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FEDERAL AVIATION ADMINISTRATION

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

LOCKHEED L-382, L-382B, L-382E, L-382F
L-382G, (C-130E & SUBSEQUENT)
L-282 (C-130B)
C-130A

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Highlights of Change

EFFECTIVE ABOVE DATE, the Lockheed L-382 Master Minimum Equipment List is revised. Revision 19 is a complete reissue of this MMEL. This revision affects all of the following items:

ATA 21 AIR CONDITIONING

- 21-1 Corrected item title and corrected system component name to align with terms used in L382 Maintenance and Flight Manuals.
- 21-2 Added airplane serial number effectivity.
- 21-3 Corrected item title and reformatted by deleting "OR" (PL-31).
- 21-4 Corrected item title and deleted (M).
- 21-5 Deleted (M) and reformatted by deleting "OR" (PL-31).
- 21-6 Deleted (M).
- 21-8 Corrected item title, deleted (M), added (O) and reformatted by deleting "OR" (PL-31).
- 21-10 Corrected item title and added airplane serial number effectivity.
- 21-11 Corrected item title, corrected airplane serial number effectivity, deleted (M) and provided relief for variable airplane configurations.
- 21-12 Corrected item title, corrected airplane serial number effectivity, deleted (M) and clarified relief for new airplane configurations, added icing restrictions, combined with MMEL item 21-23.
- 21-18 Revised to clarify relief for specific airplane configurations, deleted (M) and added (O).
- 21-19 Added (O).
- 21-22 Corrected airplane serial number effectivity, and provided relief for variable airplane configurations.
- 21-23 Combined with and moved to MMEL item 21-12.

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Highlights of Change

21-25 Deleted (O).

21-26 Added airplane serial number effectivity, specify relief applies to AIR COND HOT light and deleted (O) for single system inoperative.

21-27 Moved to MMEL item 21-25.

ATA 22 AUTOFLIGHT

22-1 Add relief for individual autopilot modes and incorporated Policy Letters 84 and 101.

22-2 Revised item title to include relief for AP DISENG light and add relief for multiple light installations.

22-3 Corrected item title, delete (O) and added relief for both switches inoperative.

22-4 Moved to MMEL item 22-1.

22-5 Add (E4) to item title and incorporate PL-101.

22-6 Add relief for Yaw Damper.

ATA 23 COMMUNICATIONS

23-1 Reinstate relief for Crewmember Interphone Systems per PL-9.

23-2 Add *** and align relief with PL-9.

23-3 Incorporate PL-95 and move HF relief to MMEL item 23-4.

23-4 Moved from MMEL 23-3 and incorporated PL-106.

23-5 Revised to specify relief applies to NAV station.

23-7 Moved to MMEL item 25-9.

23-9 Reformatted by deleting "OR" (PL-31).

23-14 Add relief for Push-to-Talk (PTT) switches.

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Highlights of Change

23-15 Add relief for excess headphones/hand microphones.

ATA 24 ELECTRICAL POWER

24-1 Item renumbered.

24-2 Item renumbered and reformatted by deleting "OR" (PL-31).

24-3 Item renumbered and adds relief for APU generator.

24-4 Item renumbered, deleted Remarks or Exceptions.

24-5 Item renumbered, revised to clarify relief.

24-6 Item renumbered, changed to Repair Category C.

24-7 Item renumbered, revised to clarify applicability of relief.

24-8 Item renumbered, revised item title to clarify applicability of relief.

24-9 Corrected item title, deleted relief.

24-10 Item renumbered.

24-11 Item renumbered.

24-12 Item renumbered.

24-13 Item renumbered.

ATA 25 EQUIPMENT/FURNISHINGS

25-3 Incorporated PL-97.

25-4 Moved to MMEL item 25-3.

25-5 Incorporated PL-56.

25-6 Incorporated PL-97.

25-7 Incorporated PL-89.

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Highlights of Change

25-9 Incorporated PL-47.

25-11 Incorporated PL-73.

25-12 Added relief provided by PL-100.

25-13 Added relief provided by PL-85.

25-14 Added relief provided by PL-96.

25-15 Added relief provided by PL-104.

ATA 26 FIRE PROTECTION

26-1 Item renumbered.

26-2 Item renumbered and reformatted by deleting "OR" (PL-31).

26-3 Item renumbered and corrected item title.

26-4 Item renumbered and corrected item title.

26-5 Item renumbered, incorporated PL-24, added ***.

26-6 Item renumbered, reformatted by deleting "OR" (PL-31),
incorporated PL-24 and added ***.

26-7 Item renumbered, incorporated PL-75.

26-12 Added relief provided by PL-102.

ATA 27 FLIGHT CONTROLS

27-1 Item renumbered.

27-2 Item renumbered.

27-3 Item renumbered.

ATA 28 FUEL

28-2 Reformatted by deleting "OR" (PL-31).

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Highlights of Change

- 28-11 Item renumbered.
- 28-12 Item renumbered.
- 28-13 Item renumbered, added NOTE to allow use of operative functions, added relief for SPR Drain Transfer Pump and SPR Panel Fuel Quantity Indicators.
- 28-14 Item renumbered.
- 28-15 Item renumbered and corrected item title.
- 28-16 Item renumbered, provide relief for one inoperative light and provide relief and tank useable by monitoring fuel pressure output.
- 28-17 Item renumbered, provide relief and tank useable by monitoring fuel pressure output.

ATA 29 HYDRAULIC POWER

- 29-1 Reinstate relief for Engine Pump Pressure warning light.
- 29-2 Reinstate relief for Utility Hydraulic Pressure Gauge.
- 29-3 Renumber item, deleted (M) and deleted Remarks.
- 29-4 Renumbered item and corrected Number Installed.
- 29-5 Renumbered item , corrected Number Installed and deleted Remarks.
- 29-6 Item renumbered.

ATA 30 ICE AND RAIN PROTECTION

- 30-1 Moved relief for Wing and Empennage Anti-Icing Valves to to this item.
- 30-2 Reformatted by deleting "OR" (PL-31).
- 30-3 Reformatted by deleting "OR" (PL-31).

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Highlights of Change

- 30-4 Moved to MMEL item 36-6.
 - 30-5 Moved relief for Pitot Heat OFF lights to this item.
 - 30-6 Added relief for system inoperative ON and revised item title to include system sub-components.
 - 30-7 Added ***.
 - 30-9 Reformatted by deleting "OR" (PL-31), revised item title.
 - 30-10 Reformatted by deleting "OR" (PL-31), revised item title.
 - 30-14 Moved to MMEL item 30-5.
- ATA 31 INDICATING/RECORDING SYSTEMS
- 31-2 Incorporated PL-87.
- ATA 32 LANDING GEAR
- 32-2 Item renumbered.
 - 32-3 Item renumbered.
- ATA 33 LIGHTS
- 33-2 Add relief for one tail navigation light inoperative.
 - 33-3 Incorporated PL-72.
 - 33-8 Incorporate PL-77 and specify cockpit emergency lighting that must be operative.
 - 33-9 Item renumbered and moved to MMEL item 52-7.
 - 33-10 Item renumbered.
 - 33-11 Item renumbered and moved to MMEL item 49-4.
 - 33-12 Item renumbered.

