

**Revision: 6**  
**Date: 05/05/2009**

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

**MASTER MINIMUM EQUIPMENT LIST**

**ISRAEL AIRCRAFT INDUSTRIES**  
**ARAVA 101/ARAVA 101B**

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## TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Cover Page	--
--	Table of Contents	I
--	Log of Revisions	II
--	Control Page	III, IV
--	Highlights of Change	V, VI, VII, VIII
--	Definitions	IX
--	Preamble	X
--	Guidelines for (O) & (M) Procedures	XI, XII, XIII
--	Guidelines for (O) & (M) Procedures	XIV, XV, XVI
21	Air Conditioning	21-1
22	Autopilot	22-1
23	Communications	23-1 THRU 5
24	Electrical	24-1
25	Equipment/Furnishings	25-1 THRU 8
26	Fire Protection	26-1
27	Flight Controls	27-1
28	Fuel	28-1
29	Hydraulic Power	29-1
30	Ice & Rain Protection	30-1, 2
31	Indicating/Recording Systems	31-1, 2
32	Landing Gear	32-1
33	Lights	33-1, 2
34	Navigation	34-1 THRU 16
35	Oxygen	35-1
38	Water/Waste	38-1
46	Information Systems	46-1, 2
61	Propellers	61-1

## Log of Revisions

Rev No.	Date	Page Numbers	Initials
ORIGINAL	11/10/1982		
1	12/22/1983	ALL PAGES	
2	11/18/1987	ALL PAGES	
3	05/02/1989	ALL PAGES	
4	06/22/1989	HIGHLIGHTS OF REVISIONS, DEFINITIONS	
4	06/22/1989	PREAMBLE	
5	03/20/1992	HIGHLIGHTS OF REVISIONS, DEFINITIONS	
5	03/20/1992	21-1, 23-1, 25-1, 25-2, 31-1	
5	03/20/1992	32-1, 33-1, 33-2, 34-1, 34-2	
5	03/20/1992	34-3, 61-1	
5a	02/07/1996	HIGHLIGHTS OF REVISIONS, DEFINITIONS	
5a	02/07/1996	GUIDELINES	
5a	02/07/1996	21-1, 22-1, 23-1, 23-2, 24-1	
5a	02/07/1996	25-1, 25-2, 26-1, 27-1, 28-1	
5a	02/07/1996	29-1, 30-1, 30-2, 31-1, 32-1	
5a	02/07/1996	33-1, 33-2, 34-1, 34-2, 34-3	
5a	02/07/1996	34-4, 34-5, 35-1, 61-1	
6	05/05/2009	COVER PAGE, TABLE OF CONTENTS	
6	05/05/2009	LOG OF REVISIONS, CONTROL PAGES	
6	05/05/2009	HIGHLIGHTS OF CHANGE, DEFINITIONS	
6	05/05/2009	PREAMBLE, GUIDELINES	
6	05/05/2009	22-1, 23-1, 23-2, 23-3, 23-4	
6	05/05/2009	23-5, 24-1, 25-1, 25-2, 25-3	
6	05/05/2009	25-4, 25-5, 25-6, 25-7, 25-8	
6	05/05/2009	30-2, 31-1, 31-2, 33-1	
6	05/05/2009	33-2, 34-1, 34-2, 34-3, 34-4	
6	05/05/2009	34-5, 34-6, 34-7, 34-8, 34-9	
6	05/05/2009	34-10, 34-11, 34-12, 34-13	
6	05/05/2009	34-14, 34-15, 34-16, 35-1	
6	05/05/2009	38-1, 46-1, 46-2	

## Control Page

System	Page No.	Rev. No.	Current Date
Cover Page	-	6	05/05/2009
Table of Contents	I	6	05/05/2009
Log of Revisions	II	6	05/05/2009
Control Page	III	6	05/05/2009
	IV	6	05/05/2009
Highlights of Change	V	6	05/05/2009
	VI	6	05/05/2009
	VII	6	05/05/2009
	VIII	6	05/05/2009
Definitions	IX	6	05/05/2009
Preamble	X	6	05/05/2009
Guidelines for (O) & (M) Procedures	XI	6	05/05/2009
	XII	6	05/05/2009
	XIII	6	05/05/2009
	XIV	6	05/05/2009
	XV	6	05/05/2009
	XVI	6	05/05/2009
21	21-1	5a	02/07/1996
22	22-1	6	05/05/2009
23	23-1	6	05/05/2009
	23-2	6	05/05/2009
	23-3	6	05/05/2009
	23-4	6	05/05/2009
	23-5	6	05/05/2009
24	24-1	6	05/05/2009
25	25-1	6	05/05/2009
	25-2	6	05/05/2009
	25-3	6	05/05/2009
	25-4	6	05/05/2009
	25-5	6	05/05/2009
	25-6	6	05/05/2009
	25-7	6	05/05/2009
	25-8	6	05/05/2009

## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES  
ARAVA 101/ARAVA 101BREVISION NO: 6  
DATE: 05/05/2009PAGE NO:  
IV

## Control Page

System	Page No.	Rev. No.	Current Date
26	26-1	5a	02/07/1996
27	27-1	5a	02/07/1996
28	28-1	5a	02/07/1996
29	29-1	5a	02/07/1996
30	30-1	5a	02/07/1996
	30-2	6	05/05/2009
31	31-1	6	05/05/2009
	31-2	6	05/05/2009
32	32-1	5a	02/07/1996
33	33-1	6	05/05/2009
	33-2	6	05/05/2009
34	34-1	6	05/05/2009
	34-2	6	05/05/2009
	34-3	6	05/05/2009
	34-4	6	05/05/2009
	34-5	6	05/05/2009
	34-6	6	05/05/2009
	34-7	6	05/05/2009
	34-8	6	05/05/2009
	34-9	6	05/05/2009
	34-10	6	05/05/2009
	34-11	6	05/05/2009
	34-12	6	05/05/2009
	34-13	6	05/05/2009
	34-14	6	05/05/2009
	34-15	6	05/05/2009
	34-16	6	05/05/2009
35	35-1	6	05/05/2009
38	38-1	6	05/05/2009
46	46-1	6	05/05/2009
	46-2	6	05/05/2009
61	61-1	5a	02/07/1996

## HIGHLIGHTS OF CHANGE

Cover Page	Updated to Revision 6 and MKC AEG Cover Page format revised.
Table Of Contents	Updated to incorporate Revision 6 changes.
Log Of Revisions	Updated to incorporate Revision 6 changes.
Control Pages	Updated to incorporate Revision 6 changes.
Highlights Of Change	Updated to incorporate Revision 6 changes.
Definitions	Updated to require current Policy Letter (PL)-25 and PL-70 Definitions information for applicable portions of operator's MEL.
Preamble	Updated to require current Preamble information from PL 34, or PL-36 (for Part 91 only operations) to be included in operator's MEL.
Guidelines (O & M)	Updated to incorporate Revision 6 changes.
All ATA Sections	Revised "FAR" to "14 CFR" in the System Title and Remarks sections of all affected ATA pages.
ATA 22	Chapter title changed from AUTO FLIGHT to AUTO PILOT to reflect current FAA terminology.
ATA 22-1	Autopilot relief updated IAW PL-101.
ATA 22-2	Autopilot Disconnect functions relief added in accordance with PL-93.
ATA 23-1	Communications Systems relief updated IAW PL-95. HF relief separated and relocated to ATA 23-6 IAW PL-106.
ATA 23-2	Cockpit Voice Recorder relief updated IAW PL-29.
ATA 23-3	Boom Microphone relief updated IAW PL-58.
ATA 23-4	Passenger Address System relief updated IAW PL-09.
ATA 23-5	"Period" placed at end of first proviso and "OR" removed between provisos.

