

L1011R24.TXT

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

Revision: 24  
Date: 08/24/2000

MASTER MINIMUM EQUIPMENT LIST

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FEDERAL AVIATION ADMINISTRATION  
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FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST

Page: I  
Revision: 24  
Date: 08/24/2000

Lockheed L-1011

Table of Contents

SYSTEM NO.	SYSTEM	PAGE
--	Table of Contents	I, II
--	Log of Revisions	III, IV, V
--	Control Page	VI, VII, VIII, IX
--	Control Page	X, XI
--	Highlights of Change	XII, XIII
--	Definitions	XIV, XV, XVI, XVII
--	Definitions	XVIII, XIX, XX, XXI
--	Preamble	XXII, XXIII
21	Air Conditioning	21-1, 2, 3, 4, 5
21	Air Conditioning	21-6 THRU 10
21	Air Conditioning	21-11 THRU 15
21	Air Conditioning	21-16 THRU 20
21	Air Conditioning	21-21 THRU 24
22	Auto Flight	22-1, 2, 3, 4, 5
22	Auto Flight	22-6 THRU 10
22	Auto Flight	22-11 THRU 15
22	Auto Flight	22-16 THRU 20
22	Auto Flight	22-21 THRU 24
23	Communications	23-1, 2, 3, 4, 5
24	Electrical Power	24-1, 2, 3, 4, 5
24	Electrical Power	24-6, 7, 8
25	Equipment/Furnishings	25-1, 2, 3, 4, 5
25	Equipment/Furnishings	25-6 THRU 10
25	Equipment/Furnishings	25-11 THRU 15
25	Equipment/Furnishings	25-16 THRU 18
26	Fire Protection	26-1, 2, 3, 4, 5
26	Fire Protection	26-6 THRU 10
26	Fire Protection	26-11
27	Flight Controls	27-1, 2, 3, 4, 5
28	Fuel	28-1, 2, 3, 4, 5
28	Fuel	28-6 THRU 10
28	Fuel	28-11 THRU 13
29	Hydraulic Power	29-1, 2, 3, 4, 5
30	Ice and Rain Protection	30-1, 2, 3, 4, 5
30	Ice and Rain Protection	30-6

FEDERAL AVIATION ADMINISTRATION  
 MASTER MINIMUM EQUIPMENT LIST

Page: II  
 Revision: 24  
 Date: 08/24/2000

Lockheed L-1011

### Table of Contents

SYSTEM NO.	SYSTEM	PAGE
31	Indicating/Recording Systems	31-1, 2
32	Landing Gear	32-1, 2, 3, 4, 5
32	Landing Gear	32-6
33	Lights	33-1, 2, 3, 4, 5
33	Lights	33-6 THRU 10
33	Lights	33-11
34	Navigational	34-1, 2, 3, 4, 5
34	Navigational	34-6 THRU 10

L1011R24. TXT

35	Oxygen	35-1, 2, 3
36	Pneumatic	36-1, 2, 3, 4, 5
36	Pneumatic	36-6, 7
38	Water/Waste	38-1
49	Airborne Auxiliary Power	49-1, 2
52	Doors	52-1, 2, 3, 4, 5
52	Doors	52-6, 7
56	Windows	56-1
73	Engine Fuel & Control	73-1, 2
74	Ignition	74-1
75	Bleed Air	75-1
77	Engine Indicating	77-1, 2, 3, 4
78	Engine Exhaust	78-1
79	Engine Oil	79-1, 2
80	Starting	80-1

FEDERAL AVIATION ADMINISTRATION  
 MASTER MINIMUM EQUIPMENT LIST

Page: III  
 Revision: 24  
 Date: 08/24/2000

Lockheed L-1011

Log of Revisions

REV. NO.	DATE	PAGE NUMBERS	INITIALS
20	08/16/1990	ALL PAGES	
20a	06/12/1991	HIGHLIGHTS OF REV.	
20a	06/12/1991	33-8, 33-9, 34-6	
20b	09/19/1991	HIGHLIGHTS OF REV.	
20b	09/19/1991	28-10, 28-11, 28-12	
20c	10/23/1991	HIGHLIGHTS OF REV.	
20c	10/23/1991	23-3	
20d	05/06/1993	HIGHLIGHTS OF REV.	
20d	05/06/1993	28-4	
21	03/30/1995	HIGHLIGHTS OF REV., DEFINITIONS	
21	03/30/1995	21-1, 21-2, 21-3, 21-4, 21-5	
21	03/30/1995	21-6, 21-7, 21-8, 21-9, 21-10	
21	03/30/1995	21-11, 21-12, 21-13, 21-14, 21-15	
21	03/30/1995	21-16, 21-17, 21-18, 21-19, 21-20	
21	03/30/1995	21-21, 22-1, 22-2, 22-3, 22-4	
21	03/30/1995	22-5, 22-6, 22-7, 22-8, 22-9	
21	03/30/1995	22-10, 22-11, 22-12, 22-13, 22-14	
21	03/30/1995	22-15, 22-16, 22-17, 22-18, 22-19	
21	03/30/1995	22-20, 22-21, 22-22, 23-1, 23-2	
21	03/30/1995	23-3, 23-4, 24-1, 24-2, 24-3	
21	03/30/1995	24-4, 24-5, 24-6, 24-7, 25-1	
21	03/30/1995	25-2, 25-3, 25-4, 25-5, 25-6	
21	03/30/1995	25-7, 25-8, 25-9, 25-10, 25-11	
21	03/30/1995	25-12, 25-13, 25-14, 25-15, 25-16	
21	03/30/1995	26-1, 26-2, 26-3, 26-4, 26-5	
21	03/30/1995	26-6, 26-7, 26-8, 26-9, 26-10	
21	03/30/1995	26-11, 27-1, 27-2, 27-3, 27-4	
21	03/30/1995	27-5, 28-1, 28-2, 28-3, 28-4	
21	03/30/1995	28-5, 28-6, 28-7, 28-8, 28-9	
21	03/30/1995	28-10, 28-11, 28-12, 28-13, 29-1	
21	03/30/1995	29-2, 29-3, 29-4, 29-5, 30-1	
21	03/30/1995	30-2, 30-3, 30-4, 30-5, 31-1	
21	03/30/1995	31-2, 32-1, 32-2, 32-3, 32-4	

## L1011R24. TXT

21	03/30/1995	32-5, 32-6, 33-1, 33-2, 33-3	
21	03/30/1995	33-4, 33-5, 33-6, 33-7, 33-8	
21	03/30/1995	33-9, 33-10, 34-1, 34-2, 34-3	
21	03/30/1995	34-4, 34-5, 34-6, 34-7, 35-1	
21	03/30/1995	36-1, 36-2, 36-3, 36-4, 36-5	
21	03/30/1995	36-6, 36-7, 49-1, 49-2, 52-1	
21	03/30/1995	52-2, 52-3, 52-4, 52-5, 56-1	
21	03/30/1995	73-1, 73-2, 74-1, 75-1, 77-1	
21	03/30/1995	77-2, 77-3, 77-4, 78-1, 79-1	
21	03/30/1995	79-2, 80-1	

FEDERAL AVIATION ADMINISTRATION

Page: IV

MASTER MINIMUM EQUIPMENT LIST

Revision: 24

Date: 08/24/2000

Lockheed L-1011

## Log of Revisions

REV. NO.	DATE	PAGE NUMBERS	INITIALS
22	06/27/1995	HIGHLIGHTS OF REV. , DEFINITIONS	
22	06/27/1995	26-2	
22a	10/30/1996	HIGHLIGHTS OF REV. , DEFINITIONS	
22a	10/30/1996	25-2, 25-8, 25-9, 25-10, 25-11	
22a	10/30/1996	25-12, 25-13, 25-14, 25-15, 25-16	
22a	10/30/1996	25-17, 26-2, 26-3, 26-4, 26-8	
22a	10/30/1996	33-4, 33-6, 33-7, 33-8, 33-9	
22a	10/30/1996	33-10, 52-4, 52-5, 52-6, 52-7	
23	06/24/1998	HIGHLIGHTS OF REV. , DEFINITIONS	
23	06/24/1998	21-3, 21-11, 21-13, 21-14, 21-15	
23	06/24/1998	21-16, 21-17, 21-18, 21-19, 21-20	
23	06/24/1998	21-21, 21-22, 21-23, 21-24, 22-2	
23	06/24/1998	22-3, 22-4, 22-5, 22-6, 22-7	
23	06/24/1998	22-8, 22-9, 22-10, 22-11, 22-12	
23	06/24/1998	22-13, 22-14, 22-15, 22-16, 22-17	
23	06/24/1998	22-18, 22-19, 22-20, 22-21, 22-22	
23	06/24/1998	22-23, 23-1, 23-2, 23-3, 23-4	
23	06/24/1998	24-2, 24-3, 24-6, 24-7, 25-2	
23	06/24/1998	25-6, 25-8, 25-14, 25-15, 25-16	
23	06/24/1998	25-17, 25-18, 26-2, 26-3, 26-4	
23	06/24/1998	26-5, 26-7, 26-8, 26-9, 28-1	
23	06/24/1998	28-7, 29-2, 29-4, 30-1, 30-2	
23	06/24/1998	30-3, 30-5, 31-1, 31-2, 32-2	
23	06/24/1998	32-5, 33-5, 33-6, 33-7, 33-8	
23	06/24/1998	33-9, 33-10, 33-11, 34-1, 34-2	
23	06/24/1998	34-3, 34-4, 34-5, 34-6, 34-7	
23	06/24/1998	34-8, 34-9, 35-1, 35-2, 36-1	
23	06/24/1998	36-2, 36-3, 36-6, 38-1, 52-1	
23	06/24/1998	52-3, 52-4, 52-6, 52-7, 77-3	
23	06/24/1998	79-2	
24	08/24/2000	HIGHLIGHTS OF REV. , DEFINITIONS	
24	08/24/2000	21-1, 21-2, 21-3, 21-4, 21-9	
24	08/24/2000	21-10, 21-11, 21-14, 21-15, 21-16	
24	08/24/2000	21-17, 21-18, 21-19, 21-20, 21-22	
24	08/24/2000	21-23, 22-3, 22-4, 22-5, 22-6	
24	08/24/2000	22-7, 22-8, 22-9, 22-10, 22-11	
24	08/24/2000	22-12, 22-13, 22-14, 22-15, 22-16	

L1011R24.TXT

24	08/24/2000	22-17, 22-18, 22-19, 22-20, 22-21
24	08/24/2000	22-22, 22-23, 22-24, 23-1, 23-2
24	08/24/2000	23-3, 23-4, 23-5, 24-6, 24-7
24	08/24/2000	24-8, 25-1, 25-2, 25-3, 25-4
24	08/24/2000	25-5, 25-6, 25-7, 25-8, 25-15
24	08/24/2000	25-16, 25-17, 25-18, 26-3, 26-4

FEDERAL AVIATION ADMINISTRATION

Page: V

MASTER MINIMUM EQUIPMENT LIST

Revision: 24

Date: 08/24/2000

Lockheed L-1011

Log of Revisions

REV. NO.	DATE	PAGE NUMBERS	INITIALS
24	08/24/2000	26-5, 26-7, 26-8, 26-9, 27-1	
24	08/24/2000	27-3, 27-5, 28-1, 28-2, 28-4	
24	08/24/2000	28-5, 28-7, 28-11, 28-12, 29-2	
24	08/24/2000	29-5, 30-2, 30-3, 30-5, 30-6	
24	08/24/2000	31-1, 31-2, 32-2, 32-3, 32-4	
24	08/24/2000	32-5, 33-3, 33-5, 33-6, 33-8	
24	08/24/2000	33-9, 33-10, 34-2, 34-3, 34-4	
24	08/24/2000	34-5, 34-6, 34-7, 34-8, 34-9	
24	08/24/2000	34-10, 35-1, 35-2, 35-3, 36-1	
24	08/24/2000	36-2, 36-3, 36-5, 36-6, 49-2	
24	08/24/2000	52-1, 52-2, 52-3, 52-4, 52-7	
24	08/24/2000	77-1, 77-3	

FEDERAL AVIATION ADMINISTRATION

Page: VI

MASTER MINIMUM EQUIPMENT LIST

Revision: 24

Date: 08/24/2000

Lockheed L-1011

## Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
Cover Page	-	24	08/24/2000
Table of Contents	I	24	08/24/2000
	II	24	08/24/2000
Log of Revisions	III	24	08/24/2000
	IV	24	08/24/2000
	V	24	08/24/2000
Control Page	VI	24	08/24/2000
	VII	24	08/24/2000
	VIII	24	08/24/2000
	IX	24	08/24/2000
	X	24	08/24/2000
	XI	24	08/24/2000
Highlights of Change	XII	24	08/24/2000
	XIII	24	08/24/2000
Definitions	XIV	6	01/31/1995
	XV	6	01/31/1995
	XVI	6	01/31/1995
	XVII	6	01/31/1995
	XVIII	6	01/31/1995
	XIX	6	01/31/1995
	XX	6	01/31/1995
	XXI	6	01/31/1995
Preamble	XXII	2	06/14/1989
	XXIII	2	06/14/1989
21	21-1	24	08/24/2000
	21-2	24	08/24/2000
	21-3	24	08/24/2000
	21-4	24	08/24/2000
	21-5	21	03/30/1995
	21-6	21	03/30/1995
	21-7	21	03/30/1995
	21-8	21	03/30/1995
	21-9	24	08/24/2000
	21-10	24	08/24/2000
	21-11	24	08/24/2000
	21-12	21	03/30/1995
	21-13	23	06/24/1998
	21-14	24	08/24/2000
	21-15	24	08/24/2000
	21-16	24	08/24/2000

L1011R24.TXT  
MASTER MINIMUM EQUIPMENT LIST  
Lockheed L-1011

Revision: 24  
Date: 08/24/2000

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
	21-17	24	08/24/2000
	21-18	24	08/24/2000
	21-19	24	08/24/2000
	21-20	24	08/24/2000
	21-21	23	06/24/1998
	21-22	24	08/24/2000
	21-23	24	08/24/2000
	21-24	23	06/24/1998
22	22-1	21	03/30/1995
	22-2	23	06/24/1998
	22-3	24	08/24/2000
	22-4	24	08/24/2000
	22-5	24	08/24/2000
	22-6	24	08/24/2000
	22-7	24	08/24/2000
	22-8	24	08/24/2000
	22-9	24	08/24/2000
	22-10	24	08/24/2000
	22-11	24	08/24/2000
	22-12	24	08/24/2000
	22-13	24	08/24/2000
	22-14	24	08/24/2000
	22-15	24	08/24/2000
	22-16	24	08/24/2000
	22-17	24	08/24/2000
	22-18	24	08/24/2000
	22-19	24	08/24/2000
	22-20	24	08/24/2000
	22-21	24	08/24/2000
	22-22	24	08/24/2000
	22-23	24	08/24/2000
	22-24	24	08/24/2000
23	23-1	24	08/24/2000
	23-2	24	08/24/2000
	23-3	24	08/24/2000
	23-4	24	08/24/2000
	23-5	24	08/24/2000
24	24-1	21	03/30/1995
	24-2	23	06/24/1998
	24-3	23	06/24/1998

FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST  
Lockheed L-1011

Page: VIII  
Revision: 24  
Date: 08/24/2000

L1011R24.TXT

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
	24-4	21	03/30/1995
	24-5	21	03/30/1995
	24-6	24	08/24/2000
	24-7	24	08/24/2000
	24-8	24	08/24/2000
25	25-1	24	08/24/2000
	25-2	24	08/24/2000
	25-3	24	08/24/2000
	25-4	24	08/24/2000
	25-5	24	08/24/2000
	25-6	24	08/24/2000
	25-7	24	08/24/2000
	25-8	24	08/24/2000
	25-9	22 a	10/30/1996
	25-10	22 a	10/30/1996
	25-11	22 a	10/30/1996
	25-12	22 a	10/30/1996
	25-13	22 a	10/30/1996
	25-14	23	06/24/1998
	25-15	24	08/24/2000
	25-16	24	08/24/2000
	25-17	24	08/24/2000
	25-18	24	08/24/2000
26	26-1	21	03/30/1995
	26-2	23	06/24/1998
	26-3	24	08/24/2000
	26-4	24	08/24/2000
	26-5	24	08/24/2000
	26-6	21	03/30/1995
	26-7	24	08/24/2000
	26-8	24	08/24/2000
	26-9	24	08/24/2000
	26-10	21	03/30/1995
	26-11	21	03/30/1995
27	27-1	24	08/24/2000
	27-2	21	03/30/1995
	27-3	24	08/24/2000
	27-4	21	03/30/1995
	27-5	24	08/24/2000
28	28-1	24	08/24/2000

FEDERAL AVIATION ADMINISTRATION

Page: IX

MASTER MINIMUM EQUIPMENT LIST

Revision: 24

Date: 08/24/2000

Lockheed L-1011

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
--------	------	---------	--------------

L1011R24. TXT

	28-2	24	08/24/2000
	28-3	21	03/30/1995
	28-4	24	08/24/2000
	28-5	24	08/24/2000
	28-6	21	03/30/1995
	28-7	24	08/24/2000
	28-8	21	03/30/1995
	28-9	21	03/30/1995
	28-10	21	03/30/1995
	28-11	24	08/24/2000
	28-12	24	08/24/2000
	28-13	21	03/30/1995
29	29-1	21	03/30/1995
	29-2	24	08/24/2000
	29-3	21	03/30/1995
	29-4	23	06/24/1998
	29-5	24	08/24/2000
30	30-1	23	06/24/1998
	30-2	24	08/24/2000
	30-3	24	08/24/2000
	30-4	21	03/30/1995
	30-5	24	08/24/2000
	30-6	24	08/24/2000
31	31-1	24	08/24/2000
	31-2	24	08/24/2000
32	32-1	21	03/30/1995
	32-2	24	08/24/2000
	32-3	24	08/24/2000
	32-4	24	08/24/2000
	32-5	24	08/24/2000
	32-6	21	03/30/1995
33	33-1	21	03/30/1995
	33-2	21	03/30/1995
	33-3	24	08/24/2000
	33-4	22 a	10/30/1996
	33-5	24	08/24/2000
	33-6	24	08/24/2000
	33-7	23	06/24/1998
	33-8	24	08/24/2000
	33-9	24	08/24/2000

FEDERAL AVIATION ADMINISTRATION  
 MASTER MINIMUM EQUIPMENT LIST

Page: X  
 Revision: 24  
 Date: 08/24/2000

Lockheed L-1011

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
	33-10	24	08/24/2000
	33-11	23	06/24/1998
34	34-1	23	06/24/1998
	34-2	24	08/24/2000
	34-3	24	08/24/2000

L1011R24. TXT

	34-4	24	08/24/2000
	34-5	24	08/24/2000
	34-6	24	08/24/2000
	34-7	24	08/24/2000
	34-8	24	08/24/2000
	34-9	24	08/24/2000
35	34-10	24	08/24/2000
	35-1	24	08/24/2000
	35-2	24	08/24/2000
36	35-3	24	08/24/2000
	36-1	24	08/24/2000
	36-2	24	08/24/2000
	36-3	24	08/24/2000
	36-4	21	03/30/1995
	36-5	24	08/24/2000
	36-6	24	08/24/2000
	36-7	21	03/30/1995
38	38-1	23	06/24/1998
49	49-1	21	03/30/1995
	49-2	24	08/24/2000
52	52-1	24	08/24/2000
	52-2	24	08/24/2000
	52-3	24	08/24/2000
	52-4	24	08/24/2000
	52-5	22 a	10/30/1996
	52-6	23	06/24/1998
	52-7	24	08/24/2000
56	56-1	21	03/30/1995
73	73-1	21	03/30/1995
	73-2	21	03/30/1995
74	74-1	21	03/30/1995
75	75-1	21	03/30/1995
77	77-1	24	08/24/2000
	77-2	21	03/30/1995
	77-3	24	08/24/2000

FEDERAL AVIATION ADMINISTRATION

Page: XI

MASTER MINIMUM EQUIPMENT LIST

Revision: 24

Date: 08/24/2000

Lockheed L-1011

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
	77-4	21	03/30/1995
78	78-1	21	03/30/1995
79	79-1	21	03/30/1995
	79-2	23	06/24/1998
80	80-1	21	03/30/1995

FEDERAL AVIATION ADMINISTRATION

Page: XII

MASTER MINIMUM EQUIPMENT LIST

Revision: 24

Date: 08/24/2000

L1011R24.TXT  
Lockheed L-1011

Highlights of Change

EFFECTIVE ABOVE DATE, the Lockheed L-1011 Master Minimum Equipment List (MMEL) is revised. This STANDARD revision is the result of a public Flight Operations Evaluation Board (FOEB) meeting held in Long Beach, CA on 9/23/99 to consider approximately 30 requests for change.

The FAA's latest Flight Operations Policy Board (FOPB) policy, reflected in FAA Policy Letters 1-103, have also been incorporated in this revision.

FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST  
Lockheed L-1011

Page: XIII  
Revision: 24  
Date: 08/24/2000

Highlights of Change

FEDERAL AVIATION ADMINISTRATION

Page: XIV

MASTER MINIMUM EQUIPMENT LIST

Revision: 6

Date: 01/31/1995

Lockheed L-1011

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

L1011R24.TXT

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

FEDERAL AVIATION ADMINISTRATION

Page: XV

MASTER MINIMUM EQUIPMENT LIST

Revision: 6

Date: 01/31/1995

Lockheed L-1011

#### Definitions

Certificate Data Sheet.

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

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

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

5. "-" symbol in Column 2 and/or Column 3 indicates a variable

number (quantity) of the item installed.

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

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

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

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

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

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

FEDERAL AVIATION ADMINISTRATION

Page: XVI

MASTER MINIMUM EQUIPMENT LIST

Revision: 6

Date: 01/31/1995

Lockheed L-1011

#### Definitions

operation with the listed item inoperative.

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

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

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

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform

certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

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

FEDERAL AVIATION ADMINISTRATION

Page: XVII

MASTER MINIMUM EQUIPMENT LIST

Revision: 6

Date: 01/31/1995

Lockheed L-1011

#### Definitions

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

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

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

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

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

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

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

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

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

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

FEDERAL AVIATION ADMINISTRATION

Page: XVIII

MASTER MINIMUM EQUIPMENT LIST

Revision: 6

Date: 01/31/1995

Lockheed L-1011

### Definitions

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

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

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

The letter designators are inserted adjacent to Column 2.

#### 23. Electronic fault alerting system - General

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

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

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

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

Lockheed L-1011

Definitions

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

b. DOUGLAS (MD-11)

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

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

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

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

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

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

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

d. FOKKER (FK-100)

Defi ni ti ons

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

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

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

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

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

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

FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST

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

Lockheed L-1011

Defi ni ti ons

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. "

FEDERAL AVIATION ADMINISTRATION      Page: XXI I  
MASTER MINIMUM EQUIPMENT LIST      Revi si on: 2  
Date: 06/14/1989

Lockheed L-1011

Preambl e  
(Effecti ve 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

L1011R24.TXT

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.

FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST

Page: XXIII  
Revision: 2  
Date: 06/14/1989

Lockheed L-1011

Preamble  
(Effective 6/14/89)

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

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

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

operation with any item of equipment inoperative.

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

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

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

U. S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: Lockheed L-1011		REVISION NO: 24	PAGE: 21-1		
		DATE: 08/24/2000			
SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
21-01	Pack Flow Control Valves	A	3	2	(M)(O)One may be inoperative provided: a) HP Bleed Valve, Engine Isolation Valve and Crossbleed Valve(s) associated with the inoperative Pack Flow Control Valve are operative, b) Affected valve is verified CLOSED, and c) Repairs are made within one flight day.
		C	3	2	(M)(O)One may be inoperative provided affected valve is secured CLOSED. ]
21-21	Compressor Overheat Trip Systems	C	3	2	(O)One may be inoperative provided associated ECS Temperature Indicating Systems for CPRSR DISCH and ACM DISCH are operative.  NOTE: For inoperative compressor over-temperature switch, limit associated CPRSR DISCH temperature to +200 degrees

L1011R24. TXT

C maximum.

21-24 Pack Discharge  
Overheat Trip  
Systems

C

3

2

(0)One may be inoperative provided associated ECS Temperature Indicating Systems for CPRSR DISCH and ACM DISCH are operative.

NOTE: For inoperative pack discharge over-temperature switch, limit associated ACM DISCH temperature to +80 degrees C maximum.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
21-37	Ozone Converters	C	3	-	As required by FAR.
23-15	Cabin Overhead Exhaust Flow Control Valve (-3)	C	1	0	(M)May be inoperative provided: a) Affected valve is secured CLOSED, and b) Cabin Overhead Exhaust Fan System is deactivated.
		C	1	0	(M)May be inoperative provided: a) Affected valve is secured OPEN, and b) Cabin Galley Exhaust Flow Control Valve is operative or secured CLOSED. ]
23-17	Cabin Overhead Exhaust Fan System (-3)	C	1	0	
23-18	CABIN OVHD EXHAUST FAN Annunciator Light System (-3)	C	1	0	

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
24-02	Galley Exhaust Flow Control Valves				
	1) Lower Galley (-1, -14, -15)	C	1	0	(M)May be inoperative provided affected valve is verified CLOSED. ]
		C	1	0	(M)May be inoperative provided: a) Affected valve is OPEN, and ] b) Extended overwater operation ] is prohibited.
	2) Cabin Galley (-3)	C	1	0	(M)May be inoperative provided: a) Affected valve is verified ] CLOSED, and ] b) Cabin Galley Exhaust Fan is ] deactivated.
		C	1	0	(M)May be inoperative provided: a) Affected valve is OPEN, and ] b) Extended overwater operation ] is prohibited.

## U. S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
21	AIR CONDITIONING				
24-06	Exhaust Fan				
	1) Lower Galley (-1, -14, -15)	C	1	0	(M)May be inoperative provided: a) Lower Galley Exhaust Flow Control Valve is operative, and b) Mid Electrical Service Center (MESC) Exhaust Fan is operative during ground operations.
	2) Cabin Galley (-3)	C	1	0	
	3) Cabin Circuit Breaker Panel (-3)	C	1	0	
25-01	Forward Electronic Service Center (FESC) AVI ONIC AIR-FWD-LO FLO Light System	C	1	0	(M)May be inoperative provided: a) FESC Exhaust Fans are operative, b) FESC Exhaust Fan Differential Pressure Switch is operative, and c) FESC Exhaust Air Flow Control Valve is operative.
25-02	Mid Electrical Service Center (MESC) AVI ONIC AIR-MID-LO FLO Light System	C	1	0	(M)May be inoperative provided: a) MESC Exhaust Fan is operative, b) MESC Exhaust Fan Differential Pressure Switch

L1011R24.TXT

is operative, and  
 c) MESC Exhaust Air Flow  
 Control Valve is operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

21-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
25-03	Forward Electronic Service Center (FESC) Exhaust Fans	C	-	1	(O)One may be inoperative provided affected fan is deactivated.
		B	-	0	(M)(O)Both may be inoperative provided: a) Affected fan is deactivated and is free to windmill, b) FESC AVIONIC AIR-FWD-LO FLO Light System is operative, c) During maintenance/passenger loading operations the electrical system is in Ground Service mode, and d) Within 15 minutes of switching from Ground Service mode to main busses, airplane is pressurized to obtain a cabin altitude 250-300 feet below field elevation.
					NOTE 1: Above procedures are required in order to provide adequate FESC equipment cooling.
					NOTE 2: DO NOT EXCEED A CABIN DIFFERENTIAL PRESSURE OF 0.15 PSI DURING GROUND PRESSURIZATION.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

21-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
25-04	Mid Electrical Service Center (MESC) Exhaust Fan	C	1	0	(M) (0) May be inoperative provided: a) Battery Charger is operative but is deactivated when cabin differential pressure is less than 1.0 psig, b) Unattended on-ground use of lower galley ovens is prohibited, and c) Lower galley modules are not serviced with dry ice.  NOTE 1: Inoperative MESC Exhaust Fan renders Lower Galley or Lounge Smoke Detection System ineffective on ground.  NOTE 2: See AFM Limitations for galley occupancy on ground.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

21-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
25-05	Forward Electronic Service Center (FESC) Exhaust Fan Differential Pressure Switch	C	1	0	(M)(O)May be inoperative provided: provided: a) FESC Fan Differential Pressure Sensing System is placed in the NO PRESSURE position, b) FESC Exhaust Air Flow Control Valve is operative, and c) FESC Exhaust Fan is operative.  NOTE: The FESC Exhaust Air Flow Control Valve will remain OPEN in flight and on ground, and AVIONIC AIR-FWD-OVBD Light will remain illuminated. Valve can be CLOSED by unlatching COOL AIR OVBD switchlight.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

21-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
25-06	Mid Electrical Service Center (MESC) Exhaust Fan Differential Pressure Switch	C	1	0	(M)(0)May be inoperative provided: a) MESC fan differential pressure sensing circuit is placed in the NORMAL PRESSURE position, b) MESC Exhaust Air Flow Control Valve is electrically held OPEN, and can be CLOSED with the COOL AIR OVBD switchlight, c) MESC Exhaust Fan is operative, and d) MESC AVIONIC AIR-MID-LO FLO Light System is operative.  NOTE: MESC Exhaust Air Flow Control Valve must be operative in order to allow it to be CLOSED for ditching and for pressurization control.
25-09	Forward Electronic Service Center (FESC) Exhaust Air Flow Control Valve	C	1	0	(M)(0)May be inoperative OPEN provided: a) All Pack Air Cycle Machines (ACM) are operative, and b) MESC Exhaust Air Flow Control Valve is operative.  NOTE: With FESC Exhaust Air Flow Control Valve OPEN the AVIONIC AIR-FWD-OVBD Light will remain illuminated in flight.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-9

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
25-10	Mid Electrical Service Center (MESC) Exhaust Air Flow Control Valve	C	1	0	(M)(0)Except for extended over-water operation, may be inoperative OPEN provided: a) All Pack Air Cycle Machines (ACM) are operative, and b) FESC Exhaust Air Flow Control Valve is operative.  NOTE: With MESC Exhaust Air Flow Control Valve OPEN, the AVIONIC AIR-MID-OVBD Light will remain illuminated in flight.
25-17	Inertial Navigation System Exhaust Fan	C	1	0	May be inoperative provided FESC Exhaust Fan is operative.
25-20	Instrument Cooling Annunciator Light System				
1) PILOT INSTR COOL SYS		C	1	0	(M)May be inoperative provided Instrument Cooling System Diverter Valve is operative. ]
		C	1	0	(M)May be inoperative provided Instrument Cooling System Diverter Valve is secured in NORMAL (cold air plenum) position. ]
(continued)					

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-10

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
25-20	Instrument Cooling Annunciator Light System (cont'd)				
	2) PILOT INSTR COOL FAN	C	1	0	(M)May be inoperative provided Instrument Cooling Fan is operative.  NOTE: Fan is audible in flight station.
25-21	Instrument Cooling Fan				
	1) SB 093-21-121 Not Incorporated	B	1	0	(O)May be inoperative provided electrical system is maintained in GND SERVICE mode while loading and unloading passengers.
	2) SB 093-21-121 or Production Equivalent Incorporated	C	1	0	
25-22	Battery Cooling System	C	1	0	
25-34	Instrument Cooling System Diverter Valve	C	1	0	(M)May be inoperative provided Instrument Cooling Fan is operative. ]
		C	1	0	(M)May be inoperative provided Instrument Cooling System Diverter Valve is secured in NORMAL (cold air plenum) position. ]

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-11

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
21	AIR CONDITIONING				
25-35	Instrument Cooling System Differential Pressure Switch	C	1	0	(M)May be inoperative provided Instrument Cooling Annunciator Light System is operative.
25-40	Instrument Cooling System Moisture Control Valve	C	1	0	(M)May be inoperative provided Instrument Cooling System Diverter Valve is operative. ]
		C	1	0	(M)May be inoperative provided: a) Instrument Cooling System Diverter Valve is secured OPEN (FESC air), and b) Instrument Cooling Fan is operative. ]
27-00	Aft Lower Cargo Compartment Ventilation System	C	1	0	(M)(O)May be inoperative provided: a) Associated ventilation system airflow control valves for Inlet Shutoff, Overboard Shutoff, and Overboard Bypass are secured CLOSED, and b) Live animals are not carried in Aft Lower Cargo Compartment.
31-00	Cabin Pressure Control Systems				
	1) Normal and Standby Outflow Valve Control and Actuation (AC Powered)	C	-	-	(O)May be inoperative for either Forward or Aft Outflow Valve provided Manual Control and Actuation is operative for both Forward and Aft Outflow Valves.  (Continued)

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

21-12

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
31-00	Cabin Pressure Control Systems (cont'd)				
	2) Manual Outflow Valve Control and Actuation (DC Powered)	C	-	-	(O) May be inoperative for Forward or Aft Outflow Valve provided both Normal and Standby Control and Actuation is operative for both Forward and Aft Outflow Valves.
	3) Normal, Standby and Manual Outflow Valve Control and Actuation (AC and DC Powered)	C	-	-	(M)(O) May be inoperative for either the Forward or Aft Outflow Valve provided: a) Associated valve is secured CLOSED, b) Normal, Standby and Manual Control and Actuation is operative for unaffected valve, c) Both Cabin Safety Valves are operative, and d) If Forward Outflow Valve is inoperative, FESC Fan Differential Pressure Sensing System is placed in NO PRESSURE position.