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Highlights of Change

ATA 34 NAVIGATION

- 34-5 Incorporated PL-10.
- 34-7 Deleted proviso a) (no relief for airspeed indicators).
- 34-8 Revised title for clarity and corrected number required for dispatch.
- 34-9 Revised to align with new MMEL item 34-35.
- 34-10 Incorporated PL-111.
- 34-11 Clarify Remarks and incorporated PL-67.
- 34-12 Incorporated PL-3.
- 34-13 Incorporated PL-76.
- 34-17 Added relief for individual Flight Director modes and added relief for Digital-to-Analog Converters (EPIC mod).
- 34-19 Expanded title to include additional types of navigation systems, added relief for navigation data base, added relief for system Status Annunciator Panel and deleted VLF/Omega.
- 34-21 Incorporated PL-54.
- 34-22 Added relief for multiple system installation.
- 34-25 Incorporated PL-39 and PL-84.
- 34-28 Incorporated PL-32.
- 34-31 Revised proviso c) to allow use of operative TCAS functions and delete (M).
- 34-33 Revised to provide relief for #1, 2 or 3 (AUX) IRS.
- 34-34 Incorporated PL-111.

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Highlights of Change

- 34-35 Added relief for attitude reference systems in excess of FAR requirements.
- ATA 35 OXYGEN
- 35-1 Add relief for oxygen system components in excess of FAR requirements.
- 35-2 Incorporated PL-52.
- 35-3 Incorporated PL-52.
- 35-4 Incorporated PL-43.
- ATA 36 PNEUMATICS
- 36-1 Item renumbered, clarified relief and corrected restrictions.
- 36-2 Item renumbered.
- 36-3 Item renumbered and moved to MMEL item 49-3.
- 36-4 Item renumbered, added airplane serial number effectivity and changed to Repair Category C.
- 36-5 Item renumbered and moved to MMEL item 30-1.
- 36-6 Item for Bleed Air Pressure Gauge deleted and added new item for Nacelle Preheat System.
- 36-7 Item renumbered, corrected airplane serial number effectivity.
- ATA 38 WATER/WASTE
- 38-1 Added relief for Potable Water Systems per PL-83.
- 38-2 Added relief for Lavatory Waste Systems per PL-83.
- ATA 49 AUXILIARY POWER UNIT
- 49-2 Moved to MMEL item 24-3.

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Highlights of Change

49-3 Moved from ATA 36, added *** and added airplane serial number effectivity.

49-4 Moved from ATA 33 and corrected item title.

ATA 52 DOORS

52-2 Added *** and corrected item title.

52-7 Moved from ATA 33 and changed (O) to (M).

ATA 61 PROPELLERS

61-2 Item renumbered.

ATA 72 ENGINE

ATA 72 Items moved to the correct ATA chapters or deleted if no relief was ever provided.

ATA 73 ENGINE FUEL AND CONTROL

73-1 Moved from ATA 72.

73-2 Moved from ATA 72.

73-3 Moved from ATA 72.

73-4 Moved from ATA 72.

ATA 77 ENGINE INDICATING

77-1 Moved from ATA 72.

77-2 Moved from ATA 72.

ATA 79 ENGINE OIL

79-1 Moved from ATA 72.

79-2 Moved from ATA 72.

79-3 Moved from ATA 72.

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Highlights of Change

79-4 Moved from ATA 72.

79-5 Moved from ATA 72.

ATA 80 ENGINE STARTING

80-1 Moved from ATA 72.

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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

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Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for

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operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are

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required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance

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record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

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do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

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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.

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

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

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

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

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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."

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Preamble
(Effective 6/14/89)

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

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

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Preamble
(Effective 6/14/89)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

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

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

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

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

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
1.	Air Conditioning Systems	C	2	1	(M)One may be inoperative provided associated Flow Control and Shutoff Valve is secured CLOSED.
		C	2	0	(M)(O)May be inoperative provided: a) Both Flow Control and Shutoff Valves are secured CLOSED, and b) Aircraft is operated unpressurized.
2.	Under Floor Heater Diverter Valve (Airplanes prior to Serial Number 4653)	C	1	0	(M)May be inoperative provided Valve is secured OPEN.
3.	Cargo Compartment Automatic Temperature Control System	C	1	0	May be inoperative provided Cargo Compartment Manual Temperature Control System is operative.
		C	1	0	May be inoperative provided Cargo Compartment Air Conditioning System is considered inoperative.
4.	Cargo Compartment Manual Temperature Control System	C	1	0	May be inoperative provided Cargo Compartment Air Conditioning System is considered inoperative.
5.	Flight Station Automatic Temperature Control System	C	1	0	May be inoperative provided Flight Station Manual Temperature Control System is operative.
		C	1	0	May be inoperative provided Flight Station Air Conditioning System is considered inoperative.
6.	Flight Station Manual Temperature Control System	C	1	0	May be inoperative provided Flight Station Air Conditioning System is considered inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
7.	Outflow Valve	C	1	0	(M)(O)May be inoperative provided: a) Valve is secured OPEN, and b) Aircraft is operated unpressurized.
8.	Automatic Pressurization Control System	C	1	0	May be inoperative provided: a) Manual Pressure Control System is operative, and b) Cabin Rate of Climb, Differential Pressure and Cabin Altitude Gauges are operative.
		C	1	0	(O)May be inoperative provided aircraft is operated unpressurized.
9.	Manual Pressurization Control System	C	1	0	(M)May be inoperative provided: a) Manual Pressurization Cam is NEUTRAL, and b) Automatic Pressurization System is operative.
10.	GTC Function of Air Conditioning Master Control Switch (Airplanes prior to Serial Number 4653)	C	1	0	