## HIGHLIGHTS OF CHANGE

ATA 23-6	HF Communications relief relocated from ATA 23-1 and updated IAW PL-106.
ATA 23-7	ELT relief relocated from ATA 25-4 and updated IAW PL-120.
ATA 23-8	SELCAL relief added IAW PL-117.
ATA 24	Chapter title changed from ELECTRICAL POWER to ELECTRICAL to reflect current FAA terminology.
ATA 24-4	“Alternating Current” spelled out to reflect current FAA terminology.
ATA 25-2	Passenger Seat relief updated IAW PL-79.
ATA 25-3	Passenger Convenience Items relief converted to Non-Essential Equipment and Furnishings relief IAW PL-116.
ATA 25-4	ELT relief relocated to ATA 23-7 IAW PL-120.
ATA 25-5	First Aid Kit relief updated to Emergency Medical Equipment relief IAW PL-73.
ATA 25-6	Fasten Seat Belt Sign relief added IAW PL-89.
ATA 25-7	Galley Waste Receptacles Access Doors/Covers relief added IAW PL-96.
ATA 25-8	Cargo Restraint Systems relief added IAW PL-100.
ATA 25-9	Overhead /Cabin/Galley Storage relief added IAW PL-104.
ATA 25-10	Observer Seats relief added IAW PL-56.
ATA 30-7	Pitot Heat Indicating Systems relief added IAW PL-90.
ATA 31-1	“OR” removed between provisos.
ATA 31-3	Flight Data Recorder relief updated IAW PL-87.
ATA 33-1	Flight Compartment and Instrument Lighting System relief updated IAW PL-77.

## HIGHLIGHTS OF CHANGE

ATA 33-8	Wing Ice Lights relief updated to reflect current FAA guidance.
ATA 34-7	Transponder relief updated IAW PL-76.
ATA 34-14	DME relief updated IAW PL-3.
ATA 34-15	ADF title spelled out to reflect present FAA formatting.
ATA 34-16	RMI title spelled out to reflect present FAA formatting and ATA Item Number corrected.
ATA 34-17	Altitude Alert Preselect ATA Item Number corrected.
ATA 34-18	TCAS II relief updated IAW PL-32 and ATA Item Number corrected.
ATA 34-19	TCAS I relief updated IAW PL-32 and ATA Item Number corrected.
ATA 34-20	GPWS relief combined with TAWS and updated IAW PL-54 and ATA Item Number corrected.
ATA 34-21	ATA Item Number corrected.
ATA 34-22	Flight Management System Navigation Database relief added IAW PL-98.
ATA 34-23	Navigation Management System Navigation Database relief added IAW PL-98.
ATA 34-24	Standby Attitude Indicator relief added IAW PL-111.
ATA 34-25	Windshear Detection, Guidance, and Avoidance System relief added IAW PL-67.
ATA 34-26	ADS-B relief added IAW PL-105.
ATA 34-27	Altitude Alerting System relief added IAW PL-39.
ATA 34-28	Non-Stabilized Magnetic Compass System relief added to comply with PL-10.
ATA 35-2	Protective Breathing Equipment relief added IAW PL-43.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES  
ARAVA 101/ARAVA 101B

REVISION NO: 6  
DATE: 05/05/2009

PAGE NO:  
VIII

HIGHLIGHTS OF CHANGE

ATA 38	Chapter added for Water/Waste relief items.
ATA 38-1	Potable Water Systems relief added IAW PL-83.
ATA 38-2	Lavatory Waste System relief added IAW PL-83.
ATA 46	Chapter added for Information Systems relief items.
ATA 46-1	Electronic Flight Bag relief added IAW PL-121.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009	PAGE: IX
DEFINITIONS			

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 25, entitled "Policy Concerning MMEL Definitions", and from current FAA MMEL Policy Letter 70, entitled "Definitions Required in MELs".

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009	PAGE NO: X
PREAMBLE Effective 06/14/1989			

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 34, entitled "MMEL and MEL PREAMBLE", or from FAA Policy Letter 36, entitled "FAR Part 91 MEL Approval & Preamble".

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	(M)	Maintenance procedure to ensure other Systems are not affected.
22-1	(M)	Maintenance procedure to assure that no electrical or mechanical fault exists that will have any adverse effect on any Flight Control function.
23-4-A	(O)	Operations procedure to ensure PA is not required by 14 CFR and alternate procedures are established and used.
23-6	(O)	Operations procedure to ensure SATCOM Voice or Data Link operates normally, alternate procedures are established and used, and SATCOM coverage is available over the intended route of flight.
23-8	(O)	Operations procedure to establish and use alternate procedures.
23-8-A	(O)	Operations procedure to establish and use alternate procedures.
25-2-A	(M)	Maintenance procedure to ensure Seat is secured in the full UPRIGHT position.
25-2-B	(O)	Operations procedure to ensure baggage is not stowed under Seat with inoperative Restraining Bar, Seat is properly placarded, and Cabin Crew is alerted.
25-2-C-1	(M)	Maintenance procedure to ensure Seat is secured in the full UPRIGHT position if an Armrest is missing.
25-5-A	(O)	Operations procedure to ensure AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-5-B	(O)	Operations procedure to ensure EMK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.