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

21-13

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
31-00	Cabin Pressure Control Systems (cont' d)				
	3) Normal, Standby C and Manual Outflow Valve Control and Actuation (AC and DC Powered) (cont' d)	-	-		(M)(O)Except for extended over-water operation, may be inoperative for both Forward and Aft Outflow Valves provided: a) Both the Forward and Aft Outflow Valves are positioned OPEN to 12 o'clock as indicated on the flight station indicator, b) FESC Fan Differential Pressure Sensing Circuit is placed in the NO PRESSURE position, and c) The airplane is operated unpressurized.
					NOTE: See AFM Limitations.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 24

PAGE:

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
31-00 Cabin Pressure Control Systems (cont' d)					
*** 3) STC ST00847AT ONLY - Normal, Standby and Manual Outflow Valve Control and Actuation (AC and DC Powered)	C	-	-	(M)(0)May be inoperative for the Forward Outflow Valve provided: a) Valve is secured CLOSED, b) Normal, Standby and Manual Control and Actuation is operative for Aft Valve, c) Both Cabin Safety Valves are operative, and d) FESC Fan Differential Pressure Sensing System is placed in NO PRESSURE position.	
				(Continued)	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-15



SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
32-01	Cabin Safety Valves	C	2	1	(M)One may be inoperative provided: a) Affected valve is secured CLOSED, and b) Cabin Pressure Control System Normal, Standby and Manual Control and Actuation is operative for both Forward and Aft Outflow Valves.
32-05	Cabin Safety Valve OPEN Lights	C	2	0	
33-01	Cabin Altitude and Differential Pressure Indicator	C	1	0	(M)(0)May be inoperative provided: a) Flight is conducted unpressurized, and b) FWD Cabin Air Outflow Valve is selected OPEN in MNL mode.
	1) ALTITUDE Indicator	C	1	0	(0)May be inoperative provided: a) Cabin DIFFERENTIAL PRESSURE portion of indicator is operative, and b) A chart is provided to the crew to convert cabin differential pressure to cabin altitude.
	2) DIFFERENTIAL PRESSURE Indicator	C	1	0	(0)May be inoperative provided: a) Cabin ALTITUDE portion of indicator is operative, and b) A chart is provided to the crew to convert cabin altitude to cabin differential pressure.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-17

SYSTEM & SEQUENCE	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
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NUMBERS				4. REMARKS OR EXCEPTIONS	
21 AIR CONDITIONING					
33-01 ***	STC ST00847AT ONLY - Cabin Altitude and Differential Pressure Indicator	A	1	0	(M)(O) May be inoperative provided: a) Aft Outflow Valve is secured OPEN, b) FESC Fan Differential Pressure Sensing Circuit is placed in the NO PRESSURE position, c) Airplane is operated unpressurized, d) Airplane is operated in accordance with AFM Limitations, and e) Repairs are made within one flight day.
33-01 ***	STC ST00847AT ONLY - Cabin Altitude and Differential Pressure Indicator (cont'd)				
	1) ALTITUDE Indicator	C	1	0	(O) May be inoperative provided: a) Cabin DIFFERENTIAL PRESSURE portion of indicator is operative, and b) A chart is provided to the crew to convert cabin differential pressure to cabin altitude.
	2) DIFFERENTIAL PRESSURE Indicator	C	1	0	(O) May be inoperative provided: a) Cabin ALTITUDE portion of indicator is operative, and b) A chart is provided to the crew to convert cabin altitude to cabin differential pressure.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-18

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
Page 37				

21 AIR CONDITIONING					
33-02	Cabin Rate-of-Climb Indicator	C	1	0	May be inoperative provided: a) Cabin Pressure Control Systems Normal and Standby Control and Actuation is operative for both Forward and Aft Outflow Valves, and b) Cabin Altitude and Differential Pressure Indications are operative.
41-02	Hot Air Manifold Temperature Control Valves	C	2	0	(M)(O)Both may be inoperative provided associated Hot Air Manifold Isolation Valve is secured CLOSED. ]
		C	2	0	(M)(O)Both may be inoperative provided associated Hot Air Manifold Isolation Valve is secured CLOSED. ]
41-05	Hot Air Manifold Temperature Control Sensors	C	2	0	(M)(O)Both may be inoperative provided associated Hot Air Manifold Temperature Control Valve is secured CLOSED. ]
		C	2	0	(M)(O)Both may be inoperative provided associated Hot Air Manifold Isolation Valve is secured CLOSED. ]
41-17	Hot Air Manifold Isolation Valves	C	2	1	(M)(O)One may be inoperative either full OPEN or full CLOSED.  (Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-19

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

L1011R24. TXT

41-17	Hot Air Manifold Isolation Valves (continued)	C	2	0	(M)(O)Both may be inoperative provided: a) Affected valves are secured CLOSED, and b) Associated ECS Temperature Indicating System for HOT MANF is operative.
41-19	Hot Air Manifold Duct Overtemperature Switch	C	1	0	(M)May be inoperative provided both Hot Air Manifold Temperature Control Valves are secured CLOSED.
43-00	Floor Heat System	C	1	0	(M)May be inoperative provided associated circuit breakers are OPEN and COLLARED.
44-00	Lower Cargo Heating Systems				
1)	Fans	C	3	0	(M)All may be inoperative provided: a) Affected Fan is deactivated, and b) Live animals are not carried in associated cargo compartment.
2)	Cycling Switches	C	3	0	(M)All may be inoperative provided affected switch is OPEN.
3)	Overtemperature Switches	C	3	0	(M)All may be inoperative provided associated fan circuit breaker is OPEN and COLLARED.
4)	Cold Indication Switches	C	3	0	All may be inoperative provided live animals are not carried in Aft Cargo area when the associated Heating System is inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-20

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING			
51-01	Pack Heat	C 3	2	(M)One may be inoperative provided

L1011R24.TXT

Exchangers						
						associated Pack Flow Control Valve is secured CLOSED.
						NOTE 1: *** STC ST00847AT ONLY - When #1 is inoperative the #2 pack fail override switch must be deselected. When #2 is inoperative the #2 pack fail override switch must be selected. When #3 is inoperative the #2 pack fail override switch may be either selected or deselected.
51-04	Ram Cooling Header and Check Valves	C	3	0		(M)All may be inoperative provided associated Pack ACM is not operated on the ground.
51-07	Pack Air Cycle Machines (ACM)	C	3	2		(M)(0)One may be inoperative provided: a) Associated Pack Flow Control Valve is operative and is OPEN only in flight, b) Associated Pack Ram Air Exhaust System is operative, c) Associated Pack Turbine Bypass Valve is deactivated OPEN or remains OPEN using pack MNL control, and d) Associated ECS Temperature Indicating System for ACM DISCH is operative.
(Continued)						

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

21-21

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
51-07	Pack Air Cycle Machines (ACM) (cont'd)	C	3	1	(M)(0)Two may be inoperative provided: a) Operative ACM Pack Turbine

L1011R24. TXT

51-22	Pack Water Separators	C	3	0	<p>Bypass Valve is operative,          b) Associated Pack Flow Control Valves are operative and are OPEN only in flight,          c) Associated Pack Ram Air Exhaust Systems are operative,          d) Associated Pack Turbine Bypass Valves are deactivated OPEN or remain OPEN using pack MNL control ,          e) Associated ECS Temperature Indicating System for ACM DISCH is operative, and          f) Airplane is not operated more than 400 nautical miles from a suitable airport.</p> <p>NOTE: A pack is considered to be operative even though the following are inoperative: PACK INLET, CMPR DISCH, TURB INLET indications, and AUTO temperature control .</p> <p>(0) All may be inoperative provided associated PACK TEMPERATURE CONTROL is operated in manual mode on the ground.</p>
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-22

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
61-00	Zone Trim Control Systems	C	-	0	(M)(0) May be inoperative provided Associated Zone Trim Control Valve is CLOSED. ]
		C	-	0	(M)(0) May be inoperative provided ]

L1011R24.TXT

				Both Hot Air Manifold Isolation Valves are CLOSED.
	C	-	0	(M)(0)May be inoperative provided ]
61-27	Zone Trim Pressure Regulator and Shutoff Valve	C	1	0 (M)(0)May be inoperative provided: a) Valve is verified OPEN or CLOSED, and b) Valve position is noted on placard.
				NOTE: When valve is CLOSED all trim air is shut off.
62-01	Pack Temperature Controllers	C	3	0 (0)All may be inoperative provided: a) Associated ECS Temperature Indicating Systems for CPRSR DISCH and ACM DISCH are operative, and b) Associated Pack Manual Control System is verified operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

21-23

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
62-04	Pack Ram Air Exhaust Systems (Actuator and Louvers)	C	3	2	(M)One may be inoperative provided affected Exhaust System is deactivated.
		C	3	1	(M)Two may be inoperative provided: a) One affected system is secured in MID position, and

L1011R24. TXT

62-16	Pack Turbine Bypass Valves	C	3	1	<p>b) Other affected system is CLOSED.</p> <p>(M)(0)Two may be inoperative provided:</p> <p>a) All three Pack ACM's and affected components are operative,</p> <p>b) Associated valve is secured OPEN,</p> <p>c) Associated Pack Ram Air Exhaust System is operative,</p> <p>d) Associated Turbine Bypass Position Indicating System is operative,</p> <p>e) Associated Pack Flow Control Valve is operative and OPEN only in flight, and</p> <p>f) Associated ACM DISCH temperature is monitored.</p>
62-19	Pack Ice Sensors	C	3	0	(0)All may be inoperative provided associated ECS Temperature Indicating System for ACM DISCH is operative.
62-22	Auto Control Pack Discharge Temperature Sensors	C	3	0	(0)All may be inoperative provided associated Pack Temperature Controller is considered inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

21-24

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
62-28	Valve Position Indicating Systems				
	1) RAM AIR	C	3	1	Two may be inoperative provided associated RAM AIR indicator is operative if only one Pack Ram Air Exhaust System is operative.

L1011R24. TXT

	2) TURB BYP	C	3	1	Two may be inoperative provided associated TURB BYP indicator is operative if only one Pack Turbine Bypass Valve is operative.
62-31	Humidity Control System (Dehumidification)	C	1	0	
63-03	Pack Flow Indicating Systems	C	3	0	
63-09	Environmental Control System (ECS) Temperature Indicating Systems	C	15	0	
63-27	Cabin Temperature Indicating Systems	C	-	0	May be inoperative provided associated ECS Temperature Indicating System for ACM DISCH is operative.
70-00	Humidity Regulation System	C	1	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

22-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
00-01	Flight Control Electronics System (FCES) Computers (Digital AFCS)	C	2	1	(0)One may be inoperative provided: a) A YAW SAS Channel is operative, and b) Approach minimums do not require dual autopilot use.
00-03	Glareshield Mode Control Panel Functions (Digital AFCS)				
1)	Autothrottle	C	2	0	(0)Both may be inoperative

Alpha and Numeric Displays			L1011R24. TXT provided: a) AT mode is considered inoperative, and b) Approach minimums do not require autothrottle use.  NOTE: If TM Mode is available, it may be selected using PMS or FMS CDU.
2) Pitch Alpha and C Numeric Displays	2	0	(0)Both may be inoperative provided: a) Glareshield panel switch-light illuminates for each operative pitch mode selected, b) AFCS Mode Annunciators for each Pitch mode used are operative on both pilot's panels.  (Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

22-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT			
00-03	Glareshield Mode Control Panel Functions (Digital AFCS) (Cont'd)			
	2) Pitch Alpha and Numeric Displays (Cont'd)			c) Vertical Speed Control Wheel properly displaces flight director pitch command or VS Mode is considered inoperative, and d) If VNAV Mode is used, PMS or FMS CDU is operative.

3) Heading Numeric C Display	1	0	<p>L1011R24. TXT</p> <p>(0) May be inoperative provided:</p> <p>a) Glareshield panel HDG mode switchlight illuminates if selected,</p> <p>b) AFCS Mode Annunciators for HDG mode are operative on both pilot's panels or the HDG Mode is considered inoperative, and</p> <p>c) Heading select knob operates both HSI headings bugs.</p> <p>(Continued)</p>
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
00-03	Glareshield Mode Control Panel Functions (Digital AFCS) (Cont'd)				
4)	Course Numeric C Display	2	0	(0) Both may be inoperative provided:	<p>a) Glareshield panel switchlight illuminates for each operative Navigation Mode selected,</p> <p>b) AFCS Mode Annunciators for each Navigation mode used are operative on both pilot's panels, and</p>

L1011R24. TXT

				c) Each Course-Set Knob operates its respective HSI Course Pointer.
5) Select Altitude Numeric Display	C	1	0	(0) May be inoperative provided FMS or PMS is operative and selected altitude is continuously displayed on FMS or PMS CDU.
6) AFCS Mode Selectors-AT TM VNAV VS ALT IAS MACH HDG TURB ILS LOC VOR INS BC	C	-	0	May be inoperative provided approach minimums do not require its use.  NOTE 1: See AFM Procedures for approach and landing equipment requirements.  NOTE 2: ALT Mode Selector must be operative where enroute operations require its use.  (continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
00-03	Glare shield Mode Control Panel Functions (Digital AFCS) (continued)	B	2	1	(0) One may be inoperative provided:
7)	Course-Set Knobs (COURSE 1, COURSE 2)				a) Operative Course-Set Knob controls associated HSI Course Pointer, ] b) RDDMI VOR function is operative for bearing to station display on associated pilot's panel, and ] c) Airplane is operated in VMC only.
8)	Autopilot	C	2	0	Both may be inoperative provided:

	Engage Switches (Bat Handles)					L1011R24. TXT	<ul style="list-style-type: none"> <li>a) Associated autopilot system is considered inoperative,</li> <li>b) Approach minimums do not require autopilot use, and</li> <li>c) Enroute operations do not require its use.</li> </ul>
00-05	Power Supply Units (Digital AFCS)	C	2	1	(0)	One may be inoperative provided: <ul style="list-style-type: none"> <li>a) A YAW SAS Channel is operative,</li> <li>b) Associated APFDS is considered inoperative, and</li> <li>c) Approach minimums do not require autopilot use.</li> </ul>	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
10-00	Autopilot and Flight Director Systems (APFDS)				
	1) Autopilots	B	2	0	Both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Approach minimums do not require autopilot use, and</li> <li>b) Enroute operations do not require its use.</li> </ul>
		C	2	1	One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Approach minimums do not require autopilot use, and</li> <li>b) Enroute operations do not require its use.</li> </ul>
	2) Flight Directors	C	2	0	Both may be inoperative provided approach minimums do not require flight director use.