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

11. Cargo Compartment
Air Conditioning
Shutoff Switch
(Except C-130A)

1) Airplanes Prior to Serial Number 4653 Without Bleed Air Divider Valve	C	1	0	May be inoperative provided: a) Both Wing Isolation Valves are operative, and b) Aircraft is not operated in known or forecast icing conditions.
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2) Airplanes Prior to Serial Number 4653 With Bleed Air Divider Valve	C	1	0	May be inoperative provided Right Wing Isolation Valve and Bleed Air Divider Valve are operative.
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3) Airplanes Serial Number 4653 and Subsequent	C	1	0	May be inoperative provided: a) No. 3 and 4 Bleed Air Pressure Regulating and Shutoff Valves are operative, b) Bleed Air Divider Valve is operative, and c) Aircraft is not operated in known or forecast icing conditions.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
12.	Flight Station Air Conditioning Flow Control and Shutoff Valve System				
1)	Airplanes Prior to Serial Number 4653	C	1	0	May be inoperative provided Flow Control and Shutoff Valve Override is operative.
2)	Airplanes Serial Number 4653 and Subsequent	C	1	0	May be inoperative provided: a) No. 1 and 2 Bleed Air Pressure Regulating and Shutoff Valves are operative, b) Bleed Air Divider Valve is operative, and c) Aircraft is not operated in known or forecast icing conditions.
13.	Cabin Rate-of-Climb Indicator	C	1	0	May be inoperative provided: a) Cabin Altimeter is operative, and b) Differential Pressure Gauge is operative.
14.	Differential Pressure Gauge	C	1	0	(O)May be inoperative provided: a) Cabin Altimeter is operative, and b) A chart is available for the Flight Engineer to convert Cabin Altitude to Differential Pressure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
15.	Cabin Altimeter	C	1	0	(O)May be inoperative provided: a) Differential Pressure Gauge is operative, and b) A chart is available for the Flight Engineer to convert Differential Pressure to Cabin Altitude.
16.	Cargo Compartment Underfloor Heating	C	1	0	
17.	Emergency Depressurization Switch	C	1	0	May be inoperative provided Emergency Depressurization Handle is operative.
18.	Emergency Depressurization Handle				
	1) Airplanes Equipped with Bleed Air Shutoff Valves	C	1	0	(O)May be inoperative provided aircraft is operated unpressurized.
	2) Airplanes Equipped with Bleed Air Pressure Regulating and Shutoff Valves	C	1	0	
19.	Safety Valve	C	1	0	(M) (O)May be inoperative provided: a) Outflow Valve is secured OPEN, and b) Aircraft is operated unpressurized.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
20.	Cargo Compartment Auxiliary Vent Valve	C	1	0	(M)May be inoperative provided: a) Affected Valve is secured CLOSED, and b) Flight Station Auxiliary Vent Valve is operative.
21.	Flight Station Auxiliary Vent Valve	C	1	0	(M)May be inoperative provided: a) Affected Valve is secured CLOSED, and b) Cargo Compartment Auxiliary Vent Valve is operative.
22.	Cargo Compartment Flow Control and Shutoff Valve				
1)	Airplanes Prior to Serial Number 4653 Without Bleed Air Divider Valve	C	1	0	May be inoperative provided: a) Both Wing Isolation Valves are operative, and b) Aircraft is not operated in known or forecast icing conditions.
2)	Airplanes Prior to Serial Number 4653 With Bleed Air Divider Valve	C	1	0	May be inoperative provided Right Wing Isolation Valve and Bleed Air Divider Valve are operative.
3)	Airplanes Serial Number 4653 and Subsequent	C	1	0	May be inoperative provided: a) No. 3 and 4 Bleed Air Pressure Regulating and Shutoff Valves are operative, b) Bleed Air Divider Valve is operative, and c) Aircraft is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
23.	Flight Station Flow Control and Shutoff Valve				Moved to 21-12, Revision 19.
24.	Cargo Compartment Recirculation Fan System	C	1	0	
25.	Cargo Compartment Refrigeration Overheat Warning Light	C	1	0	May be inoperative provided Cargo Compartment Air Conditioning System is considered inoperative and not used.
26.	Air Conditioning Anti-Ice Overtemp Warning Light System/AIR COND HOT Light System (Airplanes Serial Number 4653 through 4946 Not Modified by Service Bulletin 382-21-12/82-503)	C	2	1	May be inoperative provided associated Air Conditioning System is considered inoperative and not used.
		C	2	0	(0)May be inoperative provided both Air Conditioning Systems are considered inoperative and not used.
27.	Cargo Compartment Air Conditioning Pack Overheat Warning System				Moved to 21-25, Revision 19.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
1.	Autopilot System	B	1	0	May be inoperative provided enroute operations or approach minimums do not require its use.
					NOTE: Any mode that operates normally may be used.
1)	Lateral Navigation Modes (NAV/LOC, HDG)	C	-	0	May be inoperative provided enroute operations or approach minimums do not require their use.
					NOTE: Any mode that operates normally may be used.
2)	Vertical Navigation Modes (ALT, ALT SEL, VS, IAS)	C	-	0	May be inoperative provided enroute operations or approach minimums do not require their use.
					NOTE: Any mode that operates normally may be used.
*** 3)	APPR Mode	C	-	0	May be inoperative provided approach minimums do not require its use.
*** 4)	AP CPLD Mode	C	-	0	May be inoperative provided enroute operations or approach minimums do not require its use.
*** 5)	BACK LOC Mode	C	-	0	May be inoperative provided approach minimums do not require its use.
*** 6)	Radio Beam Coupler	C	-	0	May be inoperative provided approach minimums do not require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
			B	C		
2.	AUTOPILOT OFF or AP DISENG Light	C	2	1		
		B	-	0		May be inoperative provided autopilot is considered inoperative and not used.
3.	Autopilot Release Switch, Wheel Mounted	C	2	1		One may be inoperative provided: a) Pilot using the autopilot has an operative release switch, and b) Autopilot is not operated below initial approach altitude.
		B	2	0		May be inoperative provided autopilot is considered inoperative and not used.
4.	Radio Beam Coupler					Moved to 22-1, Revision 19.
5.	Autopilot Trim Indices (E-4)	B	3	0		May be inoperative provided autopilot is considered inoperative and not used.
6.	Yaw Damper (AP105)	B	1	0		May be inoperative provided autopilot is considered inoperative and not used.

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

1.	Crewmember Interphone System				
	1) Flight Station to Cargo Compartment, Cargo Compartment To Flight Station Function	C	1	0	(O)May be inoperative provided alternate Normal and Emergency Procedures and/or operating restrictions are established and used. NOTE: Any station functions that operate normally may be used.
		D	1	0	May be inoperative provided procedures do not require its use.
	2) Flight Station to Ground Function	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	3) Flight Station to Passenger Cabin, Passenger Cabin to Flight Station Function (Combi Aircraft Only)	C	1	0	(O)May be inoperative provided: a) Public Address System is operative, and b) Alternate procedures are established and used. NOTE: Any station functions that operate normally may be used.
		D	1	0	May be inoperative provided procedures do not require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
	2. Public Address (PA) *** System				
	1) Passenger/Combi Configuration	B	1	0	(O)May be inoperative provided: a) Alternate Normal and Emergency Procedures and/or operating restrictions are established and used, and b) Flight Station to Cabin Interphone System is operative.
					NOTE: Any station functions that operate normally may be used.
	a) Lavatory Speaker	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
	2) Cargo Configuration	C	1	0	(O)May be inoperative provided alternate Normal and Emergency Procedures and/or operating restrictions are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	a) Lavatory Speaker	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
3.	Communication Systems (VHF, UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided Communications Systems powered by Isolated DC Bus are operative.
	1) VHF Comm Control Panels				
	a) Frequency Transfer Lights	C	-	0	
	b) Frequency Transfer Switch	C	-	0	
	c) Frequency Selector Knob	C	-	2	
	d) Frequency Indication	C	-	2	

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

4.	High Frequency (HF) Communication Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
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	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) Prior coordination with the appropriate ATS facility is required when Inmarsat Codes for SATCOM Voice are not available.
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NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.