## Guidelines for (O) &amp; (M) Procedures

- |        |     |  |
|--------|-----|--|
| 25-5-C | (O) | Operations procedure to ensure FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit. |
| 25-7   | (M) | Maintenance procedure to ensure Container is EMPTY and access to the Compartment is SECURED.   |
|        | (O) | Operations procedure to ensure sufficient Waste Receptacles are available to accommodate all waste that may be generated on the intended flight. |
| 25-8   | (M) | Maintenance procedure to ensure acceptable cargo loading limits from an approved source are observed.  |
| 25-9   | (M) | Maintenance procedure to ensure procedures are established to secure Compartment CLOSED and properly Placarded.                                  |
|        | (M) | Maintenance procedure to ensure Door(s) is properly removed, Compartment is appropriately placarded, and crew is alerted.                        |
|        | (O) | Operations procedure to ensure Bin or Compartment is not used for storage and crew and passengers are alerted and briefed.                       |
| 28-2   | (O) | Operations procedure to determine how much fuel is aboard the aircraft.  |
| 31-2   | (O) | Operations procedure to record elapsed flight time.  |
| 32-1   | (M) | Maintenance procedure to ensure that other systems are not affected, and that no unsafe condition exists.  |
| 32-2   | (O) | Operations procedure to prevent movement of the aircraft when stopped or parked.   |

## Guidelines for (O) &amp; (M) Procedures

- |             |     |   |
|-------------|-----|---|
| 33-3        | (O) | Operations procedure to appropriately brief the passengers.   |
| 34-18       | (M) | Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos.  |
| 34-18-B     | (O) | Operations procedure to ensure TA Visual Display and Audio Functions are operative, TA ONLY Mode is selected by the crew, and enroute or approach procedures do not require use of the RA Display System. |
| 34-18-C     | (O) | Operations procedure to ensure RA Visual Display and Audio Functions are operative, and enroute or approach procedures do not require use of the TA Display System.                                       |
| 34-19       | (M) | Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos.  |
| 34-20-A-1   | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-20-A-1-a | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-20-A-1-d | (O) | Operations procedure to ensure alternate procedures are established and used.   |
|             | (O) | Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR.  |
| 34-20-A-1-e | (O) | Operations procedure to ensure alternate procedures are established and used.   |
|             | (O) | Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally.   |

## Guidelines for (O) &amp; (M) Procedures

- |             |     |   |
|-------------|-----|---|
| 34-20-A-2   | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-20-B-1   | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-20-B-1-a | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-20-B-1-d | (O) | Operations procedure to ensure alternate procedures are established and used.   |
|             | (O) | Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR.  |
| 34-20-B-1-e | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-20-C-1   | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-21-A     | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-21-B     | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-21-C     | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-21-D     | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-21-F     | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-22-A     | (O) | Operations procedure to ensure current aeronautical charts are used, status and suitability of navigation facilities to be used are verified, and Approach Navigation Radios are manually tuned and identified. |

## Guidelines for (O) &amp; (M) Procedures

- |           |     |   |
|-----------|-----|---|
| 34-23-A   | (O) | Operations procedure to ensure current aeronautical charts are used, status and suitability of navigation facilities to be used are verified, and Approach Navigation Radios are manually tuned and identified. |
| 34-25-A-1 | (O) | Operations procedure to ensure alternate procedures are established and used.   |
|           | (O) | Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally.   |
| 34-25-A-2 | (O) | Operations procedure to ensure alternate procedures are established and used.   |
|           | (O) | Operations procedure to ensure alternate procedures are established and used and Windshear Warning and Flight Guidance System (Reactive) operates normally.   |
| 34-25-B-1 | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-25-B-2 | (O) | Operations procedure to ensure alternate procedures are established and used.   |
| 34-27     | (O) | Operations procedure to ensure Autopilot with Altitude Hold is operative and enroute operations do not require use of the Altitude Alerting System.   |
| 34-28     | (O) | Operations procedure to ensure any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.   |
|           | (O) | Operations procedure to ensure two Gyro or Compass Systems operates normally and the airplane is operated with dual independent navigation capability.  |
|           | (O) | Operations procedure to ensure at least two Stabilized Directional Gyro Systems are installed and operate normally.   |