L1011R24.TXT

10-01	Autopilot Engage C Switches (Bat Handles) (Analog AFCS)	2	0	Both may be inoperative provided: a) Associated autopilot is considered inoperative, and b) Approach minimums do not require autopilot use, and c) Enroute operations do not require its use.
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-6

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT			
10-02	Nav Mode Select Panels (Analog AFCS) COURSE 1, 2 Set Knob	B 2	1	(0)One may be inoperative provided: a) Affected knob properly controls associated HSI Course Pointer or glare- shield panel course display, b) VOR SPLIT-1-2 function is operative, c) RDDMI VOR function is operative for bearing to station display on associated pilot's panel, and d) Airplane is operated in VMC only.
10-03	AFCS Mode Selectors (Analog AFCS) TM (THR MGT) VS ALT IAS VNAV or MACH HDG TURB A/L APR LOC NAV	C -	0	(0)May be inoperative provided approach minimums do not require its use.  NOTE 1: See AFM Procedures for Approach and Landing equipment requirements.

L1011R24. TXT

GLARESHI ELD  
VERTICAL SPEED  
INDICATOR

NOTE 2: ALT Mode Selector must be operative where enroute operations require its use.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT					
10-05	AFCS Mode Annunciators	C	-	0	(0) May be inoperative provided: a) Associated AFCS Mode or engage switchlight is operative, and b) Approach minimums do not require use of associated annunciator.	
	1) Analog AFCS HDG SEL V NAV R NAV VS TURB IAS THR MGT MACH TEST RNAV ARM CAPTURE WINDSHEAR					
	2) Digital AFCS HDG V NAV VS TURB M/IAS THR MGT INS BCK CRS RNAV ARM CAPTURE WINDSHEAR					

NOTE: See AFM Procedures for approach and landing equipment requirements.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 24  
DATE: 08/24/2000

PAGE:  
22-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
10-06	AFCS Warning Annunciators				
	1) ALERT Lights	C	2	1	First Officer's may be inoperative provided: a) All remaining AFCS Warning Annunciators on both indicators are operative, and b) Enroute operations do not require its use.
		C	2	0	Both may be inoperative provided: a) Both Autopilot Systems are considered inoperative and not used, b) ATS/AT/TM Systems are considered inoperative, c) Approach minimums do not require use of Autopilot, Autothrottle or Speed Control Systems, and d) Enroute operations do not require its use.
	2) AP DISC	C	2	0	Except where enroute operations ]

L1011R24. TXT

			require its use both may be inoperative provided Captain's ALERT light and autopilot disconnect aural warning is operative.	]
C	2	0	Except where enroute operations require its use both may be inoperative provided both Autopilot Systems are considered inoperative.	]
(Continued)				

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-9

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT			
10-06	AFCS Warning Annunciators (cont'd)			
3)	NO DUAL	C 2	0	Both may be inoperative provided approach minimums do not require use of dual autoland.
4)	AP LIMIT	C 2	0	Except where enroute operations require its use both may be inoperative provided Associated Auto-Trim Out-of-Trim Warning Indicators are operative. ]
		C 2	0	Except where enroute operations require its use both may be inoperative provided both Autopilot Systems are considered inoperative. ]
5)	NO ALIGN	C 2	0	Both may be inoperative provided approach minimums do not require use of Align mode.
6)	ATS DISC	C 2	1	One may be inoperative provided both ALERT Lights are operative.
		C 2	0	Both may be inoperative provided

L1011R24.TXT

7) NO GA	C	2	1	ATS/AT/TM Systems are considered inoperative. First Officer's may be inoperative provided both ALERT Lights are operative.
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-10

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
10-06	AFCS Warning Annunciators	C	2	0	Both may be inoperative provided automatic go-around placarded inoperative and not used.  (Continued)
7)	NO GA (Cont'd)				
8)	SPLIT (Digital AFCS)	C	2	1	First Officer's may be inoperative provided both ALERT Lights are operative.
		C	2	0	Both may be inoperative provided all AFCS Mode Annunciators are operative.
9)	NO FLARE (Analog AFCS)	C	2	0	
10)	CMD DISC	C	2	1	First Officer's may be inoperative provided: a) Both ALERT Lights are operative, and b) Enroute operations do not require its use.
		C	2	0	Both may be inoperative provided: a) Both Autopilot Systems are considered inoperative, and

L1011R24.TXT

b) Enroute operations do not require its use.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-11

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
10-07	Flight Control Electronic Systems (FCES) Panel Switchlights				
	1) Pitch Trim/Mach Trim/ATS OFF Lights	C	6	0	
	2) Pitch Trim/Mach Trim/ATS/MDLC/DLC/Auto SPLR FAIL Lights	C	-	0	May be inoperative provided associated FCES Channel is considered inoperative and is not engaged.
	3) YAW FIRST FAIL Light (-3)	C	1	0	May be inoperative provided two YAW SAS Channels are operative.
10-12	Flight Control Auxiliary Unit (FCAU) Switches and Status Fault Lights	C	15	0	(M)May be inoperative provided: a) Surface Position Indicator (SPI) System is operative, and b) Affected switch or status/fault light does not render any other system or equipment inoperative.
10-21	Autopilot Disconnect Switches (Control Wheel)	C	-	-	One may be inoperative provided the autopilot is not utilized at less than initial approach altitude.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-12

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
10-22	T0/GA Swi tches	C	2	1	(0)May be i noperati ve provi ded: a) I noperati ve swi tch i s at the Pilot Not Flying (PNF) posi ti on, and b) Approach mi ni mums do not requi re i ts use. ]
10-24	ILS Devi ati on Li ghts	C	2	0	
11-00	Autopi lot and Fl ight Di rector Pi tch Systems (Di gi tal AFCS)				
	1) Pi tch Axis Chan nel s	C	2	0	Both may be i noperati ve provi ded: a) Associ ated APFDS i s consi dered i noperati ve, and b) Enroute operati ons do not requi re i ts use.
11-01	Pi tch AFCS Compu ters (Anal og AFCS)	C	2	0	Both may be i noperati ve provi ded: a) Associ ated APFDS i s consi dered i noperati ve, and b) Enroute operati ons do not requi re i ts use.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-13

SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT					
11-03	Altitude Alert Systems (Analog and Digital AFCS)					
	1) NORM and STBY Modes	A	2	0		(0)Both may be inoperative provided: a) Autopilot with altitude hold is operative, b) Operators are limited to not more than three flight days before repairs are made, and c) Enroute operations do not require its use.
		C	2	1		(0)One may be inoperative provided: a) Remaining system is verified operative before each takeoff, b) All altitude alert functions of operative system (altitude select, alert lights, and aural signal) are operative, and c) Enroute operations do not require its use.
	2) Autopilot and Flight Director Altitude Capture Functions	C	2	0		May be inoperative except where enroute operations require its use.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-14

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT					
11-05	Autopilot Pitch Servos (Dual Servo Assembly)	C	2	0		Both may be inoperative provided: a) Associated APFDS is considered inoperative, and b) Enroute operations do not require its use.
13-00	Autopilot and Flight Director Roll Axis Channels (Digital AFCS)	C	2	0		Both may be inoperative provided: a) Associated APFDS is considered inoperative, and b) Enroute operations do not require its use.
13-01	Roll AFCS Computers (Analog AFCS)	C	2	0		Both may be inoperative provided: a) Associated APFDS is considered inoperative, and b) Enroute operations do not require its use.
13-02	Roll Lateral Accelerometers (Triple)	C	3	0		(M)(O)All may be inoperative provided approach minimums do not require use of APFDS modes which are rendered inoperative.  NOTE: Modes rendered inoperative: (Analog AFCS) (Digital AFCS) A/L ILS APR

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-15

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
13-03	Roll AFCS Transducers (Left Inboard Aileron)	C	2	1	(M)(O)One may be inoperative provided: a) Associated autopilot is considered inoperative and is not used, and b) YAW SAS Channel is operative.  NOTE 1: Digital AFCS - Do not pull associated AFCS CMPTR circuit breaker, since that will activate ACS FIRST FAIL annunciator light. Associated Altitude Alert System and Autothrottle System Channel will be rendered inoperative.  NOTE 2: Analog AFCS - Do not pull associated YAW SAS circuit breaker, since that will activate ACS FIRST FAIL annunciator light.

U. S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-16

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
15-00	YAW SAS Computers (Analog AFCS) or YAW SAS Channels (Digital AFCS)	C	2	1	<p>(0)One may be inoperative provided approach minimums do not require its use.</p> <p>NOTE 1: Digital AFCS - Do not pull associated AFCS CMPTR circuit breaker, since that will activate ACS FIRST FAIL annunciator light. Associated Altitude Alert System and Autothrottle System Channel will be rendered inoperative.</p> <p>NOTE 2: Analog AFCS - Do not pull associated YAW SAS circuit breaker, since that will activate ACS FIRST FAIL annunciator light.</p> <p>NOTE 3: Depending on failure: 1. Associated APFDS may be inoperative. Dispatch in accordance with MMEL. 2. Some AFCS Mode Annunciators or AFCS Warning Annunciators on the associated side may be inoperative. Dispatch in accordance with MMEL.</p> <p>NOTE 4: See AFM Procedures for approach and landing equipment requirements.</p>

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-17

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
15-02	Yaw Rate Gyros	C	3	2	One may be inoperative provided approach minimums do not require dual autopilot use.  NOTE 1: For analog autopilots, DUAL A/L NOT AVAIL light on Caution/Warning Panel will be illuminated.  NOTE 2: For digital autopilots, the APFDS FIRST FAIL light on the Caution/Warning Panel will be illuminated.  NOTE 3: See AFM Procedures for approach and landing equipment requirements.
15-03	Rudder Position Transducers (Dual)	C	2	0	Both may be inoperative provided approach minimums do not require use of ALIGN or ROLLOUT modes.
17-00	Spoiler Control Systems				
	1) Direct Lift Control (DLC) Systems (-1, -14, -15)	C	2	0	(0)Both may be inoperative provided: a) Affected Auto Ground Spoiler System is considered inoperative, and b) Approach minimums do not require use of autoland.  NOTE: See AFM Performance when operating with both DLC Systems inoperative.

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-18

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
17-00	Spoiler Control Systems (Cont'd)				
2)	Direct Lift Control (DLC) Systems (-3)	C	2	0	(M)(O)Both Direct Lift Control Channels may be inoperative provided: a) Affected Auto Ground Spoiler System is considered inoperative. b) Approach minimums do not require use of Autoland.  NOTE 1: See AFM Performance when operation with both DLC/MDLC Systems inoperative.  NOTE 2: See AFM Procedures for approach and landing equipment requirements.  NOTE 3: DLC/AUTO SPLR switchlights must be latched in to provide circuits for G-Sensitive Stick Shaker unless dispatch is in accordance with MMEL G-Sensitive Stick Shaker inoperative provisions 22-17-01.  (Continued)

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-19

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
17-00	Spoiler Control Systems (Cont'd)				
	3) Maneuvering Direct Lift Control (MDLC) Systems (-3)	C	2	0	(M)(0)Both Maneuvering Direct Lift Control Channels may be inoperative provided affected system is deactivated.  NOTE 1: With MDLC deactivated Auto Ground spoiler System will be inoperative.  NOTE 2: See AFM Limitation and Performance for operation with DLC/MDLC inoperative.  NOTE 3: See AFM Procedures for approach and landing equipment requirements.  NOTE 4: DLC/AUTO SPLR switch lights must be latched in to provide circuits for G-Sensitive Stick Shakers unless dispatch is in accordance with MMEL G-Sensitive Stick Shaker inoperative provisions 22-17-01.  NOTE 5: DLC/AUTO SPLR FAIL light may be illuminated on inoperative system.  NOTE 6: No movement of speed brake handle will occur during MDLC TEST of inoperative system.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-20

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
17-00	Spoiler Control Systems (Cont'd)				
4)	Auto Ground Spoiler (AGS) System	C	2	0	(M)(0)Both may be inoperative provided 'on -3 aircraft' MDLC System is verified operative before each flight.  NOTE: See AFM Performance for operation with AGS System inoperative and landing with 33 degrees or greater flap setting.
17-01	G-Sensitive Stick Shaker Channels (Activation Circuit) (-3)	B	2	0	(M)(0)Both may be inoperative provided: a) Associated airspeed indicator is reset for 270 KTS warning, and b) Airplane is operated at FL370 or below.  NOTE: See AFM Limitations for operation with either one or two G-Sensitive Stick Shakers inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 24

PAGE:

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
17-02	Primary Flight Control System (PFCS) Monitors				
1) Roll Channels	C	2	1	(0)One may be inoperative provided: a) Associated channel switch-light remains OFF, b) Surface Position Indicating System is operative, and c) Operative channel switch-light is latched IN, and FAIL and OFF lights are operative.	
2) Pitch Channels	C	2	1	(M)(0)One may be inoperative provided: a) Associated channel switch-light remains OFF, b) Surface Position Indicating System is operative, c) Operative channel switch-light is latched IN, and FAIL and OFF Lights are operative, and d) Jam and Open Cable Detectors of the operative channel are verified operative before the first flight of each day.	
18-00	Trim Augmentation Systems				
1) Proportional / Auto Pitch Trim System Channels	C	2	1	(0)One may be inoperative provided Auto-Trim is monitored during Auto Pilot use.	

