and Warning System (TAWS) (Continued)				
A. Class A TAWS Equipment (Continued)				
1) GPWS (Continued)				
e) Windshear Mode (Reactive) ***	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2) Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) Terrain Displays	C	-	1	
	B	-	0	
4) Runway Awareness and Advisory System (RAAS) ***	C	1	0	
(continued)				

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
17. Terrain Awareness and Warning System (TAWS) (Continued)					
B. Class B TAWS Equipment Required					
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.	
a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.	
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative and b) Repairs are made within two flight days.	
c) Modes 2, 4 & 5 ***	C	3	0		
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by FAR and b) Alternate procedures are established and used.	
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34 NAVIGATION					
17. Terrain Awareness and Warning System (TAWS) (Continued)					
B. Class B TAWS Equipment Required (Continued)					
1) GPWS (Continued)					
e) Windshear Mode (Reactive) ***	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
2) Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3) Terrain Displays ***	C	-	0		
4) Runway Awareness & Advisory System (RAAS) ***	C	1	0		
C. Class C TAWS Equipment					
1) TAWS/GPWS ***	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Any Mode that operates normally may be used.

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	4. REMARKS AND EXCEPTIONS			

34	NAVIGATION				
18.	Instrument Comparator *** Warning System	C	-	0	May be inoperative provided procedures are not dependent upon its use.
19.	Marker Beacon Systems	C	1	0	May be inoperative provided approach procedures are not dependent upon its use.
20.	Traffic Collision *** Avoidance Device (TCAD)	C	1	0	
21.	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.
22.	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.
(continued)					

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
22. Traffic Alert and Collision Avoidance System (TCAS II) (Continued)					
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1		May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side and b) TA and RA audio function is operative on the flying pilot side.
2) Resolution Advisory (RA) Display System(s)	C	2	1		May be inoperative on non-flying pilot side.
	C	-	0		(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA ONLY Mode is selected by the crew and c) Enroute or approach procedures do not require its use.
3) Traffic Alert (TA) Display System(s)	C	-	0		(O) May be inoperative provided: a) RA visual display and audio functions are operative and b) Enroute or approach procedures do not require its use.
4) Audio Functions	B	1	0		May be inoperative provided enroute or approach procedures do not require use of TCAS.
5) Airspace Selection *** Function	C	-	0		

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
23. Flight Management System				
1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight and c) Approach Navigation Radios are manually tuned and identified.
24. Navigation Management System				
1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight and c) Approach Navigation Radios are manually tuned and identified.

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	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION				
25. WIND SHEAR DETECTION, GUIDANCE AND AVOIDANCE SYSTEM				
INSTALLATION REQUIRED BY FAR				
1) Windshear Warning and *** Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedure.
	C	-	1	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2) Windshear Detection and *** Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
(Continued)				

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
34 NAVIGATION				
25. WIND SHEAR DETECTION, GUIDANCE AND AVOIDANCE SYSTEM (Continued)				
INSTALLATION REQUIRED BY FAR (Continued)				
2) Windshear Detection and *** Avoidance System (Predictive) (Continued)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Warning and Guidance System (Reactive) operates normally.
WIND SHEAR DETECTION, GUIDANCE AND AVOIDANCE SYSTEM				
INSTALLATION NOT REQUIRED BY FAR				
3) Windshear Warning and *** Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
4) Windshear Detection and *** Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
26. Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0		May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
1) Link and Display Processor Unit (LDPU)	D	-	0		NOTE: Cockpit Display Traffic Information (CDTI) display of data from other Aircraft Systems may be used.
2) Cockpit Display and Traffic Information (CDTI)	D	-	0		NOTE: ADS-B data transmissions may continue.
3) CDTI Control Panel	D	-	0		May be inoperative provided: a) Flight ID can be set and b) Screen display is acceptable to the flight crew.
4) Data Link Transmitter(s)	D	-	0		
5) Data Link Receivers	D	-	0		

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

35 OXYGEN				
1. Oxygen System (Passenger)	C	-	-	As required by FAR.
2. Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.

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

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SYSTEM
SEQUENCE &
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

38 WATER/WASTE

2. Lavatory Waste Systems
(Continued)

C

-

-

(M) Associated Lavatory System(s) may be inoperative provided:

- a) Associated Components are deactivated or isolated to prevent leaks,
- b) The Pilot-in-Command will determine if flight duration is acceptable with a Lavatory unusable and
- c) Associated Lavatory Door is secured CLOSED and placarded, "INOPERATIVE – DO NOT ENTER".

NOTE: These provisions are not intended to prohibit inspections by crewmembers.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
49 AIRBORNE AUXILIARY POWER					
1. Auxiliary Power Unit ***	B	1	0		May be inoperative provided procedures are not dependent upon its use.
1) Speed System	B	1	0		May be inoperative provided the APU is not used.
2) Temperature System	B	1	0		May be inoperative provided the APU is not used.
3) Fire Protection System	B	1	0		May be inoperative provided the APU is not used.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			

52 DOORS				
1. Cabin Door Warning Light System	C	1	0	May be inoperative provided it is verified by visual inspection before each departure that the Door is CLOSED and LOCKED.
2. Baggage Door Warning *** Light Systems	C	2	0	May be inoperative provided it is verified by visual inspection before each departure that the Door(s) is CLOSED and LOCKED. NOTE 1: 1121 has one Light. NOTE 2: 1123 may have one or two Lights.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

57 WINGS				
1. Vortex Generators (1124A)	C	20	16	No more than 2 Vortex Generators may be missing from each Wing.
2. Static Wicks				
1) 1124	C	21	8	
2) 1124A	C	23	10	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

73 ENGINE FUEL & CONTROL				
1. Fuel Filter Heaters (1121, 1123)	C	2	0	May be inoperative provided fuel temperature is maintained above 0 degrees C.
2. Fuel Flow Meters	B	2	1	One may be inoperative.
3. Engine Electronic Fuel Computer (1124, 1124A)				DELETED REVISION 5.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

75 BLEED AIR				
1. Engine Anti-Ice Valves	C	4	0	(O) May be inoperative in the OPEN position provided limitations in the AFM are observed. NOTE: Some aircraft may have two Valves installed.

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
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	4. REMARKS AND EXCEPTIONS				
77 ENGINE INDICATING					
1. Exhaust Gas Temperature/ITT System (1124, 1124A)	C	2	0	Only the digital (LED) indication may be inoperative.	
2. Engine (N2) Tachometers (1124, 1124A)	C	2	0	Only the digital (LED) indication may be inoperative.	
3. FAN (N1) Tachometers (1124, 1124A)	C	2	0	Only the digital (LED) indication may be inoperative.	

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION				
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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			
78 ENGINE EXHAUST 1. Thrust Reverser *** System(s)	C	2	0	(M) (O) May be inoperative provided: a) System(s) is deactivated and b) Locking Pins are installed.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

79 ENGINE OIL				
1. Oil Pressure Indicators				DELETED REVISION 4
2. Oil Pressure Warning Light	C	2	1	One may be inoperative provided the associated Oil Pressure Indicator is monitored.
3. Oil Temperature Indicator				DELETED REVISION 4