## Guidelines for (O) &amp; (M) Procedures

- |        |     |  |
|--------|-----|--|
| 38-1   | (M) | Maintenance procedure to ensure associated Components are deactivated or isolated and System Components do not have leaks.                                       |
|        | (M) | Maintenance procedure to ensure System is drained and procedures are established to ensure the System is not serviced.   |
| 38-2   | (M) | Maintenance procedure to ensure associated Components are deactivated or isolated to prevent leaks, the Lavatory Door is secured CLOSED, and properly placarded. |
| 46-1-A | (O) | Operations procedure to ensure alternate procedures are established and used.  |
| 46-1-B | (O) | Operations procedure to ensure alternate procedures are established and used.  |
| 46-1-C | (O) | Operations procedure to ensure alternate procedures are established and used.  |
| 46-1-D | (M) | Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft.                                       |
|        | (O) | Operations procedure to ensure alternate procedures are established and used.  |
|        | (M) | Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft.                                       |

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 5a DATE: 02/07/1996	PAGE NO: 21-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
1. Air Conditioning System	C	1	0	(M)

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 22-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
22	AUTOPILOT				
1.	Autopilot System	C	-	0	(M) May be inoperative provided operations do not require its use.
2.	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.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
1. Communications System (VHF And UHF)	D	-	-		Any in excess of those required by 14 CFR may be inoperative provided it is not powered by any Emergency Power Source and not required for emergency procedures.
2. Cockpit Voice Recorder (CVR)					
A) For Air Carrier And Commercial Operators					
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.
B) For Operators Other Than Air Carriers And Commercial Operators	A	1	0		May be inoperative provided repairs are made in accordance with applicable sections of 14 CFR.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 23-2	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
3. Boom Microphones					
A) Cockpit Voice Recorder With Flight Data Recorder Installed					
1) Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 135.151(d)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
2) <sup>***</sup> Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
B) Cockpit Voice Recorder Without Flight Data Recorder Installed					
1) Cockpit Voice Recorder Equipped To Record Boom Microphone per 14 CFR 135.151(d)	A	-	0	May be inoperative provided repairs are made within three flight days.	
2) <sup>***</sup> Cockpit Voice Recorder Not Equipped To Record Boom Microphones	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B			REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 23-3
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
23	COMMUNICATIONS				
4.	Passenger Address (PA) System				
A)	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, 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.
B)	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.
5.	Flight Deck Speaker	C	2	1	One may be inoperative.
		C	2	0	Both may be inoperative provided an operative Headset is used by each flight crew member.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 23-4	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
6. High Frequency (HF) Communication System	D	-	-		Any in excess of those required by 14 CFR 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.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 23-5	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
7. Emergency Locator *** Transmitter (ELT)					
A) Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
B) Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.	
	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
8. Selective Call System (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.	
A) Channels	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.	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 24-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
24 ELECTRICAL					
1. Generator Failed Warning Lights	B	2	1	One may be inoperative provided the Voltmeter and Ammeter are operative and MONITORED.	
2. Generator Field Disconnected Warning Lights	B	2	1	One may be inoperative provided the Generator Failed Lights are operative and MONITORED.	
3. Inverters	B	2	1	One may be inoperative for day VFR.	
4. Alternating Current (AC) Voltage Warning Light	B	1	0	May be inoperative provided the AC Voltmeter is operative and MONITORED.	
5. AC Voltmeter	B	1	0	May be inoperative provided the Warning Light is operative and Monitored.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
1. Cockpit Shoulder Harness				DELETED, REVISION 5.
2. Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.  NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.
A) Recline Mechanism	D	-	-	(M) May be inoperative and Seat occupied provided Seat is secured in the UPRIGHT position.
	D	-	-	May be inoperative and Seat occupied provided Seat Back is immovable in full UPRIGHT position.
(Continued)				