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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-22

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
18-00	Trim Augmentation Systems (cont'd)				
	2) Surface Position Indicator Auto-Trim Out-of-Trim Warning Indicators	C	2	0	(0)Both may be inoperative provided Auto-Trim is monitored during Auto Pilot use.
21-01	Mach Trim Channels	C	2	1	(0)One may be inoperative provided one autopilot is operative.
		C	2	0	(0)Both may be inoperative provided both autopilots are operative.  NOTE: See AFM Limitations for operation with both Mach Trim Systems inoperative.
21-02	Mach Feel Channels	C	2	1	(0)One may be inoperative provided: a) Operative channel switch-light is latched IN, and b) FAIL and OFF Lights are operative.  NOTE: See AFM Limitations for operational information should operative channel fail enroute.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

DATE: 08/24/2000

PAGE:

22-23

1. | 2. NUMBER INSTALLED

SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
31-00	Autothrottle System (ATS) Channels (Analog AFCS) or Autothrottle and Thrust Management System (AT & TM) Channels (Digital AFCS)	C	2	0	(M)(0)Both may be inoperative provided: a) Approach minimums do not require use of associated autothrottle system, and b) Throttle handling characteristics are not adversely affected (binding, creeping, etc.) by ATS or AT and TM deactivation.  NOTE: With AT & TM Channels inoperative associated Speed Control System SLO-FAST indication will be inoperative.
31-05	Longitudinal Accelerometers	C	2	0	(0)Both may be inoperative provided: a) Associated ATS or AT & TM Channels considered inoperative, b) Associated TO & GA modes are considered inoperative, and c) Automatic Braking System is considered inoperative.
31-07	Speed Control System (SCS) Computer (Analog AFCS)	C	1	0	(0)May be inoperative provided: a) Both Autothrottle System Channels are considered inoperative, and b) Automatic Braking System is considered inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

22-24

SYSTEM & SEQUENCE	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
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NUMBERS				4. REMARKS OR EXCEPTIONS	
22	AUTO FLIGHT				
31-08	ATS DISC Switches (On Throttles)	C	2	0	(O)Both may be inoperative provided Autothrottles are controlled using glareshield or FCES control switches.  NOTE: ATS or AT & TM may be operated with ATS DISC Switches inoperative.
31-09	Flight Management System Thrust Management Mode	C	1	0	
40-00	Fault Isolation Data Display System (FIDDS) (Digital AFCS) (-3)	C	1	0	
70-00	Active Control System (ACS) Channels (-3)	B	2	1	(O)One may be inoperative, or an ACS FIRST FAIL light may be illuminated provided operations are conducted in accordance with appropriate AFM appendix.
		B	2	0	(M)(O)Both may be inoperative provided operations and maintenance are conducted in accordance with appropriate AFM appendix.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

23-1

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

11-00	Communications Systems (VHF, HF, UHF)	C	-	-	As required by FAR. No relief is provided to an inoperative system or component if powered by an emergency bus or equivalent and required to accomplish an emergency procedure.
11-01 ***	Satellite Communications Systems (SATCOM)	C	-	0	(0)May be inoperative provided alternate procedures are established and used. ]
		D	-	0	May be inoperative provided procedures do not require its use. ]
22-00	Selective Call (SELCAL) Systems	C	2	0	Both may be inoperative provided procedures do not require its use. ]
		C	2	0	Both may be inoperative provided flight crew continuously monitors appropriate radio frequencies. ]

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

23-2

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

31-00	Passenger Address (PA) System					
	1) Passenger Configuration	B	1	0	(0) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operation restrictions are established and used; and b) Flight Deck/Cabin Interphone system is operative.	
	2) Cargo Configuration	C	1	0	May be inoperative.	
***	3) STC ST00847AT ONLY - Cargo Configuration	B	1	0	(0) May be inoperative provided alternate procedures are established and used.	]
		C	1	0	(0) May be inoperative provided courier area is unoccupied.	]
41-00	Interphone System					
	1) Cabin	C	1	0	(0) May be inoperative provided: a) Alternate, Normal and Emergency procedures are established and used, and b) Passenger Address (PA) System is operative.	
(Continued)						

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

23-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
41-00	Interphone System			

(cont' d)					
2)	Lower Galley	C	1	0	May be inoperative provided: a) Lower Galley is not occupied during taxi, b) Cabin Interphone System is operative, and c) Passenger Address (PA) System is operative.
3)	Lower Passenger Lounge	C	1	0	(0)May be inoperative provided lounge is not occupied.
41-04	Flight Attendant Cockpit Call Signal System	C	1	0	(0)May be inoperative provided: a) Alternate, Normal and Emergency procedures are established and used, b) Passenger Address (PA) System is operative, and c) Cabin Interphone System is operative.
43-00	Ground Service Interphone System	C	1	0	
51-04	Audio Selector Control Panels				
1)	Flight Station	C	-	4	Any in excess of those required for flight deck crewmembers (including official observer in forward observer's seat) may be inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

23-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
51-05	Flight Station Headsets	C	-	4	Any in excess of those required for flight deck crewmembers (including official observer in forward observer's seat) may be

51-07	Flight Station Microphones				inoperative.
a)	Boom (Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 121.359(e) or 125.227(e))	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days
b)	Handheld	C	-	4	Any in excess of those required for flight deck crewmembers (including official observer in forward observer's seat) may be inoperative.
51-08	Flight Station Oxygen Mask Microphones	C	-	4	Any in excess of those required for flight deck crewmembers (including official observer in forward observer's seat) may be inoperative.
51-11	Flight Station Speakers				
1)	Communication and PA Monitors	C	3	0	All may be inoperative provided procedures do not require their use.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

23-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
71-00	Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided: a) Digital Flight Data Recorder (DFDR) System operates normally, and b) Repairs are made within three flight days.

99-00 ARINC  
 \*\*\* Communications  
 Addressing and  
 Reporting System  
 (ACARS)

C

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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

24-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
11-10	IDG Oil Temperature Indicating Systems	C	3	2	One may be inoperative provided: a) Associated IDG Load Indicating System is operative, b) Associated IDG Oil LOW PRESS Light System is operative, and c) Associated IDG Oil Over-temperature Switch is

L1011R24. TXT

					operati ve.
					NOTE: Sundstrand Avi ation SB 24-1436 installs IDG Oil Overtemperature Switch to IDG Oil LOW PRESS Light System.
11-11	IDG Real Load Di vi si on Control lers	C	3	0	(O)All may be i noperati ve provi ded each associ ated generator and its bus is operated i solated from AC Tie Bus.
14-03	IDG Oil Overtemperature Swi tches				
	1) Sundstrand Avi ation SB 24-1436 or Producti on Equi val ent Incorporated	C	3	0	All may be i noperati ve provi ded associ ated IDG Oil Temperature Indi cating System is operati ve.
14-04	IDG Oil LOW PRESS Lights System	C	3	2	One may be i noperati ve provi ded associ ated IDG is consi dered i noperati ve.

U. S. DEPARTMENT OF TRANSPORTATI ON

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AIRCRAFT:

Lockheed L-1011

REVI SI ON NO: 23

PAGE:

DATE: 06/24/1998

24-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DI SPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRI CAL POWER				
20-01	Generator Fault Annunci ator Panel (Servi ce Center)	C	1	0	May be i noperati ve provi ded mai ntenance procedures do not require its use.
21-01	Integrated Drive Generators (IDG)				
	1) APU Generator Operati ve	B	3	2	(M)(O)One may be i noperati ve provi ded:

L1011R24. TXT

- a) APU Generator System is placed on tie bus at or below 10,000 feet MSL,
- b) Auto/Manual Control Functions are verified operative for operative systems, and
- c) Total electrical load remains below 120KW when APU Generator is not operating.

NOTE: See AFM for operation with an inoperative IDG and for electrical load reduction should an additional IDG become inoperative.

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

24-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
-----					
24	ELECTRICAL POWER				
21-01	Integrated Drive Generators (IDG) (cont'd)				
	2) APU Generator Inoperative	B	3	2	(M)(O)One may be inoperative provided: a) Airplane is not operated more than 400 NM from a suitable airport, b) Auto/Manual Control Functions are verified operative on operative

L1011R24. TXT

21-05	IDG Generator Control Units (GCU)	B	3	2	<p>systems,</p> <p>c) Bus tie and overload protection systems are verified operative, and</p> <p>d) Total electrical load remains below 81 KW at or below 10,000 feet MSL, and below 120KW when above 10,000 feet MSL.</p> <p>NOTE: See AFM for operation with an inoperative IDG and for electrical load reduction should an additional IDG become inoperative.</p> <p>One may be inoperative provided associated IDG is considered inoperative.</p>
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

24-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
21-07	IDG Generator Breakers (GB)	B	3	2	<p>(M)(0)One may be inoperative provided:</p> <p>a) Affected GB is verified OPEN,</p> <p>b) Associated IDG is considered inoperative,</p> <p>c) Auto/Manual Control Functions are verified operative for operative systems, and</p> <p>d) Bus tie and overload protection systems are verified operative.</p>

NOTE 1: See AFM Limitations and Page 75

L1011R24.TXT

Procedures for operation with a failed GB.

NOTE 2: With GB-1 or 2 failed OPEN, associated IDG continues to provide essential AC power.

NOTE 3: With GB-3 failed open, the associated IDG is unavailable as a power source.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

24-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
24	ELECTRICAL POWER				
21-09	IDG Load Indicating Systems				
	1) KW Indications	C	3	2	(0)One may be inoperative provided: a) Associated IDG Oil Temperature Indicating System is operative, and b) Associated Frequency Indicating System is operative.
	2) KVAR Indication and Select Functions	C	3	0	
21-10	AC Voltage				

Indicating Systems					
1) PMG TEST System	C	1	0		May be inoperative provided: a) IDG Load Indicating System is operative for operative IDG, b) APU Load Indicating System is operative for operative APU generator, and c) Frequency Indicating System is operative.
21-11 Frequency Indicating System	C	1	0	(0)	May be inoperative provided: a) All IDG's are operative and are operated in parallel, b) APU Generator is not operated in parallel, and c) All three IDG Load Indicating Systems are operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

24-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
24 ELECTRICAL POWER					
24-01	APU Generator System	C	1	0	May be inoperative provided all IDG's are operative. ]
		C	1	0	May be inoperative provided MMEL requirements for an inoperative IDG are met. ]
24-02	APU Generator Control Unit (GCU)	C	1	0	May be inoperative provided APU Generator System is considered inoperative.
24-04	APU Generator Breaker (GB)	C	1	0	(M)May be inoperative provided: a) Affected GB is verified OPEN, and b) APU Generator System is considered inoperative.
24-05	Generator Bearing Lights	C	4	0	

24-06	APU Load Indicating System					
	1) KW Indication	C	1	0		May be inoperative provided APU Generator System is considered inoperative.
	2) KVAR Indication and Select Function	C	1	0		
31-01	Transformer Rectifiers (TR) Nos. 1, 2, & 3	B	3	2		One may be inoperative provided: a) All DC busses and DC bus tie relays are verified operative, and b) Total TR DC electrical load does not exceed 145 amps.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

24-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER					
32-20	Main BATTERY CONDITION Light	A	1	0		(O)May be inoperative provided airplane is dispatched ONLY to an airport where repair can be made.
32-21	Aux Battery Charger	C	1	0		(M)May be inoperative provided: a) Aux Battery Charger is secured, and b) Main Battery is used for starting APU.
32-22	Aux BATTERY CONDITION Light	C	1	0		(M)May be inoperative provided: a) Aux Battery Charger is secured, and b) Main Battery is used for starting APU.
32-23	Battery Charger Alternate Mode System	C	1	0		May be inoperative provided: a) The Standby Power System is operative, and b) The Battery Charger Normal Mode is operative.

L1011R24. TXT

32-24	Aux Battery	C	1	0	(M)May be inoperative provided: a) Aux Battery is appropriately secured, and b) Aux Battery Charger is secured.
40-01	External Power System	C	1	0	(M)May be inoperative provided placard stating "DO NOT CONNECT EXTERNAL POWER" is installed at external power receptacle.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

24-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
24	ELECTRICAL POWER				
50-01	Galley Power Systems (Including Bus OFF Light)	C	3	0	(M)(O)May be inoperative provided: a) Associated Galley Power switchlight remains unlatched, and b) Associated Galley Power Remote Control Circuit Breaker (RCCB) is secured OPEN.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

25-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
11-01	Flight Station Crew Seats				
	1) Electrical Adjustment Systems	D	3	0	(M)May be inoperative provided electrical connector is disconnected. ]
		D	3	0	(M)May be inoperative provided appropriate Circuit Breaker is OPEN and COLLARED. ]
	2) Manual Adjustment Systems (Back Tilt)	B	3	0	(M)All may be inoperative provided: a) Seat is locked in no more than 13 degree angle, and b) Seat position is acceptable to associated crewmember.
11-08	Crewmember Shoulder Harnesses	B	-	3	Any in excess of those required for flight crewmembers (including official observer's seat) may be inoperative.
12-07	Eye Locator System	C	1	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

25-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
21-00	Passenger Seats	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main aircraft aisle, and</li> <li>c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY"</li> </ul> <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p>
	1) Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat is secured in the up-right position.
	2) Underseat	D	-	-	(0) May be inoperative provided:

L1011R24. TXT

Baggage  
Restraining  
Bars

- 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 bars.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

25-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
21-01	Flight Attendant Seat Assembly (single or dual position)			
	1) Required Flight B Attendant Seats	-	-	(M)(0)One seat or assembly (dual position) may be inoperative provided: a) Affected seat or seat assembly is not occupied, b) Flight Attendant(s) displaced by inoperative seat(s) occupies the passenger seat most accessible to the inoperative seat(s), c) Alternate procedures are established and used as published in the crewmember manuals, d) Folding type seat is stowed or secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY. "

(continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

25-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
21-01	Flight Attendant Seat Assembly (single or dual position)				
	(continued)				
2)	Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat or seat assembly is not occupied, and b) Folding type seat is stowed or 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 lap belt is considered inoperative.
					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

L1011R24.TXT

the proximity to exits and distribution requirements of the applicable FAR are met. ] ] ] ]

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

25-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS					
21-02	Lower Lounge Flight Attendant Seat					Combined with 25-21-01 in Rev. 24. ]
26-30	Cabin Sidewall Articulated Vent Box	C	-	-		(M)Two in each cabin zone may be inoperative provided: a) Affected vent is secured OPEN, and b) Seats adjacent to affected vent are blocked to prevent occupancy.
31-03	Lower Galley Flight Attendant Seats (-1, -14, -15)	C	2	0		(O)All may be inoperative provided: a) Affected seat is not occupied, and b) Flight attendant occupies passenger seat most accessible to their assigned exit.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

25-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
32-00	Lower Galley Lift Systems (-1, -14, -15)	C	2	1	(0)One may be inoperative provided: a) Affected lift is in full down position at all times, b) Remaining lift is in the full down position during taxi, c) The number of serving carts that may be removed from galley at any time is limited to the number of main deck cart tie-downs that are permitted to be used for takeoff and landing, d) Upper door of inoperative lift is placarded to prohibit stowing of carts on top of the inoperative lift when galley is occupied, e) Interphone Systems for Cabin and Lower Galley are operative, f) Flight Attendant Cockpit Call Signal System is operative, and g) Chimes function of the PA System is operative.

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

25-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS					
32-00	Lower Galley Lift Systems (-1, -14, -15) (Cont'd)	B	2	0		(O)Both may be inoperative provided galley is not occupied or used.  NOTE 1: When one lift is inoperative, see AFM Limitations for galley occupancy during taxi.  NOTE 2: When both lifts are inoperative, they may be used for cart stowage.
52-00	Automatic Cargo Handling Systems	D	2	0		]
55-00 ***	STC ST00847AT ONLY - Cabin Cargo Compartment Cargo Restraint Devices	C	-	-		(M)Except for engine pallets, a single restraint device may be inoperative or missing provided the maximum allowable Unit Load Device (ULD) weight is reduced in accordance with the Missing Equipment Limitations in the Marshall Aerospace Weight and Balance Manual, MTM 0004.