5.	Audio Selector Panels				
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1)	NAV Station	D	1	0	As required by FAR.
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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
6.	Boom Microphones			
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 121.139(e), 135.151(d), or 125.227(e)	A - 0		May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repair is made within three flight days.
2)	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D - 0		
7.	Megaphones			Moved to 25-9, Revision 19.
8.	Cockpit Voice Recorder (CVR)	A 1 0		May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repair is made within three flight days.
9.	Selective Call *** System (SELCAL)	C - 0		(O)May be inoperative provided flight crew monitors appropriate communications frequency.
		D - 0		May be inoperative provided procedures do not require its use.
10.	Radio Management Unit (RMU) (STC#ST01162LA)	B 2 1		(O)May be inoperative provided: a) Cross-side tuning function of the operative RMU operates normally, and b) Radio tuning function of both FMS CDUs operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
11.	Intercom Control Panel (ICS)	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.
12.	Satellite Communications System (SATCOM)	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.
13.	Data Link System	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.
14.	Push-To-Talk Switches (PTT)				
	1) Control Wheel Switches	C	2	1	(M)May be inoperative provided: a) Associated audio control panel PTT or hand microphone operates normally, and b) Failed switch is verified failed open.
					(Continued)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
14.	Push-To-Talk Switches (PTT) (Cont'd)				
*** 2)	Engineer's Push-To-Talk Switch (Includes Foot Switch)	C	-	1	(M)May be inoperative provided: a) Associated audio control panel PTT or hand microphone operates normally, and b) Failed switch is verified failed open.
	3) Other Stations Switches	C	-	-	(M)May be inoperative provided: a) Associated audio control panel PTT or hand microphone operates normally, and b) Failed switch is verified failed open.
15.	Headphones/Hand *** Microphones	D	-	-	Any in excess of those required by FAR for flight deck crewmembers may be inoperative or missing.

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24-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
1.	Frequency Meter System	C	1	0	May be inoperative provided all Engine Tachometers are operative.
2.	AC Generator (Engine Driven)				
1)	C-130A	B	2	1	(M)May be inoperative provided: a) ATM Generator is operative, and b) Affected Generator or Generator Drive Shaft is removed using an accepted procedure.
		B	2	1	(M)May be inoperative provided: a) ATM Generator is operative, b) Affected Generator is verified mechanically sound, and c) Associated Generator Bearing Failure light is operative.
2)	Except C-130A	C	4	3	(M)May be inoperative provided affected Generator or Generator Drive Shaft is removed using an accepted procedure.
		B	4	3	(M)May be inoperative provided: a) Affected Generator is verified mechanically sound, and b) Associated Generator Bearing Failure light is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		1.	3. NUMBER REQUIRED FOR DISPATCH	
24	ELECTRICAL POWER			
3.	AC Generator (ATM/APU)			
	1) C-130A	B	1 0	May be inoperative provided: a) Both Engine Driven AC Generators are operative, and b) All Inverters are operative.
	2) Except C-130A	C	1 0	
4.	Essential Bus Transformer Rectifier (Except C-130A)	C	2 1	
5.	Generator OUT Light	C	5 -	May be inoperative provided associated Generator is considered inoperative.
		B	5 4	May be inoperative provided Frequency Meter is operative.
6.	Generator Bearing Failure Light			
	1) C-130A	B	2 1	(M)May be inoperative provided the Generator or Generator Drive Shaft is removed using an accepted procedure.
	2) Except C-130A	C	4 3	(M)May be inoperative provided the Generator or Generator Drive Shaft is removed using an accepted procedure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
7.	AC Loadmeter (40 KVA Generator)				
	1) C-130A	B	3	2	May be inoperative provided associated generator is considered inoperative and not used.
	2) Except C-130A	C	5	-	May be inoperative provided associated generator is considered inoperative and not used.
8.	AC Instruments and Engine Fuel Control Inverter (2500 VA) (Except C-130A)	B	1	0	May be inoperative provided AC electrical power is available for engine start.
9.	Co-Pilot's AC Instruments Inverter (250 VA) (Except C-130A)				Deleted, Revision 19.
10.	Inverter (500 VA) Pilot's (C-130A)	B	1	0	May be inoperative provided both AC Generators are operative.
11.	Inverter (100 VA) Copilot's (C-130A)	B	1	0	May be inoperative provided both AC Generators are operative.
12.	DC Generators (C-130A)	B	4	3	May be inoperative provided associated voltmeter and ammeter are operative.
13.	Transformer Rectifier (C-130A)	B	2	1	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
1.	Crewmember Shoulder Harness				DELETED in Revision 18.
2.	Emergency Locator *** Transmitter (ELT)	A	- 0		(M)May be inoperative provided: a) Affected ELT is deactivated or removed using accepted procedures, and b) Repair is made within FAR time limits.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
3.	Flight Attendant Seat (Single or Dual Position)				
	Aircraft With Only One Flight Attendant Seat	A	1	0	(M) (O) May be inoperative provided: a) Affected seat is not occupied, b) Flight Attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, e) Passenger seat assigned to Flight Attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", and f) Repairs are made within two (2) flight days.
					NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.
					NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
					(Continued)

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

3. Flight Attendant
Seat (Single or
Dual Position)
(Continued)

Aircraft With
Only One Flight
Attendant Seat
(Continued)

NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
3.	Flight Attendant Seat (Single or Dual Position) (Continued)				
	Aircraft With More Than One Flight Attendant Seat				
	1) Required Flight Attendant Seats	B	-	-	(M) (O) One seat or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight Attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to Flight Attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".
					(Continued)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
3.	Flight Attendant Seat (Single or Dual Position) (Continued)				
	Aircraft With More Than One Flight Attendant Seat (Continued)				
	1) Required Flight Attendant Seats (Continued)				NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.
					NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
					NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.
					NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to an adjacent seat, the adjacent seat must operate normally
					(Continued)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
3.	Flight Attendant Seat (Single or Dual Position) (Continued)				
	Aircraft With More Than One Flight Attendant Seat (Continued)				
2)	Excess Flight Attendant Seats	C	-	-	(M)May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position.
					NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.
					NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
3)	All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.
4.	Flight Attendant Seat Lap Belt				Moved to 25-3, Revision 19.

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

5. 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 performance of official duties, and b) Repairs are made within two flight days.
	A	-	-	May be inoperative provided: a) The secondary observer's seat is available to the FAA inspector for 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.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
	5. Observer Seat(s)				
	1) Primary Observer Seat (Including Associated Equipment) (Cont'd)				NOTE 1: These provisos are intended to provide for occupancy of the above seats 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's seats.
	2) Additional Observer Seat(s) (Including Associated Equipment)	D	-	0	May be inoperative.
					NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer's seats.

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

6.	Passenger Seats	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: Inoperative seats do not affect the required number of Flight Attendants.

NOTE 3: 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 up-right position.
----	-------------------	---	---	---	---

2)	Underseat 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.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
7.	"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.
8.	Passenger Convenience Items		-	-	Passenger convenience items as expressed in this MMEL, are those related to passenger convenience, comfort, or entertainment such as but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. NOTE: Lavatory door ash tray is not considered a passenger convenience item.
9.	Megaphones	D	-	-	Any in excess of those required by FAR may be inoperative provided: a) The inoperative megaphone is removed from the passenger cabin, and b) Required distribution is maintained. NOTE: Not required for all cargo operations.
10.	Cabin Emergency Flashlights/holders	C	-	0	May be inoperative or missing provided cabin crewmember assigned to affected position has an operative flashlight readily available.

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

11. Emergency Medical Equipment

1) First Aid Kits D - - Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.

2) Emergency Medical Kits D - - Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.

3) Automated External Defibrillators (AED) D - - Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.