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
25 EQUIPMENT/ FURNISHINGS				
2. Passenger Seat(s) (Continued)				
B) 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.
C) Armrest				
1) Armrest With Recline Mechanism	D	-	-	(M) 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) If Armrest is missing, Seat is secured in the full UPRIGHT position.
2) Armrest Without Recline Mechanism	D	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 25-3	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS				
3. ***	Non-Essential Equipment & Furnishings (NEF)	-	0	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.	
4.	ELT			NOTE: Exterior Lavatory Door Ash Trays are not considered NEF Items.	
				RELOCATED TO ITEM 23-7, REVISION 6.	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 25-4	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS				
5.	Emergency Medical Equipment				
A)	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 14 CFR may be incomplete, missing, or inoperative.
B)	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 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 14 CFR may be incomplete, missing, or inoperative.
(Continued)					

4U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 25-5	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS				
5.	Emergency Medical Equipment (Continued)				
C)	First Aid Kit (FAK) And/Or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, 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 14 CFR may be incomplete, missing, or inoperative.
6.	"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.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 25-6	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS				
7. ***	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.
8. ***	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.
9.	Overhead Storage Bin(s)/Cabin And Galley Storage Compartments/ Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure Compartment CLOSED, b) Associated Bin or Compartment is prominently placarded DO NOT USE, c) Any Emergency Equipment located in affected Compartment is considered inoperative, and d) Affected Compartment is not used for storage of any item(s) except for those permanently affixed.
(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 25-7	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS				
9.	Overhead Storage Bin(s)/Cabin And Galley Storage Compartments/ Closets (Continued)	C	-	-	<p>NOTE: If no Partitions are installed, the entire Overhead Storage Compartment is considered one Bin or Compartment.</p> <p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected Door(s) is removed,</li> <li>b) Associated Bin or Compartment is not used for storage of any items, except those permanently affixed,</li> <li>c) Associated Bin or Compartment is properly placarded DO NOT USE,</li> <li>d) Procedures are established and used to alert crewmembers and passengers of inoperative Bins, and</li> <li>e) Passengers are briefed that associated Bin or Compartment is not used.</li> </ul> <p>NOTE 1: If no partitions are installed, the entire Overhead Storage Compartment is considered one Bin or Compartment.</p> <p>NOTE 2: Any Emergency Equipment located in the associated Compartment (permanently affixed) is available for use.</p>

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 25-8	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
10. Observer Seat(s)					
A) Primary Observer Seat (Including Associated Equipment)	A	-	-	May be inoperative provided: a) A Passenger Seat in the Passenger Cabin is made available and is acceptable to an FAA Inspector for the performance of official duties, b) Required minimum safety equipment (Seat Belt and Oxygen) is available, and c) Repairs are made within two flight days.	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B			REVISION NO: 5a DATE: 02/07/1996		PAGE NO: 26-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
26 FIRE PROTECTION					
1. Portable Fire Extinguisher	D	-	-		Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged INOPERATIVE, removed from the installed location and placed out of sight so it cannot be mistaken for a functional Unit, and b) Required distribution is maintained.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 5a DATE: 02/07/1996		PAGE NO: 27-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
27 FLIGHT CONTROLS					
1. Flap Position Selector	C	1	0	May be inoperative provided Standby Flap Position Selector is OPERATIVE.	
2. Standby Flap Position Indicator	C	1	0	May be inoperative provided Primary Flap Position Selector is OPERATIONAL.	
3. Trim Tab Position Indicators (Aileron, Rudder, And Elevator)	C	3	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not impaired, and c) Tab is positioned to NEUTRAL prior to each departure and NEUTRAL position is verified by visual inspection.	
4. Flap Actuator Motor	C	2	1		