## U. S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

25-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
55-01	Cargo Restraint Systems	C	-	-	(M)May be inoperative, or missing such that the effect is that the item must be considered inoperative, 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 such that the effect is that the item must be considered inoperative, provided cargo compartment remains empty.
		C	-	-	May be inoperative, or missing such that the effect is that the item must be considered inoperative, provided pallet with inoperative lock(s) is removed.
61-08	Flight Station Egress Emergency Descent Devices	C	5	4	(0)One may be inoperative or missing provided during takeoff and landing, flight station is not occupied by more than four persons.
***	STC ST00847AT ONLY	C	8	-	(0)One or more may be inoperative or missing provided there is one descent device operative for each person onboard.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 22 a

PAGE:

DATE: 10/30/1996

25-9

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
61-10	Cabin Doors and Slides/Slide- Rafts	B	-	-	(M)(0)One may be inoperative provided: a) Associated door is not used for passenger loading, b) All remaining Cabin Door Actuation Systems are operative, c) The following passenger seating restrictions are observed for -1, -14, and -15 airplanes:

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 22 a

PAGE:

DATE: 10/30/1996

25-10

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
61-10	Cabin Doors and Slides/Slide- Rafts (Cont'd)				<ol style="list-style-type: none"> <li>1) With L1 or R1 inoperative, seating is restricted to aft half of cabin between doors L1 and L2.</li> <li>2) With L2 or R2 inoperative, seating is restricted to fwd half of cabin between doors L2 and L1 and aft half of cabin between doors L2 and L3.</li> <li>3) With L3 or R3 inoperative, seating is restricted to fwd half of cabin between doors L3 and L2 and aft half of cabin between doors L3 and L4.</li> <li>4) With L4 or R4 inoperative, seating is restricted to fwd half of cabin between doors L4 and L3.</li> </ol> <p>d) The following passenger seating restrictions are observed for -3 airplanes:</p> <ol style="list-style-type: none"> <li>1) With L1 or R1 inoperative, seating is restricted to cabin aft of doors L2 and R2.</li> </ol>

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 22 a

PAGE:

DATE: 10/30/1996

25-11

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
61-10	Cabin Doors and Slides/Slide-Rafts (Cont'd)			<ul style="list-style-type: none"> <li>2) With L2 or R2 inoperative, seating is restricted to aft half of cabin between doors L2 and L3 and 50% of the available seats between doors L2 and L1.</li> <li>3) With L3 or R3 inoperative, seating is restricted to fwd half of cabin between doors L3 and L2.</li> <li>e) The following passenger seating restrictions are observed for all airplanes:                             <ul style="list-style-type: none"> <li>1) Seating restrictions apply across the full width of the cabin.</li> <li>2) One Flight Attendant may be stationed in the vicinity of each door within the restricted area. No other person may be seated in this area.</li> <li>3) The permitted seating capacity will not exceed the rated capacity of the remaining pairs of exits.</li> </ul> </li> </ul>

(Continued)

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 22 a

PAGE:

DATE: 10/30/1996

25-12

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
61-10	Cabin Doors and Slides/Slide-Rafts (Cont'd)				<p>4) For extended overwater operations, permitted seating will not exceed the rated capacity of the remaining slide-rafts or the rated overload capacity of the slide-rafts remaining after loss of one additional slide-raft of the largest capacity.</p> <p>5) Each operator will develop blocked seating layouts and evacuation procedures for approved interior configuration. These layouts will be approved by the FAA office holding the Air Carrier's operating certificate. Approved layouts will be contained in the appropriate operator's manual.</p> <p>6) Tapes or ropes will be used to block access to the unusable seats, and will be installed before passenger boarding.</p>

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 22 a

PAGE:

DATE: 10/30/1996

25-13

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
61-10	Cabin Doors and Slides/Slide-Rafts (Cont'd)				<p>The tapes and ropes will be of conspicuous contrasting colors. Conspicuous signs and placards will also be located in the area, indicating these seats are not to be occupied.</p> <p>7) A conspicuous barrier strap or rope will be placed across the inoperative door, along with a placard stating the door is inoperative.</p> <p>8) Emergency exit sign/lights/floor lights associated with the inoperative exit will be covered and obscured.</p> <p>9) Main passenger aisles, cross aisles, and exit aisles will not be blocked.</p> <p>10) Passenger will be briefed to not attempt to use the inoperative exit.</p> <p>11) Airplane weight and balance manifest will be revised as required to assure proper limits are observed.</p>

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 23

PAGE:

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
62-01	Megaphones	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, and b) Required distribution is maintained.
62-04	Evacuation Signal Systems				
	1) Cabin	C	1	0	(0)May be inoperative provided: a) Procedures do not require its use to initiate an emergency evacuation, and b) Flight Attendants are advised that system is inoperative.
	2) Lower Galley or Lower Lounge	C	1	0	(0)May be inoperative provided: a) Lower Galley is not occupied during taxi, b) Lower Lounge is not occupied at any time, c) Procedures do not require its use to initiate an emergency evacuation, and d) Flight Attendants are advised that system is inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

25-15

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
63-19	Cabin Emergency Flashlights/Holders	C	-	0	All may be inoperative or missing provided cabin crewmember assigned to associated position has an operative flashlight readily available.
99-01	FASTEN SEAT BELT WHILE SEATED Signs or Placards (Unlighted)	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
99-02	Emergency Locator Transmitters (ELT)	C	-	-	As required by FAR.
99-03	Lavatory Door Ashtrays	A	-	-	One may be missing provided it is replaced within 10 calendar days. ]
99-04	Forward Lavatory Ashtrays (Adjacent to Cockpit Door)				Combined with item 25-99-03 in Rev. 23.
99-05	Underseat Baggage Restraining Bars				Combined with item 25-21-00 in Rev. 23.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

DATE: 08/24/2000

PAGE:

25-16

1. | 2. NUMBER INSTALLED



NUMBERS				4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
99-08	Observer Seat(s)			
1)	Primary Observer Seat (Including associated equipment)	A	-	May be inoperative provided:
				a) A passenger seat in passenger cabin is made available to an FAA inspector for performance of official duties, and
				b) Repairs are made within two (2) flight days.
		A	-	OR
				c) The secondary observer seat is available to an FAA inspector for the performance of official duties, and
				d) Repairs are made within two (2) flight days.
		A	-	OR
				e) The primary observer's seat is available with the required minimum safety equipment (Safety belt and oxygen) and acceptable to the FAA for the performance of official duties, and
				f) Repairs are made within two (2) flight days.
				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.
				(continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

25-18

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

25 EQUIPMENT/FURNISHINGS					
99-08	Observer Seat(s) (continued)				
	1) Primary Observer Seat (Including associated equipment)  (cont.)				NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
	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 seat(s).
99-09	First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.
99-10 ***	STC ST00847AT ONLY - Li feraft	C	1	-	As required by FAR.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

26-1

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

L1011R24. TXT

11-01	Engine Fire Detection System Loops	C	6	3	One complete loop (A or B) on each engine may be inoperative provided detector loop selector is positioned to operative loop.
11-06	APU Fire Detection System Loops	C	2	1	One complete loop (A or B) may be inoperative provided detector loop selector is positioned to operative loop.
		C	2	0	(M)Both loops (A and B) may be inoperative provided APU is considered inoperative and is not used.
11-14	APU Automatic Fire Shutdown System	C	1	0	(M)May be inoperative provided APU Fire Warning System is monitored during APU ground operation.
11-28	Wheel-Well Fire Detection System Loops	C	2	1	One complete loop (A or B) may be inoperative provided detector loop selector is positioned to operative loop.
11-30 ***	Fuel and Ignition Switch Barrier Lights	C	6	0	(M)All may be inoperative provided: a) Affected light is not illuminated, and b) Fault is verified to affect barrier light only.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

26-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
26	FIRE PROTECTION				
15-00	Smoke and Overheat	C	1	0	

Detecti on Systems					
1)	Lower Galley Overheat Detecti on System (-1, -14, -15)	C	1	0	(M)May be i noperative provi ded lower galley ovens are deactivated and placarded to prevent use.  NOTE: Use of Cl o sed Convecti on type ovens which are not connected to lower galley exhaust system is permitted.
2)	Cabi n Galley Overheat Detecti on System (-3)	C	1	0	
3)	FESC and MESC Smoke Detecti on System	C	1	0	
15-10	Cargo Compartment Smoke Detecti on Systems				
1)	Forward Lower Cargo Compartment Smoke Detectors (-1, -14, -15)	C	2	0	
	(Conti nued)				

U. S. DEPARTMENT OF TRANSPORTATI ON

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AI RCRAFT:

Lockheed L-1011

REVI SI ON NO: 24

PAGE:

DATE: 08/24/2000

26-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER I NSTALLED	3. NUMBER REQUI RED FOR DI SPATCH	4. REMARKS OR EXCEPTI ONS
26	FIRE PROTECTI ON			
15-10	Cargo Compartment Smoke Detecti on Systems			

(cont' d)					
2)	Forward Lower Cargo Compartment Smoke Detectors (-3)	C	4	2	(0)Two may be inoperative provided detector selector switch is positioned to operative smoke detection system.
		C	4	0	(0)All may be inoperative provided compartment remains empty.
3)	Center Lower Cargo Compartment Smoke Detectors	C	2	0	
3)	STC ST 00847AT ONLY - Forward Lower Cargo Compartment Smoke Detectors	C	6	0	(0)May be inoperative provided compartment remains empty.
4)	Aft Lower Cargo Compartment Smoke Detector Systems (-1, -14, -15)	C	2	1	(0)One system (A or B) may be inoperative provided detector selector switch is positioned to an operative detection system.  NOTE: When detector selector switch is positioned to A, the FESC and MESC Smoke Detector System is rendered inoperative.

(continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

26-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
15-10	Cargo Compartment Smoke Detection Systems (Cont'd)	C	2	0	(M)(0)Both A and B systems may be inoperative provided Aft Cargo Compartment Ventilation System Airflow Control Valves (inlet, shut-off, and overboard bypass) are secured CLOSED.

L1011R24. TXT

5)	Aft Cargo Compartment Smoke Detectors (-3)	C	4	2	(O)Two may be i noperative provided detector selector switch is positioned to an operative smoke detection system.
		C	4	0	(O)All may be i noperative provided compartment remains empty.
*** 6)	STC ST00847AT ONLY - Cabin Cargo Compartment Smoke Detectors	C	18	15	Three may be i noperative provided no two are adjacent to one another.
		C	18	0	(O)All may be i noperative provided compartment remains empty.
21-00	APU Fire Extinguisher Test	C	1	0	May be i noperative provided APU is considered i noperative and is not used.
21-03	Fire Extinguisher Bottle Thermal Discharge Indicators (-1, -14, -15)	C	6	0	(M)All may be missing provided associated fire extinguisher bottle pressure is verified before first flight of each day.  NOTE: Indicators are not installed in RB. 211-524 (G-8) wing engine inlets, or in air- planes with hermetically sealed fire extinguisher containers installed in the No. 2 engine/APU position.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

26-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
26	FIRE PROTECTION				
21-06	Fire Extinguisher Discharge Indicator Light Systems				
	1) Engines	C	6	3	(M)(O)One system (MAIN or ALTN) on each engine may be i noperative

L1011R24. TXT

					provided associated extinguisher bottle is verified to be properly charged before first flight of each day.
	2) APU	C	2	1	(M)(O)One system (MAIN or ALTN) may be inoperative provided associated extinguisher bottle is verified to be properly charged before first flight of each day.
21-09	Fire Extinguisher SHORT TEST Systems	C	2	0	Deleted Rev. 23.
	1) Engines	C	6	3	(M)(O)One system (MAIN or ALTN) on each engine may be inoperative provided associated fire extinguisher discharge circuit is verified operative before each flight.  (Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

26-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
21-09	Fire Extinguisher SHORT TEST Systems (cont' d)				
	2) APU	C	2	1	(M)(O)One system (MAIN or ALTN) may be inoperative provided associated fire extinguisher discharge circuit is verified operative before each

L1011R24. TXT

					flight.
	C	2	0		(M)(O)Both systems (MAIN and ALTN) may be inoperative provided APU is considered inoperative and not used.
22-01	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 installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

26-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
23-00	Lower Cargo Compartment Fire Extinguisher Systems (-3 and -15 with SB 093-25-503/4 & 6 incorporated)				
1)	MAIN Bottle (2500 cu. in.)	C	1	0	(M)(O)May be inoperative provided: a) Airplane is operated within 1 hour and 40 minutes from a suitable airport,

L1011R24. TXT

					b) Cabin Pressure Control System is operative, and c) Airplane is operated pressurized.
2) ALTN Bottle (1400 cu. in.)	C	1	0		(M)(O)One may be inoperative provided: a) Airplane is operated within 1 hour and 40 minutes from a suitable airport, b) Cabin Pressure Control System is operative, and c) Airplane is operated pressurized.
3) MAIN and ALTN Bottles	C	2	0		(M)(O)Both may be inoperative provided nothing combustible is carried in associated cargo compartment.  (Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

26-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
23-00	Lower Cargo Compartment Fire Extinguisher Systems (-3 and -15 with SB 093-25-503/4 & 6 incorporated) (Cont'd)				
4)	Forward Lower Cargo Compartment Fire Extinguisher	C	2	1	(M)(O)One system (MAIN or ALTN) may be inoperative provided associated extinguisher bottle pressure is verified before first flight of each day.

L1011R24. TXT

Discharge Indicator Light Systems					NOTE: On airplanes with aft lower cargo compartment fire extinguisher systems, FWD cargo compartment Bottle pressure may be verified by testing associated discharge indicator (MAIN or ALTN) for aft cargo compartment.
5) Forward Lower Cargo Compartment Fire Extinguisher SHORT TEST Systems	C	2	1		(M)(O)One system (MAIN or ALTN) may be inoperative provided associated fire extinguisher bottle discharge circuit is verified operative before each flight.  (continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

26-9

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
23-00	Lower Cargo Compartment Fire Extinguisher Systems (-3 and -15 with SB 093-25-503/4 & 6 incorporated) (Cont'd)				
6)	Aft Lower Cargo Compartment Fire Extinguisher Discharge Indicator	C	2	1	(M)(O)One system (MAIN or ALTN) may be inoperative provided associated extinguisher bottle pressure is verified before first flight of each day.  NOTE: On airplanes with forward

L1011R24. TXT

Light Systems (-3 only)	2	1	Lower cargo compartment fire extinguisher systems, AFT cargo compartment Bottle pressure may be verified by testing associated discharge indicator (MAIN or ALTN) for forward cargo compartment.
7) Aft Lower Cargo C Compartment Fire Extinguisher SHORT TEST Systems (-3 only)			(M)(O)One system (MAIN or ALTN) may be inoperative provided associated fire extinguisher bottle discharge circuit is verified operative before each flight.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

26-10

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
24-00	Lavatory Fire Extinguisher Systems	C	-	-	(M)(O)For each Lavatory, the Lavatory fire extinguisher system may be inoperative provided: a) Lavatory Smoke Detector System is operative. OR b) Lavatory waste receptacle is empty, c) Lavatory door is locked CLOSED and placarded, "INOPERATIVE-DO NOT ENTER", and d) Lavatory is not used for any purpose.
		C			
					NOTE 1: These provisos are not intended to prohibit Lavatory inspections by

L1011R24.TXT

crewmembers.

NOTE 2: A Lavatory Fire Extinguisher System is not required for all-cargo operations.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

26-11

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION					
25-00	Lavatory Smoke Detection Systems	C	-	-		(M)(O)For each Lavatory, the Lavatory Smoke Detection System may be inoperative provided: a) Lavatory Fire Extinguisher System is operative. OR b) Lavatory waste receptacle is empty, c) Lavatory door is locked CLOSED and placarded "INOPERATIVE-DO NOT ENTER", and d) Lavatory is not used for any purpose.
		C				

NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.

L1011R24.TXT

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

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

27-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
27 FLIGHT CONTROLS					
00-01	Surface Position C Indicating (SPI) System	C	1	0	(M)(O)May be inoperative provided proper movement of associated surface is visually verified before each flight.  NOTE: For Auto-Trim Out-of-Trim Warning Indicator requirements, see limitations in ATA 22.
11-04	Pitch and Roll Disconnect T-Handle Light Systems	C	2	0	(O)Both may be inoperative provided connect function and control coupled status is verified before each flight.
21-02	Rudder Pedal Adjustment Systems	B	2	1	(M)One may be inoperative provided: a) Pedals are adjusted and secured in a suitable position for the individual crewmember assigned to that seat, and b) Crewmember for which pedals are adjusted occupies that

L1011R24.TXT

21-09	YAW SAS Engage Val ves	C	2	1	seat during takeoff and landing.
21-14	Rudder Dampers	C	4	3	(M)One may be inoperative provided affected Rudder Damper is verified not to be jammed or losing fluid.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

27-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
21-18	Rudder Mechanical Limiter System				
1)	Auto Mode (-1, -14, -15)	B	1	0	(0)May be inoperative provided: a) System is operated in MNL mode, and b) Mechanical Limiter is positioned in accordance with speed schedule.
2)	Limiter Actuators (-14, -15) (-1 with SB 093-27-139 Incorporated)	C	2	0	(M)(0)Both may be inoperative provided: a) Mechanical Limiter is verified to be in the +/- 30 position, and b) Auto-Manual switchlight remains in MNL position.
31-00	Elevator Drive Warning System (Aural Warning and ELEVATOR Annunciator Light)	C	1	0	(M)(0)May be inoperative provided control system check contained in the Maintenance Manual is completed before each flight.