12. 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.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
13.	Exterior Lavatory Door Ashtrays				
	1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	A	-	-	One may be missing provided it is replace within 10 calendar days.
	2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 calendar days.
14.	Galley Waste Receptacle 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.

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

15.	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) Compartment is not used for storage of emergency equipment, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed.
-----	---	---	---	---	--

NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin.

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SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
		1.	3. NUMBER REQUIRED FOR DISPATCH		
26	FIRE PROTECTION				
1.	Audible Fire *** Warning System	C	-	0	
2.	GTC/APU Fire Detection and Extinguisher System (Includes Fuel Shutoff Valve)	C	1	0	(M)May be inoperative provided: a) Fire Guard is posted, and b) Visual check of GTC compartment is accomplished before starting left engines.
		C	1	0	May be inoperative provided APU/GTC is considered inoperative and not used.
3.	Smoke Detectors (#2 and #3 located at FS 467)	C	2	1	
4.	ATM Compartment Overheat Warning System	C	1	0	May be inoperative provided: a) ATM is considered inoperative, and b) ATM Shutoff Valve is secured CLOSED.

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

5.	Lavatory Smoke *** Detection Systems	C	-	-	(M) (O) For each lavatory, the lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> a) Lavatory waste receptacle is empty, b) 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 inspections or use by crewmembers.

NOTE 2: A lavatory smoke detection system is not required for all-cargo operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
6.	Lavatory Fire	C	-	-	For each lavatory, the lavatory Fire Extinguisher system may be inoperative provided Lavatory Smoke Detection System operates normally.
***	Extinguisher Systems				
		C	-	-	(M)(O)For each lavatory, the lavatory Fire Extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) 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 inspections or use by crewmembers.
					NOTE 2: A lavatory Fire Extinguisher system is not required for all-cargo operations.

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

7.	Portable Fire Extinguishers	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.
----	-----------------------------	---	---	---	--

8.	Cargo Compartment *** Fire Detection / Suppression Systems	C	-	0	May be inoperative provided associated cargo compartment(s) 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 fire detection systems (not suppression).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
27	FLIGHT CONTROLS				
1.	Aileron Trim Position Indicator	C	1	0	(M)May be inoperative provided neutral trim is determined before each takeoff.
2.	Rudder Trim Position Indicator	C	1	0	(M)May be inoperative provided neutral trim is determined before each takeoff.
3.	Control Boost Warning Lights	C	6	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
28	FUEL				
1.	Main Tank Boost Pump	C	4	3	One may be inoperative provided aircraft is operated at FL200 or below.
2.	Auxiliary Tank Boost Pump	C	2	0	(M)May be inoperative provided affected tank is empty.
		C	2	0	(M)May be inoperative provided: a) Fuel in the associated tank is carried as cargo, and b) AFM Limitations are observed.
3.	External Tank Fuel Pumps	C	4	0	May be inoperative provided external tanks are empty.
4.	Main Tank Crossfeed Valve	C	4	3	(M)One may be inoperative provided: a) Affected valve is secured OPEN, and b) Crossfeed Separation Valve is operative.
5.	Auxiliary and External Tank Crossfeed Valves	C	4	2	(M)Two may be inoperative provided: a) One is operative on each side, b) Affected Valve is secured CLOSED, and c) Associated Bypass Valve is operative.
		C	4	0	May be inoperative provided all Auxiliary and External Tanks are empty.
6.	Auxiliary and External Tank Crossfeed Valves (Aux Tanks Not Installed)				DELETED in Revision 18.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
7.	By-Pass Valve	C	2	0	(M)May be inoperative provided: a) Affected Valve is secured OPEN, and b) Associated Crossfeed Valves are operative.
8.	Main Tank Fuel Quantity Indicators (Flight Station)	C	4	3	(M)(O)One may be inoperative provided: a) All Fuel Flow Indicators are operative, b) Associated Fuel Boost Pumps are operative, c) All other Fuel Quantity Indicators for tanks with fuel on the same side of the Separation Valve are operative, d) Affected Indicator is electrically secured, e) Fuel quantity in the associated tank is verified by an accepted procedure before each takeoff, and f) A Fuel Use Log is maintained.

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

9. Fuel Quantity
*** Indicators (Flight
Station)

*** 1)	Auxiliary Tank	C	2	1	(M)(O)One may be inoperative provided: a) All Fuel Flow Indicators are operative, b) Associated Fuel Boost Pump is operative, c) All other Fuel Quantity Indicators for tanks with fuel on the same side of the Separation Valve are operative, d) Affected Indicator is electrically secured, e) Fuel quantity in the associated tank is verified by an accepted procedure before each takeoff, and f) A Fuel Use Log is maintained.
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		C	2	0	(M)May be inoperative provided: a) Associated Fuel Tanks are verified EMPTY, and b) Affected Indicators are electrically secured.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
9.	Fuel Quantity *** Indicators (Flight Station) (Cont'd)				
*** 2)	External Tank	C	2	1	(M)(O)One may be inoperative provided: a) All Fuel Flow Indicators are operative, b) Associated Fuel Boost Pump is operative, c) All other Fuel Quantity Indicators for tanks with fuel on the same side of the Separation Valve are operative, d) Affected Indicator is electrically secured, e) Fuel quantity in the associated tank is verified by an accepted procedure before each takeoff, and f) A Fuel Use Log is maintained.
		C	2	0	(M)May be inoperative provided: a) Associated Fuel Tanks are verified EMPTY, and b) Affected Indicators are electrically secured.
10.	Crossfeed Manifold Fuel Pressure Gauge	B	1	0	(M)May be inoperative provided External and Auxiliary Fuel Tanks are verified EMPTY.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
11.	Crossfeed Separation Valve	C	1	0	(M)May be inoperative provided: a) Valve is secured OPEN, b) All Main Tank Crossfeed Valves are operative, and c) Fuel Quantity Indicators for all tanks containing fuel are operative.
12.	Crossfeed Primer System	C	1	0	(M)May be inoperative provided affected valve is secured CLOSED.
13.	Single Point Refuel System (SPR)	C	1	0	(M)May be inoperative provided: a) Alternate refueling procedures are established and used, and b) SPR Manifold is drained through the Manual Valve after each refueling. NOTE: Any portion of the system that operates normally may be used.
1)	Fuel Drain Transfer Pump	C	1	0	(M)May be inoperative provided SPR manifold is drained after each refueling.
2)	Fuel Quantity Indicators (SPR Panel)	C	-	0	(M)May be inoperative provided fuel quantity in associated tank is determined using Flight Station Fuel Quantity Indicator or other approved means.
14.	Main Tank Dump Pump	C	4	0	
15.	Fuel Quantity Totalizer (Flight Station)	C	1	0	

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

16.	Auxiliary Tank	C	2	1	(O)May be inoperative provided:
***	Empty Warning Light				a) Crossfeed Manifold Fuel Pressure Gauge is operative,
					b) All Crossfeed Valves are operative, and
					c) Associated Flight Station Fuel Quantity Indicator is operative.

		C	2	1	(M)May be inoperative provided associated Auxiliary Tank is verified empty before each flight.
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		C	2	0	(M)May be inoperative provided both Auxiliary Tanks are verified empty before each flight.
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17.	External Tank	C	2	1	(O)May be inoperative provided:
***	Empty Warning Light				a) Crossfeed Manifold Fuel Pressure Gauge is operative,
					b) All Crossfeed Valves are operative, and
					c) Associated Flight Station Fuel Quantity Indicator is operative.