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 5a DATE: 02/07/1996		PAGE NO: 28-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
28 FUEL					
1. Fuel Flowmeters	C	2	1	One may be inoperative provided Fuel Quantity Indicators are operative and Quantity, Temperature (ITT) and Torque are MONITORED.	
2. Fuel Quantity Indicators	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight, and b) Fuel Flow Meters are MONITORED.	
3. Fuel Quantity Selector Switch	C	1	0	May be inoperative provided Fuel Gauges are determined to be operational with the Switch in the "MAIN" position.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
29 HYDRAULIC POWER				
1. Hydraulic Unsafe Warning Light	C	1	0	May be inoperative provided Main and Emergency Pressure Gauges are OPERATIVE.
2. Main System Pressure Gauge	C	1	0	May be inoperative provided Hydraulic Unsafe Warning Light and Emergency Pressure Gauge are OPERATIVE.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 5a DATE: 02/07/1996		PAGE NO: 30-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH				
30 ICE & RAIN PROTECTION					
1. Intake Deflectors	C	2	0	May be inoperative provided: a) All Indication and Caution Lights are OPERATIVE, and b) Deflectors must be secured in DEFLECTED position and associated performance penalties must be taken into account.	
2. Engine Inlet Lip Heaters	C	2	0	May be inoperative provided: a) Flight is not conducted in outside air temperature of +10 degrees C or less in visible moisture, and b) Flight is not conducted in known or forecast icing conditions.	
3. Propeller Deicing System	C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.	
4. Windshield Wipers	C	2	0	May be inoperative provided the aircraft is not operated in precipitation within 5 nautical miles of airport of takeoff or intended landing.	
5. Surface Deicing System (Wing, Vertical And Horizontal Stabilizer)	C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.	
6. Windshield Heat	C	2	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
30 ICE & RAIN PROTECTION					
7. Pitot Heat Indicating System					
A) System Required By The Certification Or Operating Rules	B	-	0	May be inoperative provided: a) All other Elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions.	
B) System Not Required By The Certification Or Operating Rules	C	-	0	May be inoperative provided: a) All other Elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions.	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 31-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
31	INDICATING/ RECORDING SYSTEMS				
1.	Clock With Sweep Second Hand Or Electric Digital Clock	C	2	0	May be inoperative for VFR flight.
		C	2	1	One may be inoperative for IFR.
2.	Flight Hour Recorder	C	1	0	(O)
3.	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR 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.
(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 31-2	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
31	INDICATING/ RECORDING SYSTEMS				
3.	Flight Data Recorder (FDR) System (Continued)				
A)	For Air Carrier And Commercial Operators				
1)	FDR Recording Parameters Required By 14 CFR	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 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.
B)	Operators Other Than Holders Of Air Carrier Or Commercial Operator Certificates	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided repairs are made in accordance with applicable sections of 14 CFR.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B			REVISION NO: 5a DATE: 02/07/1996		PAGE NO: 32-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
32 LANDING GEAR					
1. Nose Wheel Steering	C	1	0	(M)	
2. Parking Brake	C	1	0	(O)	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B			REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 33-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
33 LIGHTS					
1. 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.
2. Cabin Lights	C	-	-		May be inoperative provided lighting configuration is acceptable to the flight crew.
3. Passenger Notice Sign (No Smoking-Fasten Seat Belt)	C	1	0		(O) May be inoperative provided appropriate verbal briefings are given to passengers.
4. Anti-Collision Beacon Light System	B	1	0		May be inoperative for day operations.
5. Landing Lights	C	2	0		May be inoperative for day operations.
6. Position Lights	C	3	0		May be inoperative for day operations.
7. Taxi Lights	C	1	0		

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 33-2	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
33 LIGHTS					
8. Wing Ice Lights	C	-	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions at night.	
	C	-	0	May be inoperative provided: a) Aircraft is equipped with an approved Ice Detection System, and b) Ground deicing procedures do not require use of Wing Ice Lights.	
	C	2	1	One may be inoperative provided: a) Left Light is operative for single pilot operations, and b) Ground deicing procedures do not require use of Wing Ice Lights.	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 34-1	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
1. DELETED					DELETED PREVIOUS REVISION.
2. DELETED					DELETED PREVIOUS REVISION.
3. DELETED					DELETED PREVIOUS REVISION.
4. Gyroscopic Rate Of Turn/Slip Skid Indicators	B	2	1		May be inoperative on: a) Right side for all flights, b) Left side for all non-passenger carrying operations, and c) Left side for passenger carrying day VFR flights.
5. DELETED					DELETED PREVIOUS REVISION.
6. Vertical Speed Indicators	B	2	0		May be inoperative on right side for all flights, and may be inoperative on left side for all but IFR passenger carrying operations.
7. ATC Transponders And Automatic Altitude Reporting Systems	B	-	0		May be inoperative provided: a) 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 14 CFR may be inoperative.
A) Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	A	-	0		May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 34-2	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
8.	Navigation Equipment (VOR/ILS, LORAN, VLF/OMEGA, INS, DOPPLER, GPS, RNAV)	C	-	-	As required by 14 CFR.
9.	Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by 14 CFR.
10.	Marker Beacon	C	1	0	
11.	Flight Director	C	1	0	
12.	Radar Altimeter	C	1	0	May be inoperative provided approach minimums are not based on its use.
13.	Altitude Encoder				COMBINED WITH TRANSPONDERS, REVISION 5a.
14.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
15.	Automatic Direction Finder (ADF)	C	1	0	As required by 14 CFR.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 34-3	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34	NAVIGATION				
16.	Radio Magnetic Indicator (RMI)	C	1	0	As required by 14 CFR.
17.	Altitude Alert Preselect	B	1	0	
18.	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 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
A)	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.
(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 34-4	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
18. Traffic Alert And Collision Avoidance System (TCAS II) (Continued)					
B) 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.	
C) 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.	
D) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
E) Airspace Selection *** Function	C	-	0		