L1011R24. TXT

41-00	PFCS Panel Stabilizer Control INOP Lights	C	4	3	(O)One may be inoperative provided proper operation and control of associated channel is verified before each flight.
42-00	First Officer's Electric Pitch Trim Thumbwheel	C	1	0	(M)May be inoperative provided: a) Thumbwheel is suitably covered, and b) All takeoffs and landings are accomplished from the Captain's side.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

27-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
51-06	Flap Load Relief A System (FLRS)		1	0	(M)(O) May be inoperative provided: a) Soft-stop and placard is installed on flap quadrant in accordance with Conversion Kit 1604566-101, b) System is deactivated using FLAP LRS OVRD switch, and c) Repairs are made within 3 flight days. ]  NOTE 1: See AFM for FLRS Malfunction Procedures. ]  NOTE 2: See AFM Performance for flaps 33 landing performance.
51-67	TE FLAP LOCK Annunciator Light (FE Panel) (SB 093-27-214-Not Incorporated)	C	1	0	(M)May be inoperative provided: a) Flap Position Indicating System is operative, and b) LE SLAT LOCK Annunciator Light is operative.
51-70	FLAP/SLAT LOCK Annunciator Light (FE Panel) (SB 093-27-214	C	1	0	(M)May be inoperative provided: a) Flap Position Indicating System is operative, and b) All Slat Position Monitoring

L1011R24.TXT

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Systems are operative.

U. S. DEPARTMENT OF TRANSPORTATI ON

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AIRCRAFT:

Lockheed L-1011

REVI SI ON NO: 21

PAGE:

DATE: 03/30/1995

27-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DI SPATCH	
27	FLIGHT CONTROLS				
52-00	Fl ap Posi ti on I ndi cati ng Systems	A	2	1	(M)(O)One may be i noperative provi ded: a) Fl ap asymmetry system is verifi ed to operate normal ly, b) All Sl at Posi ti on Moni tori ng Systems are operative, c) TE FLAP LOCK Annunci ator Li ght or FLAP/SLAT LOCK Annunci ator Li ght is operative, d) Fl ap posi ti on is visu ally verifi ed before each flight and no asymmetry exists, and e) Repair is made wi thi n 25 flight hours.
61-08	Spoi ler Hydrauli c Assi st Systems	C	2	1	(O)One system (A or B) may be i noperative provi ded speed brake automatic disable swi tch on the speed brake lever is operative.
81-46	LE SLAT LOCK Annunci ator Li ght (FE Panel ) (SB 093-27-214 Not I ncorporated)	C	1	0	(M)May be i noperative provi ded: a) TE FLAP LOCK Annunci ator Li ght is operative, b) All Sl at Posi ti on Moni tori ng Systems are operative, and c) Sl ats Degrees Gauge is operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

27-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS						
82-00	Slat Position Monitoring Systems					
	1) Slat Monitor Lights	C	14	0		All may be inoperative provided: a) LE SLAT LOCK Annunciator Light or FLAP/SLAT LOCK Annunciator Light is operative, and b) Both Slat Monitor Lights on TE Flaps Indicator are operative.
	2) LE EXT and LE TRANS Lights (Aircraft without SB 093-27-128)	C	2	1		LE EXT or LE TRANS light may be inoperative provided: a) Remaining light is operative, and b) All Slat Monitor Lights are operative.
	3) LE EXT and SLAT Lights (Aircraft with SB 093-27-128 or production equivalent)	C	2	1		LE EXT or SLAT light may be inoperative provided: a) Remaining light is operative, and b) All Slat Monitor Lights are operative.

82-02 Slats Degrees Gauge

C

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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

28-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
11-08	Tanks 1 and 3 Scavenge Valves (-15)	C	2	1	(0)One may be inoperative provided affected valve is OPEN. ]
		A	2	1	(0)One may be inoperative provided: a) Affected valve is CLOSED, and b) Repair is made within 25 flight hours. ]
					NOTE 1: With affected valve OPEN, normal transfer rate from associated tank 1A or 3A is impaired. To transfer fuel it will be necessary to use the gravity transfer system.
					NOTE 2: With affected valve CLOSED, associated tank 1 or 3 scavenge system is inoperative.
11-13	Tanks 1A and 3A Scavenge Pumps (-3, -15)	C	-	-	(0)One in each tank (1A and 3A) may be inoperative. ]
		A	-	-	(0)All in either tank 1A or in tank 3A may be inoperative provided repair is made within 25 flight hours. ]
		C	-	-	All in both tanks (1A and 3A) may be inoperative provided fuel in tanks 1A and 3A is not required. ]

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

28-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
28	FUEL				
11-14	Tanks 1A and 3A Scavenge Valves (-15)	C	2	1	(O)One may be inoperative provided affected valve is OPEN. ]
		A	2	1	(O)One may be inoperative provided: a) Affected valve is CLOSED, and b) Repair is made within 25 flight hours. ]
		C	2	0	Both may be inoperative provided fuel in tanks 1A and 3A is not required for flight.
21-01	Refueling Adapters	C	4	1	
		C	4	0	(M)All may be inoperative provided: a) Tanks 2L and 2R Defuel Jettison Valves are operative, and b) An approved alternate refueling procedure is used.
21-03	Refueling Cross-Ship Isolation Valve	C	1	0	(M)May be inoperative provided: a) Valve is deactivated OPEN, and b) Airplane is not refueled from both underwing stations simultaneously.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

28-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
21-05	Refuel Shutoff Valves				
	1) Tanks 1, 2L, 2R C and 3 (-1, -3, -14, -15)	6	0	(M) All may be inoperative provided: a) Inoperative valve is deactivated and verified CLOSED, b) An approved alternate refueling procedure is used, and c) Airplane is operated in accordance with AFM Limitations.	
	2) Tanks 1 and 3 C (-3, -15)	4	0	(M) Two in each tank (1 and/or 3) may be inoperative provided: a) Inoperative valve is deactivated and verified CLOSED, b) Associated tank 1A and/or 3A Normal Fuel Transfer Valve is operative, and c) An approved alternate refueling procedure is used.	
	2) Tanks 1A and 3A C (-3, -15)	2	0	(M) (0) Both may be inoperative provided: a) Inoperative valve is deactivated and verified CLOSED, and b) Associated tank fuel is considered UNUSABLE.	
				NOTE: Valve may be considered operative if it can be OPENED and CLOSED using its associated fuel level control switch or fuel level	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

28-4

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
21-07	Fuel Level Control Swi tches			
	1) Tanks 1, 2L 2R and 3	C 6	2	(M)One in each tank may be inoperative provided an approved alternate refueling procedure is used.
		C 6	0	(M)All may be inoperative provided airplane is equipped with tanks 1A and 3A. ]
		C 6	0	(M)All may be inoperative provided airplane is equipped with Refuel Bypass Swi tches. ]
	2) Tanks 1A and 3A (-3, -15)	C 2	0	(M)Both may be inoperative provided an approved alternate refueling procedure is used.
***	3) Tank 4	C 1	0	(M)May be inoperative provided an accepted alternate refueling procedure is used.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

28-5

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
28	FUEL				
22-01	Tanks 1, 2L, 2R, C and 3 Defuel - Jettison Valves	4	0		(M)(0)All may be inoperative provided: a) Affected valve is deactivated CLOSED, and b) En route engine inoperative performance does not require fuel jettison system.  NOTE 1: See AFM Limitations for lateral imbalance limits when jettisoning fuel with asymmetrical valves inoperative.  NOTE 2: See AFM Performance for engine inoperative performance.
24-01	Tanks 1, 2L, 2R, C and 3 Fuel Boost Pump Systems	8	4		(M)(0)One in each tank may be inoperative. ]
24-13	Fuel Flow Equalizer	C	I	0	(M)(0)May be inoperative provided: a) Equalizer bypass system is verified operative, b) Tanks 2L and 2R Fuel Quantity Indicating Systems are operative, and c) All Tanks 2L and 2R Fuel Boost Pump systems are operative.  NOTE: See AFM Limitations for lateral imbalance limits during fuel usage.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

28-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
28	FUEL					
24-17	Continuous Scavenge Systems					
	1) Tanks 1 and 3	C	2	0		(M)Both may be inoperative provided associated tank sump is drained at least once each day.
	2) Tanks 2L and 2R	C	2	0		(M)(O)Both may be inoperative provided: a) Associated tank sump is drained at least once each day, and b) All Fuel Quantity Indicating Systems are operative.
						NOTE 1: See AFM Procedures for zero fuel weight and alternate fuel loading requirements.
						NOTE 2: Zero fuel weight is limited to a maximum of 305,000 lb. when using standard fuel loading, or 315,000 lb. when using alternate fuel loading.
						NOTE 3: Alternate fuel loading is used at takeoff gross weights over 422,000 lb. or takeoff fuel loads less than 76,000 lbs.
25-01	APU Boost Pump (-1)	C	1	0		(O)May be inoperative provided APU is operated from engine #2 tank feed.

U. S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

28-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
28 FUEL					
25-04	APU Tank Valve (-1)	C	1	0	(O)May be inoperative provided APU is operated from engine #2 tank feed.
26-01	Crossfeed Valves	C	3	2	(M)One may be inoperative provided: a) Affected valve is deactivated CLOSED, and b) En route fuel management does not require crossfeed.
27-01	Tanks 2L and 2R Float Operated Fuel Transfer Valves	B	2	0	(M)(O)Both may be inoperative provided: a) Affected valve is verified CLOSED, and b) Fuel in outboard section of associated tank is considered UNUSABLE.  NOTE: See AFM limitations for minimum fuel for flight for tanks 2L and 2R, and Lateral imbalance limits.
27-02	Tanks 1A and 3A Normal Fuel Transfer Valves (-3, -15)	C	2	1	(M)(O)One may be inoperative provided: a) Affected valve is deactivated CLOSED, and b) Associated Gravity Fuel Transfer Valve is operative.
		C	2	0	(M)(O)Both may be inoperative provided: a) Affected valves are deactivated CLOSED, and b) Tanks 1A and 3A fuel is not required for flight.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

28-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL						
27-07	Tanks 1A and 3A Gravity Fuel Transfer Valves (-3, -15)	C	2	1	(M)(0)One may be inoperative provided: a) Associated valve is deactivated CLOSED, and b) Associated Normal Fuel Transfer Valve is operative.	
		C	2	0	(M)(0)Both may be inoperative provided: a) Associated valves are deactivated CLOSED, and b) Tanks 1A and 3A fuel is not required for flight.	
31-01	Fuel Jettison Valves	C	2	0	(M)(0)Both may be inoperative provided: a) Associated valve is deactivated CLOSED, and b) Enroute engine inoperative performance does not require fuel jettison system.	
					NOTE 1: See AFM Limitations for lateral imbalance limits when jettisoning fuel with asymmetrical valves inoperative.	
					NOTE 2: See AFM Performance for engine inoperative performance.	

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

28-9

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
28	FUEL					
41-00	Flight Station Fuel Quantity Indicating Systems					
	1) Tank 1, 2L, 2R and 3 Indicating Systems	C	4	3		(M)(0)One may be inoperative provided: a) Associated Fuel Used and Fuel Flow Indicating Systems are operative, b) Fuel Flow Equalizer is operative if tank 2L or 2R Fuel Quantity Indicating System is affected, c) Fuel quantity in associated tank is verified by an alternate approved method. d) En route engine inoperative performance does not require fuel jettison, and e) A record of fuel used is kept, and remains in the airplane until associated tank is refueled.  NOTE 1: See AFM Limitations for lateral imbalance limits during refueling and in flight.  NOTE 2: See AFM Performance for engine inoperative performance.  NOTE 3: Fuel used record enables flight crew to accurately calculate fuel remaining in associated tank at any time. (Continued)

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 21

PAGE:

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
41-00	Flight Station Fuel Quantity Indicating Systems (Cont'd)			
	2) Tank 2L and 2R INBD LOW Lights	C 2	1	(0)One may be inoperative provided: a) Associated Tank 2L or 2R Fuel Quantity Indicating System is operative, and b) Associated Float Operated Fuel Transfer Valve is operative.
	3) Tank 1A and 3A Indicating Systems (-3, -15)	C 2	0	(M)(0)Both may be inoperative provided: a) Associated tank is empty, and, c) Associated Normal Fuel Transfer Valve is deactivated CLOSED.  NOTE: See AFM Limitations for lateral imbalance limits.  (Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

28-11

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
41-00	Flight Station Fuel Quantity Indicating Systems (Cont'd)				
	4) Tank 1A and 3A LOW Lights (-15)	C	2	0	(M)(0)Both may be inoperative provided associated Tank Fuel Quantity Indicating System is operative. ]
		C	2	0	(M)(0)Both may be inoperative provided: a) Associated tank is empty, and b) Associated Normal Fuel Transfer Valve is deactivated CLOSED. ]
					NOTE: See AFM Limitations for lateral imbalance limits.
***	5) Tank 4 Auxiliary Fuel Tank Quantity Indicator (-3)	C	1	0	(M)(0)May be inoperative provided: a) Fuel quantity in tank is verified using Drip Sticks, b) Tank 4 Fuel Quantity Gauge is placarded inoperative at the flight station, c) Tank 1A and 3A Indicating Systems must be operative, d) A record of fuel used is kept and remains in airplane until associated tank is refuelled, and e) Airplane is operated in accordance with AFM limitations.
41-19	Fuel Totalizer System	C	1	0	May be inoperative provided procedures do not require its use.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

DATE: 08/24/2000

PAGE:

28-12

1. | 2. NUMBER INSTALLED



NUMBERS				4. REMARKS OR EXCEPTIONS
-----				
28	FUEL			
41-27 ***	Tank 4 Auxiliary C Fuel Tank Boost Pumps (-3)	2	0	(M)Both may be inoperative provided: a) Auxiliary Fuel Tank System is placarded inoperative at flight station, b) Auxiliary Fuel Tank is verified empty, and c) Inlet and Outlet Valves are verified CLOSED.
44-01 ***	Boost Pump LOW C Pressure Indicating Light Systems	8	4	(O)Four may be inoperative provided a light is operative for each operative Fuel Boost Pump System.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

29-1

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

11-07	B1 and C1 Engine Driven Hydraulic Pumps	A	2	1	(M)(0)One may be inoperative provided: a) Engine Driven Pumps A1 and D1 are operative, b) Air Turbine Motor Driven Pumps B2 and C2 are operative, and c) System is repaired within 25 flight hours.
11-08	B3 and C3 AC Motor Driven Hydraulic Pumps	C	2	0	(0)Both may be inoperative provided associated Air Turbine Motor (ATM) is used to pressurize brakes and accumulators before engine start.
11-32	B1 and C1 Hydraulic Firewall Shutoff Valves (Suction Shutoff Valves)	C	2	1	(M)(0)One may be inoperative provided: a) Associated valve is secured CLOSED, and b) Associated Engine Driven Hydraulic Pump is deactivated in accordance with approved maintenance procedures.
11-33	Power Transfer Units (PTU)	C	2	0	Both may be inoperative provided: a) If B-A PTU is inoperative, Engine Driven Pumps A1, B1, and Air Turbine Motor Driven Pump B2 must be operative, and b) If C-D PTU is inoperative, Engine Driven Pumps C1, D1, and Air Turbine Motor Driven Pump C2 must be operative.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

29-2

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

11-40	Air Turbine Motor (ATM) Control Systems				
	1) Automatic (AUTO) Control Functions	C	2	1	(M)(O)One may be inoperative provided: a) Associated Manual (ON-OFF) Control Function is operative, and b) If C2 system is affected, C2 ATM is ON for takeoff and landing.
	2) Manual (ON-OFF) Control Functions	A	2	1	(O)One may be inoperative provided: a) Associated ATM Driven Pump is considered inoperative, and b) System is repaired within 25 flight hours.
11-51	Engine Driven Pump S/O Switches B1 or C1	C	2	1	One may be inoperative provided associated Engine Driven Pump is considered inoperative and is not used.
11-71	B2 and C2 Air Turbine Motor (ATM) Driven Pumps	A	2	1	(M)(O)One may be inoperative provided: a) All Engine Driven Pumps are operative, b) If C2 pump is inoperative, performance criteria in AFM Appendix titled: Landing Gear Extended is used, and c) System is repaired within 25 flight hours.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

29-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER			
21-01	Ram Air Turbine (RAT) Deployment	C 2	0	(M)(O)Both may be inoperative provided:

L1011R24. TXT

	Systems (Auto, Manual)				a) RAT is extended, and b) Operations are conducted in accordance with AFM Appendix titled: RAT Extended.
31-04	Flight Station Hydraulic Fluid Temperature Indicator	C	1	0	
31-06	Service Center Hydraulic Quantity Indicator	C	1	0	
31-07	Service Center Hydraulic Fluid Temperature Indicator	C	1	0	
31-08	Flight Station Hydraulic Pressure Indicating Systems	C	4	3	(O)One may be inoperative provided associated Pump LO PR Caution Light System is operative.
31-10	Flight Station Hydraulic Fluid Quantity Indicating Systems	C	4	3	(M)One may be inoperative provided: a) Associated Reservoir quantity is verified adequate before each flight, and b) Associated Reservoir LO QTY Caution Light System is operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

29-4

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER			
31-14	Service Center Hydraulic Reservoir Pressure	C 4	0	(M)All may be inoperative provided reservoir is verified pressurized.