		C	2	0	(M)May be inoperative provided both External Tanks are verified empty before each flight.
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29	HYDRAULIC POWER				
1.	Engine Pump Pressure Warning Lights	C	4	3	(O)May be inoperative provided pump output pressure is checked prior to each flight.
2.	Utility Hydraulic Pressure Gauge	C	1	0	
3.	Booster Hydraulic Pressure Gauge	C	1	0	
4.	Auxiliary Hydraulic Hand Pumps	C	-	0	
5.	Auxiliary Hydraulic Pressure Gauges	C	2	0	
6.	Ground Test System	C	1	0	(M)May be inoperative provided Valve is secured in FLIGHT position.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
1.	Wing and Empennage Anti-Ice Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
	1) Automatic Temperature Control	C	1	0	(O)May be inoperative provided: a) All associated Temperature Indicators are operative, b) All associated Warning Lights are operative, and c) Manual operating procedures are established and used.
	2) Wing and Empennage Anti-Icing Valves	C	6	0	(M)May be inoperative provided: a) Affected valves are secured CLOSED, and b) Aircraft is not operated in known or forecast icing conditions.
2.	Anti-Icing Over Temperature Warning System	C	1	0	May be inoperative provided: a) Wing and Empennage Anti-Ice Automatic Control System is operative, and b) All Wing and Empennage Anti- Ice Leading Edge Temperature Indicators are operative.
		C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
3.	Leading Edge Temperature Indicating System	C	1	0	May be inoperative provided: a) Wing and Empennage Anti-Ice Automatic Control System is operative, and b) Anti-Icing Over Temperature Warning System is operative.
		C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
4.	Nacelle Preheat System				Moved to 36-6, Revision 19.
5.	Pitot Heat System	C	2	1	May be inoperative provided: a) Aircraft is not operated in known or forecast Icing conditions, and b) Aircraft is operated in VMC.
	1) Pitot Heat OFF Warning Lights	C	2	0	(M)May be inoperative provided: a) All other components of the Pitot Heat System are verified operative before each departure, and b) Aircraft is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
6.	Engine Inlet Duct Anti-Ice System (Includes Engine Inlet Guide Vane and Torquemeter Shroud)	C	4	3	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
		C	4	0	(O)May be inoperative ON provided associated: a) Engine Inlet Air Duct Anti- Icing ON Light is operative, b) System is verified ON before each flight, and c) Appropriate AFM performance penalty is applied.
7.	Radome Anti-Icing *** System	C	1	0	
8.	Propeller and Engine Anti-Icing Master Switch	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
9.	Propeller Anti- Icing System (Includes Spinner Front Section and Propeller Afterbody) (Except C-130 with Aeroproducts Propellers)	C	4	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
		B	4	0	(M)May be inoperative provided: a) An accepted procedure for the application and reapplication of ICEX is established and used, and b) An accepted procedure for detection and cleaning of contaminated compressor blades is established and used each flight day.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
10.	Propeller De-Icing System (Includes Blades, Spinner Front and Rear Sections, and Spinner Fairing) (Except C-130 with Aeroproducts Propellers)	C	4	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
		B	4	0	(M)May be inoperative provided: a) An accepted procedure for the application and reapplication of ICEX is established and used, and b) An accepted procedure for detection and cleaning of contaminated compressor blades is established and used each flight day.
11.	Anti-Icing and De-Icing Ammeter	C	3	0	May be inoperative provided the Propeller Anti-Icing and De-Icing Systems are considered inoperative.
12.	Windshield Heat System	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) AFM Limitations are observed.
13.	Windshield Wiper	C	2	0	May be inoperative provided aircraft is not operated in precipitation within the departure and arrival terminal areas.
14.	Pitot Heat Warning Lights				Moved to 30-5, Revision 19.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
1.	Clock	C	-	1	
2.	Flight Data Recorder (FDR) System	C	-	1	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				
2.	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 the completion of the next heavy maintenance visit.
3.	Cockpit Voice Recorder				MOVED to Chapter 23 in Revision 18.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH	
32	LANDING GEAR				
1.	Anti-Skid System C	1	0		(O)May be inoperative provided AFM performance decrements are applied.
2.	Landing Gear Handle C Warning Light System	1	0		
3.	Tail Skid				DELETED in revision 18.

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

33 LIGHTS

1.	Anti-Collision Lights (Rotating Beacon)	C	2	0	May be inoperative provided aircraft is not operated at night.
2.	Navigation Lights				
	1) Tail Lights	B	2	1	
		C	2	0	May be inoperative provided aircraft is not operated at night.
	2) Wingtip Lights	C	2	0	May be inoperative provided aircraft is not operated at night.
3.	Wing Leading Edge Lights	C	2	0	(0) May be inoperative provided ground deicing procedures do not required their use.
4.	Landing Lights	C	2	0	May be inoperative provided aircraft is not operated at night.
		B	2	1	One may be inoperative provided both Taxi Lights are operative.
5.	Taxi Lights	C	2	0	May be inoperative provided aircraft is not operated at night.
		C	2	0	Both may be inoperative provided both Landing Lights are operative.
6.	Formation Lights ***	C	1	0	
7.	Thunderstorm Lighting				DELETED in Revision 18. See Cockpit and Instrument Lighting Systems.

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

8.	Cockpit and Instrument Lighting Systems	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 direct rays are shielded from crewmembers eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) First Officer's Flood Lights (Isolated DC Bus) are operative.
9.	Door Warning Light System (Master Light and Individual Lights and Switches)				Moved to 52-7, Revision 19.
10.	Wheel Well Light	C	1	0	
11.	GTC Door Warning Light				Moved to 49-4, Revision 19.

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

12.	Floor Proximity *** Emergency Escape Path Marking System Lights	C	-	0	(M) Individual lights may be inoperative provided 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). d) An FAA approved report incorporated in the Master Drawing List for the Applicable STC.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
1.	Altimeter				DELETED in Revision 18.
2.	Airspeed Indicator				DELETED in Revision 18.
3.	Vertical Velocity Indicator				DELETED in Revision 18.
4.	Accelerometer Indicator (G-meter)	C	1	0	
5.	Non-Stabilized Magnetic Compass (Standby)	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 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, operate normally, and used in conjunction with approved free gyro navigation techniques.
6.	Free Air Temperature Indicator				DELETED in Revision 17.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
7.	Aural Overspeed Warning System (Except C-130A)	B	1	0	(O)May be inoperative provided aircraft is operated at no greater than Vmo minus 15 KIAS.
8.	Turn/Slip/Rate *** of Turn Indicators				
	1) Turn Indicators/ Rate of Turn Indicators	C	-	0	May be inoperative provided Standby Attitude Indicator is operative.
	2) Slip Indicators	C	-	1	
9.	Heading Reference Systems (Directional Gyro, AHRS, IRS, etc.)	C	-	2	May be inoperative provided: a) An independent heading reference source is available to each Horizontal Situation Indicator (HSI)/ Primary Flight Display (PFD), and b) Heading reference switching and selection capability is operative.
10.	Standby Attitude Indicator	C	-	0	May be inoperative provided it is not required by FAR.
		B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted in known or forecast over-the-top conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
11.	Weather Radar	C	-	0	May be inoperative provided weather radar is not required by FAR.
*** 1)	Windshear Detection and Avoidance System (Predictive)	C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.
		C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
12.	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by FAR may be inoperative.
13.	ATC Transponder 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.
14.	VHF Navigation System (VOR/ILS)	C	-	-	Any in excess of those required by FAR may be inoperative.
15.	Marker Beacon System	C	-	-	Any in excess of those required by FAR may be inoperative.