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 34-5
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
19. 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 14 CFR, b) System is deactivated and SECURED, and c) Enroute or approach procedures do not require its use.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 34-6	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
20. 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		
				(Continued)	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
A) Class A TAWS Equipment (Continued)					
1) Ground Proximity Warning System (GPWS) (Continued)					
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 14 CFR, and b) Alternate procedures are established and used.
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.  (Continued)

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 34-8	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
A) Class A TAWS Equipment Required (Continued)					
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		
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.	
				(Continued)	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 34-9	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
B) Class B TAWS Equipment Required (Continued)					
1) Ground Proximity Warning System (GPWS) (Continued)					
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 14 CFR, and b) Alternate procedures are established and used.	
e) Windshear Mode *** (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
				(Continued)	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
B) Class B TAWS Equipment Required (Continued)					
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.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
21. Flight Profile Advisory System (FPAS)					
A) Gear Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
B) Minimums Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
C) Radio Altitude Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
D) Test Mode	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
E) Glideslope Deviation Mode	B	1	0		
F) Advisory Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
22. Flight Management System					
A) 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.
23. Navigation Management System					
A) Navigation Databases	C	-	-		(O) May be inoperative 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. Standby Attitude Indicator					
	C	-	0		May be inoperative provided not required by 14 CFR.
	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.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
25. Windshear Detection, Guidance And Avoidance System					
A) Installation Required By 14 CFR					
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	-	0	(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)	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
25. Windshear Detection, Guidance And Avoidance System (Continued)					
A) Installation Required By 14 CFR (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 Flight Guidance System (Reactive) operates normally.	
B) Installation Not Required By 14 CFR					
1) Windshear Warning *** And Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2) Windshear Detection *** And Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	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 FAR.  NOTE: If ADS-B is installed in lieu of or as replacement for FAR required equipment, the repair category in the operator's MEL will be the same as that of the FAR required equipment.
A) Link And Display Processor Unit (LDPU)	D	-	0		NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
B) Cockpit Display And Traffic Information (CDTI)	D	-	0		NOTE: ADS-B data transmissions may continue.
C) 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.
D) Data Link Transmitter(s)	D	-	0		
E) Data Link Receiver(s)	D	-	0		

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B		REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 34-16	
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
27. 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 14 CFR.	
28. 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 Stabilized Compass Systems are operative, and b) Aircraft is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.	
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operative, and used in conjunction with approved Free Gyro Navigation Techniques.	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B			REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 35-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
35 OXYGEN					
1. Oxygen System (Passenger)	C	1	-	As required by 14 CFR.	
2. Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	 

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	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 the 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) 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(s) is secured CLOSED and placarded, "INOPERATIVE – DO NOT ENTER".

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

46	INFORMATION SYSTEMS				
1. ***	Electronic Flight Bag Systems (EFBs)				
A) ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program or document which operates normally may be used.
		D	-	0	May be inoperative provided procedures do not require its use.
B) ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
C) ***	Power Connection (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
D) ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.
(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B			REVISION NO: 6 DATE: 05/05/2009		PAGE NO: 46-2
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
46 INFORMATION SYSTEMS					
D) Mounting Device *** (Class 2) (Continued)	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: ISRAEL AIRCRAFT INDUSTRIES ARAVA 101/ARAVA 101B			REVISION NO: 5a DATE: 02/07/1996		PAGE NO: 61-1
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
61 PROPELLERS					
1. Propeller Synchrophaser/ Synchroscope	C	1	0		