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

16.	ADF System	C	-	-	Any in excess of those required by FAR may be inoperative.
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17.	Flight Director System	C	-	0	May be inoperative provided enroute operations or approach minimums do not require its use.
-----	------------------------	---	---	---	---

NOTE: Any mode that operates normally may be used.

1)	Lateral Navigation Modes (NAV/LOC, HDG)	C	-	0	May be inoperative provided enroute operations or approach minimums do not require their use.
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NOTE: Any mode that operates normally may be used.

2)	Vertical Navigation Modes (ALT, ALT SEL, VS, IAS)	C	-	0	May be inoperative provided enroute operations or approach minimums do not require their use.
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NOTE: Any mode that operates normally may be used.

*** 3)	APPR Mode	C	-	0	May be inoperative provided approach minimums do not require its use.
--------	-----------	---	---	---	---

*** 4)	BACK LOC Mode	C	-	0	May be inoperative provided approach minimums do not require its use.
--------	---------------	---	---	---	---

*** 5)	Digital-to-Analog Converters (DAC)	C	6	4	May be inoperative provided number 1 and 3 DACs are operative.
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18.	Glide Path Receiver				DELETED, Included in item 14.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				

19. Long Range *** Navigation Systems/Flight Management Systems/ Navigation Management Systems (Loran, GPS, INS, etc.)	C	-	-		Any in excess of those required by FAR may be inoperative.
---	---	---	---	--	---

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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2) System Status Annunciator Panel	C	-	1		May be inoperative provided associated Control Display Unit (CDU) displays Status Messages.
--	---	---	---	--	---

20. Omega NAV System					DELETED
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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			

21. Ground Proximity
Warning System
(GPWS)

	A	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	C	-	0	(O)May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.
1) Modes 1-4	A	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	C	-	0	(O)May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
21.	Ground Proximity Warning System (GPWS) (Continued)				
2)	Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repair is made within two flight days.
		C	1	0	(O)May be inoperative provided: a) It is not required by FAR, and b) GPWS is considered inoperative.
3)	Glideslope Deviation (Mode 5)	B	2	0	
		C	2	0	May be inoperative provided it is not required by FAR.
*** 4)	Advisory Callouts	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
					(Continued)

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

21. Ground Proximity
Warning System
(GPWS) (Continued)

*** 5)	Windshear Warning and Flight Guidance System (Reactive)	C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Predictive Windshear Detection and Avoidance System operates normally.
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		C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
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*** 6) TAWS

C	-	0
---	---	---

22. Radio Altimeter

C	-	1
---	---	---

May be inoperative provided: a) Failed R/T unit by design, does not provide inputs to the GPWS, and b) Approach minimums or operating procedures do not require its use.
--

A	-	0
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May be inoperative provided: a) Dispatch Provisions for any affected systems (GPWS, TCAS, etc.) are observed, b) Approach minimums or operating procedures do not require their use, and c) Repairs are made within three flight days.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
23.	Inertial Navigation System				DELETED, Moved to item 34-19.
24.	Outside Air Temperature Indication System	C	-	1	May be inoperative provided ambient air temperature is readily available to the crew through other means (e.g. SAT, RAT, or TAT.)
25.	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) Repair is made within three flight days.
		C	-	0	May be inoperative provided it is not required by FAR.
26.	Microwave Landing Systems (MLS)	D	-	-	Any in excess of those required by FAR may be inoperative.
27.	Standby Airspeed Indicator	C	-	0	Any in excess of those required by FAR may be inoperative.

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

28.	Traffic Alert Collision Avoidance System (TCAS II)	B	-	0	(M) (O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
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		C	-	0	(M) (O) 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.
--	--	---	---	---	---

*** 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 flying pilot side.
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2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the 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.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
28.	Traffic Alert Collision Avoidance System (TCAS II) (Continued)				
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.
29.	Windshear Systems				Moved to 34-21, Revision 19.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
30.	FMZ-2000 Flight Management System (FMS) (STC #ST01162LA)				
1)	Flight Management Computer (FMC)	C	2	0	(O)May be inoperative provided enroute operations do not require their use.
2)	Cockpit Display Units (CD-820)	C	2	0	(O)May be inoperative provided enroute operations do not require their use.
3)	FMS Modes / Functions	C	-	0	Specific modes (LNAV,VNAV) or functions may be inoperative provided enroute operations do not require their use.
4)	Navigation Database	C	2	0	(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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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				

31.	Honeywell Primus Epic CDS/R Multifunction Display (MFD) (STC #ST01162LA)	A	1	0	(O)May be inoperative provided: a)MFD DIM control is turned to the off position, b)PFD menu is displayed on PFD, c)TCAS Traffic Alert (TA) Display System is considered inoperative, d)Alternate procedures are established and used, and e)Repairs are made within three flight days.
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32.	Global Positioning *** System (GPS)	C	-	0	May be inoperative provided alternate procedures are established and used.
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		D	-	0	May be inoperative provided procedures do not require its use.
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33.	Inertial Reference Systems (STC #ST01162LA)	C	3	2	(O)One may be inoperative provided enroute operations and/or approach minimums do not require its use.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
34.	Electronic Standby Instrument System (ESIS) (STC#ST01162LA)	B	1	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)Air Data Display	C	1	0	May be inoperative provided aircraft is operated in day VMC only
	2)Heading Display	C	1	0	May be inoperative provided all three (3) Inertial Reference Systems operate normally.
		C	1	0	May be inoperative provided a Non-Stabilized Magnetic Compass (Standby) is installed and operates normally.
	3)Navigation Displays (FMS/ Glideslope/ Localizer/DME)	C	-	0	
	4)Attitude Display	B	1	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.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
35.	Attitude Reference Systems (Vertical Gyro, AHRS, IRS, etc.)	C	-	2	May be inoperative provided: a) An independent attitude reference source is available to each Attitude Director Indicator (ADI)/ Primary Flight Display (PFD), and b) Attitude reference switching and selection capability is operative.
36.	Heading and Course Selectors	C	-	2	May be inoperative provided at least one heading selector and one course selector is operative at each pilot position.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
1.	Crew Oxygen System and Supply	B	-	-	(O)As required by FAR.
		B	-	3	Except at required crewmember positions, regulators and/or masks may be inoperative provided: a) Associated seat is considered inoperative and not used, and b) Affected seat is placarded DO NOT OCCUPY.
2.	Passenger Oxygen *** System	D	-	-	Any in excess of those required by FAR may be inoperative.
3.	Portable Oxygen Bottles	D	-	-	Any in excess of those required by FAR may be inoperative.
4.	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
		1.			
36	PNEUMATIC				
1.	Engine Pressure Regulating and Shutoff Valve				
	1) Electrical Operation	B	4	3	(M)(O) May be inoperative provided: a) Alternate Engine Start procedures are established and used, and b) Valve is verified CLOSED after engine start.
	2) Regulating Function	C	4	0	(M)(O) May be inoperative provided: a) Valve CLOSE function is verified after engine start, and b) OVERRIDE function is operative.
2.	GTC or APU Bleed Air Valve	C	1	0	(M)May be inoperative provided affected valve is secured CLOSED.
3.	Air Turbine Motor (ATM) System				Moved to item 49-3, Revision 19.
4.	Wing Isolation Valves (Airplanes prior to Serial Number 4653, except C-130A)	C	2	0	(M)May be inoperative provided: a) Divider Valve is installed and verified operative, and b) Affected valve is secured OPEN.
5.	Wing and Empennage Anti-Icing Valves				Moved to item 30-1, Revision 19.
6.	Nacelle Preheat *** System	D	-	0	

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

7.	Bleed Air Divider Valve (Airplanes Prior to Serial Number 4653)	B	1	0	(M)May be inoperative provided: a) Affected valve is secured OPEN, and b) Both Wing Isolation Valves are operative.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
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.
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NOTE: Any portion of 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.
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2.	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	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.
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NOTE: Any portion of system which operates normally may be used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38	WATER/WASTE				
	2. Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)				
		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."
					NOTE: These provisions are not intended to prohibit inspections by crewmembers.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
49	AIRBORNE AUXILIARY POWER				
1.	Auxiliary Power *** Unit (APU) and Ground Turbine Compressor (GTC)	C	1	0	
2.	APU Generator				Moved to item 24-3, Revision 19.
3.	Air Turbine Motor *** (ATM) System				
	1) C-130A	B	1	0	(M)May be inoperative provided: a) Both AC Generators are operative, and b) ATM is secured OFF.
	2) Airplanes prior to Serial Number 4653, except C-130A	C	1	0	(M)May be inoperative provided ATM is secured OFF.
4.	GTC/APU Door Warning Light	C	1	0	(M)May be inoperative provided door is verified CLOSED before each takeoff.

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52-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
1.	Crew Entry Door				DELETED in Revision 18.
2. ***	Aft Entry Doors	C	2	0	(M)May be inoperative provided affected door is secured CLOSED and Latched.
3.	Cargo Ramp and Door	B	2	0	(M)May be inoperative provided Ramp Door and Cargo Door are verified CLOSED and Latched before each departure.
4.	Cargo Door Latches	B	2	1	(M)One may be inoperative provided: a) Remaining Latch is operative, and b) Cargo Door is verified CLOSED and LATCHED before each departure.
5.	Cargo Ramp Latches	B	10	9	(M)One may be inoperative provided: a) All remaining latches are operative, b) Latch Warning System is made operative for remaining Latches, c) No Cargo is carried on the Ramp, d) Ramp is verified CLOSED and LATCHED before each departure, and e) Cabin differential Pressure is limited to 5 In. Hg.
6.	Landing Gear Doors				DELETED in Revision 18.
7.	Door Warning Light System (Master Light and Individual Lights and Switches)	B	1	0	(M)May be inoperative provided all doors are verified CLOSED and LOCKED before each takeoff.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
56	WINDOWS				
	1. Windshields, Five Layer Panels (1 Center, 2 Pilots and 2 Clear vision)				DELETED in Revision 18. See Maintenance Manual for acceptable structural limits for windows.
	2. Windshield, Five Layer panels (2 Unheated Forward Skylights)				DELETED in Revision 18.
	3. Windshields, Three Layer Panels (2 Side and 2 Aft Windshields, and 2 Center and 2 Aft Skylights)				DELETED in Revision 18.
	4. Cargo, Two Layer Windows, Plexiglas (Layer - Air Gap - Layer)				DELETED in Revision 18.

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61-1

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

1.	Beta light				DELETED in Revision 18.
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2.	Propeller Synchrophasing System	C	1	0	
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72-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
72	ENGINE			
1.	Torque Indicator			Moved to 77-1, Revision 19.
2.	Fuel Flow Indicating Systems			Moved to 73-1, Revision 19.
3.	Tachometer (RPM)			Moved to 77-2, Revision 19.
4.	Temperature Datum (TD) System			Moved to 73-2, Revision 19.
5.	Engine Low Oil Pressure Warning Light			Moved to 79-1, Revision 19.
6.	Oil Quantity Indicators			Moved to 79-2, Revision 19.
7.	Engine Low Oil Quantity Light			Moved to 79-3, Revision 19.
8.	Oil Cooler Flap Position Indicator			Moved to 79-4, Revision 19.
9.	Automatic Oil Cooler Flap Actuating System			Moved to 79-5, Revision 19.
10.	Manual Oil Cooler Flap Actuating System			Moved to 79-5, Revision 19.
11.	Secondary Fuel Pump Pressure Light			Moved to 73-3, Revision 19.
12.	Fuel Enrichment System			Moved to 73-4, Revision 19.
13.	Start Push Button Light			Moved to 80-1, Revision 19.

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73-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL				
1.	Fuel Flow Indicating Systems	B	4	3	
2.	Temperature Datum (TD) Systems	C	4	3	(O) May be inoperative provided: a) Associated Turbine Inlet Temperature (TIT) Indicating System is operative, b) Associated Fuel Flow Indicating System is operative, and c) Associated TD Control Valve Switch remains in NULL.
3.	Secondary Fuel Pump Pressure Light System	B	4	3	(O) May be inoperative provided "Series TIT Cutback" is verified on each engine start.
4.	Fuel Enrichment *** System	C	1	0	

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77-1

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

1.	Torque Indicators	B	4	3	May be inoperative provided: a) Associated Fuel Flow Indicating System is operative, b) Associated Turbine Inlet Temperature (TIT) Indicating System is operative, and c) Associated Tachometer Indicating System is operative.
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2.	Tachometer Indicating Systems (RPM)	B	4	3	May be inoperative provided: a) Frequency Meter for the associated engine is operative, and b) AC Generator for the associated engine is operative.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
1.	Engine Low Oil Pressure Warning Light	B	4	3	
2.	Oil Quantity Indicators	B	4	3	May be inoperative provided Low Oil Quantity Light is operative.
		B	4	3	May be inoperative provided: a) Associated engine oil quantity is verified (visual or dip stick check) during each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Associated Engine Low Oil Pressure Warning Light is operative.
3.	Engine Low Oil Quantity Light System	C	1	0	May be inoperative provided all four (4) Oil Quantity Indicators are operative.
4.	Oil Cooler Flap Position Indicator	C	4	0	
5.	Oil Cooler Flap Actuating Systems				
	1) Automatic	C	4	0	May be inoperative provided Manual Oil Cooler Flap Actuating System is operative.
	2) Manual	C	4	0	(M) (O) May be inoperative provided: a) Manual Oil Cooler Flap Actuator is secured OPEN, and b) Engine Oil Temperature Limitations are observed.

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80-1

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

1.	Start Push Button	C	4	0	(O)May be inoperative provided alternate engine start procedures are established and used.
***	Light				