Indicating Systems					
31-15	Service Center Hydraulic Pressure Indicating Systems				
	1) Single Needle Gauges	C	2	1	
	2) Dual Needle Gauges	C	2	1	
32-00	Hydraulic Reservoir LO QTY Caution Light Systems	C	4	0	All may be inoperative provided associated Hydraulic Fluid Quantity Indicating System is operative.
32-01	Pump LO PR Caution Light Systems	C	6	4	Two may be inoperative provided associated Hydraulic Pressure Indicating System is operative.
32-02	Pump HI TEM Caution Light Systems	C	6	2	Four may be inoperative provided associated Hydraulic Reservoir HI TEM Caution Light System is operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

29-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
29	HYDRAULIC POWER				
32-03	Hydraulic Reservoir HI TEM Caution Light Systems	C	4	0	All may be inoperative provided associated Pump HI TEM Caution Light System is operative. ]
		C	4	0	All may be inoperative provided associated Hydraulic Fluid ]

L1011R24. TXT

33-00	Air Turbine Motor (ATM) RPM Indicating Systems (Includes Lights)	C	2	0	Temperature Indicating System is operative.  (M)(0)Both may be inoperative provided associated ATM Driven Pump and associated ATM Control System are verified operative before each flight.
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

30-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
13-00 Wing Anti-Ice System	C	1	0		May be inoperative provided airplane is not operated in known or forecast icing conditions.
13-01 Wing Anti-Ice System Modes (AUTO, MANUAL)	C	2	1		(0)One mode may be inoperative provided a preflight check verifies that Wing Anti-Ice System is operative.

L1011R24. TXT					
		C	2	0	Both modes may be inoperative provided Wing Anti-Ice System is considered inoperative.
13-02	Wing Anti-Ice System Regulating and Shutoff Valves	C	2	0	(M)Both may be inoperative provided: a) Affected valve is verified CLOSED, and b) Wing Anti-Ice System is considered inoperative.
13-04	Wing Anti-Ice System Dual Temperature Sensors	C	2	0	Both may be inoperative provided Wing Anti-Ice system is considered inoperative.
13-35	Wing Anti-Ice System DUCT FAIL Detection Systems	C	2	1	
21-01	Engine Anti-Ice Control Valves	C	3	2	(M)One may be inoperative provided: a) Associated valve is secured CLOSED, and b) Airplane is not operated in known or forecast icing conditions.
					(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

30-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
21-01	Engine Anti-Ice Control Valves (Cont'd)	C	3	0	(M)All may be inoperative provided: a) Affected valves are secured OPEN, b) Affected Pressure Relief Valves are verified operative, c) Overboard vent duct systems are installed on affected engines, and d) Airplane is operated in accordance with AFM

L1011R24. TXT

21-13	Engine Anti-Ice Indicating Systems	C	3	0	<p>Performance requirements (for engine anti-ice on).</p> <p>NOTE: Rolls Royce SB RB. 211-30-2178 installs an overboard vent duct system for the pressure relief valve.</p> <p>(M) All may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Associated valves are secured OPEN,</li> <li>b) Affected Pressure Relief Valves are verified operative,</li> <li>c) Overboard vent duct systems are installed on affected engines, and</li> <li>d) Airplane is operated in accordance with AFM Performance requirements (for engine anti-ice ON).</li> </ul> <p>(Continued)</p>
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

30-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION						
21-13 Engine Anti-Ice Indicating Systems (cont'd)						
	1) HI PR Light Systems	C	3	2	One may be inoperative provided an overboard vent duct system is installed on associated engine.	] ]
		C	3	2	One may be inoperative provided: a) Associated Engine Anti-Ice System is considered inoperative and not used, and	] ] ] ] ] ]

L1011R24.TXT

b) Flight is not made in known or forecast icing conditions.

NOTE: Rolls Royce SB RB.211-30-2178 installs an overboard vent duct for the pressure relief valve.

2) HEAT Light Systems

C

3

2

One may be inoperative provided airplane is not operated in known or forecast icing conditions.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

30-4

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION			
31-00	Air Data Sensor Heat Systems			
	1) Pitot Heater and Switchlight OFF Systems	B 4	3	One may be inoperative provided airplane is not operated in visible moisture with Static Air Temperature (SAT) below +4 degrees C, and in known or forecast icing conditions.
	2) Pitot Mast Heater Systems	C 4	2	
	3) Air Temp	C 2	1	One may be inoperative provided

L1011R24.TXT

	Probe Heater and Switchlight OFF Systems				associated Air Temperature Probe is considered inoperative.
41-01	Windshield Heat Systems	C	2	1	(M)(O)One may be inoperative provided: a) Windshield Defogging Fan is operative, b) Airplane is not operated in known or forecast icing conditions, and c) Temperature at arrival airport is +10 degrees C or warmer.
41-03	Forward and Aft Side Window Heat Systems	C	4	1	Three may be inoperative provided Left Forward Side Window Heat System is operative.
41-07	Windshield Defogging Fan	C	1	0	May be inoperative provided both Windshield Heat Systems are operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

30-5

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
30	ICE AND RAIN PROTECTION				
42-00 ***	Windshield Rain Repellent System	D	1	0	May be inoperative provided either Low or High Speed Windshield Wiper functions are operable on both Windshield Wiper Systems. ]
43-00	Windshield Washer System	C	1	0	May be inoperative provided both windshields are fitted with 0.085" or 0.105" thick outer glass. ]
		C	1	0	May be inoperative, if either windshield is fitted with 0.050" thick outer glass, provided airplane is not operated in areas of known or forecast thunderstorm activity. ]
44-00	Windshield Wiper	C	2	1	One may be inoperative provided

L1011R24.TXT

Systems					
					airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
1)	Low Speed Functions	C	2	0	May be inoperative provided associated high speed function operates normally. ] ] ]
2)	High Speed Functions	C	2	0	May be inoperative provided associated low speed function operates normally. ] ] ]
51-00	VHF Antenna Anti-Ice Systems	C	2	0	(M)Both may be inoperative provided affected system is deactivated.
51-28	APU Load Compressor Inlet Duct Anti-Icing System	C	1	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

30-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
71-00	Potable Water Drain Mast Heaters	C	4	2	Two may be inoperative provided at least one heater in each mast is operative.
81-00	Ice Detection System	C	1	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

31-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
21-01	Pilot /Co-Pilot Electric Clocks	C	2	1	
		C	2	0	Both may be inoperative provided a mechanical clock displaying hours, minutes and seconds with a sweep-second pointer is operative on Captain's or First Officer's instrument panel.
21-02	Clock Time Base	C	1	0	May be inoperative provided a mechanical clock displaying hours, minutes and seconds with a sweep-second pointer is operative on Captain's or First Officer's instrument panel.
21-07	FE Panel Clock	C	1	0	
22-03	Aural Warning System				
	1) Flap LRS	C	1	0	May be inoperative provided FLAP

L1011R24. TXT

	Aural (Buzzer)				LRS INOP Light on Caution/Warning Annunciator panel is operative.
	2) Gear Warning Horn Air speed/ Altitude Inhibition Function	C	1	0	May be inoperative provided gear horn cutout function is verified operative.
31-00	Quick Access Recorder System	C	1	0	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

31-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
31	INDICATING/RECORDING SYSTEMS				
31-01	Flight Data Recorder (FDR)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport where repairs or replacements can be made, and c) Repairs are made within three flight days.
	1) DFDR Recording Parameters not required by FAR	C	-	0	
31-02	Flight Data Entry Panel	C	1	0	
32-00	Electronic Flight Data Acquisition Recording System	C	1	0	

(EFDARS)				
32-02	Aircraft Integrated Data System (AIDS)	C	1	0
41-00	On-Board Weight and Balance System	C	1	0

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

DATE: 03/30/1995

PAGE:

32-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
32	LANDING GEAR				
31-02	Landing Gear Normal Extension and Retraction System	C	1	0	(M)(0)Except for extended over-water operation may be inoperative provided: a) Airplane is operated in accordance with AFM Appendix Titled: Landing Gear Extended, and b) Associated deactivation of the gear control/actuation system does not adversely affect other functions of the C hydraulic system.
36-00	Landing Gear Alternate Hydraulic Extension System	C	1	0	(M)(0)Except for extended over-water operation, may be inoperative provided: a) Operation is in accordance with AFM Appendix Titled: Landing Gear Extended, and b) All other C hydraulic system functions are operative.
37-00	Landing Gear Uplock Mechanical Release Systems	C	3	0	(M)(0)All may be inoperative provided: a) Airplane is not operated in extended overwater operations, and

L1011R24.TXT

b) Airplane is operated in accordance with AFM procedures.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

32-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
32	LANDING GEAR					
40-00	Nose Wheel Spin Brake Systems	B	2	0		(M)(0)May be inoperative provided: a) Landing gear remains extended for 1 minute after takeoff to allow nose wheel spin down prior to gear retraction, b) Takeoff performance is based on AFM Appendix Titled: Landing Gear Extended, and c) Loose or damaged Spin Brakes are removed so that no interference with nose wheel tires exists.
43-01	Brake Adjuster Assembly Systems	C	48	40		(M)One for each wheel brake may be inoperative provided pressure plate is verified to retract sufficiently to prevent dragging brakes.
		A	48	32		(M)Two for each wheel brake assembly may be inoperative provided: a) Affected adjusters are not adjacent, b) Pressure plate is verified to retract sufficiently to prevent dragging brakes, and c) Affected system is repaired within ten landings.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

32-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
43-13	Service Center Brake Accumulator Air Charge Gauges	C	2	0	(M)(0)Both may be inoperative provided: a) Accumulator air charge is verified to be within approved limits, and b) A minimum of 4 full brake applications from B system accumulator, and 8 from the C system accumulator are verified to be available.
44-00	Anti-Skid Systems (NORM, ALT)	C	2	1	(0)NORM or ALT may be inoperative provided remaining Anti-Skid System operates normally. ]
		C	2	0	(0)Both systems may be inoperative provided: a) All Reverser Systems are operative, and b) Operations are conducted in accordance with AFM Appendix Titled: Anti-Skid inoperative.
44-06	Flight Station Antiskid Norm and Alt TEST Systems	C	2	0	(M)(0)Both may be inoperative provided associated Anti-Skid System is verified operative before first flight of each day, using the Electronic Control Unit in the ]

L1011R24. TXT  
MESC.

C	2	0	(M)(O)Both may be inoperative provided associated Anti-Skid System is considered inoperative.	]
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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

32-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
45-00	Brake Temperature Indicating System	C	1	0	
46-00	Pilots Panel Brake Pressure Norm/Alt Indicating Systems	C	2	1	(M)(O)One may be inoperative provided: a) Associated Brake Accumulator LOW PRESS Light is operative, b) Associated Hydraulic Pressure Indicating System is operative, and c) A minimum of 4 full brake applications from the B system accumulator, and 8 from the C system accumulator are verified to be available.
46-04	Brake Accumulator Norm and Alt LOW PRESS Lights	C	2	1	One may be inoperative provided associated Brake Pressure Indicating System is operative.
47-00	Automatic Braking System	C	1	0	
48-01	Parking Brake Indicator Lights	C	2	0	(O)Both may be inoperative provided pilot monitors parking brakes when chocks are not in place.
51-03	Rudder Pedal	C	1	0	(M)(O)May be inoperative provided

Steering System

L1011R24.TXT

steering wheel system for nose wheel steering is verified to be operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

32-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
32	LANDING GEAR				
61-00	Gear Position and Warning Systems				
1)	Pilots Panel GEAR and IN TRANS Annunciator Lights	C	4	0	(M)(0)All may be inoperative provided: a) Operation is in accordance with AFM Appendix Titled: Landing Gear Extended, and b) With landing gear handle blocking device installed, alternate means are used to ensure gear is locked down before each landing.
2)	Pilots Panel TRUCK Annunciator Light	C	1	0	(M)(0)May be inoperative provided: a) Operation is in accordance with AFM Appendix Titled: Landing Gear Extended, b) All Landing gear downlock pins are installed, and c) Tire inflation pressure is verified before each flight.
3)	Pilots Panel DOOR Annunciator Light	C	1	0	May be inoperative provided three GEAR OR DOOR Annunciator lights on FE panel are operative.
4)	FE Panel GEAR OR DOOR Annunciator Lights	C	3	0	All may be inoperative provided all GEAR, IN TRANS and DOOR Annunciator Lights on Pilots panel are operative.
61-12	Tail Skid Light	C	1	0	

(-1, -14, -15)

L1011R24.TXT

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

32-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
71-00	Tail Skid Control System (-1, -14, -15)	C	1	0	(M)May be inoperative provided tail skid is extended.

## U. S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

33-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
10-00	Cockpit/Flight Deck/Flight Compartment 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 that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
12-00	Thunderstorm Lighting System	C	1	0	May be inoperative provided dispatch is in accordance with Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems.
17-00	Caution/Warning (CW) Annunciator Panel Flasher Unit	C	1	0	May be inoperative provided individual light operation is not affected.

U. S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

33-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
17-99	CW Annunciator Panel Lights				NOTE: A maximum of three of the following Lights (ITEMS 1 through 6) may be inoperative.
1)	ANTI-SKID or ANTI-SKID/ ABS	C	1	0	May be inoperative provided: a) All lights on Anti-Skid System panel are operative, and b) All lights on Automatic Braking System panel are operative.
2)	ECS	C	1	0	
3)	ELECTRICAL SYSTEM	C	1	0	(0) May be inoperative provided: a) Three IDG systems are operative, b) Three IDG Oil LOW PRESS Light Systems are operative, and c) All associated electrical system warning, caution and advisory lights on FE Panel are verified operative before each flight.
4)	FUEL SYSTEM	C	1	0	

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

33-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
17-99	CW Annunciator Panel Lights (Cont'd)				
5)	LOW BRAKE PRESSURE	C	1	0	May be inoperative provided: a) Both Brake Pressure Indicating Systems are operative, and b) Both Brake Accumulator LOW PRESS Lights are operative.
6)	RUDDER HYDR LMTR	C	1	0	
7)	AUTO GND SPLRS INOP (-1, -14, -15)	C	1	0	NOTE: All of the following Lights (items 7 through 17) may be inoperative.  May be inoperative provided both Spoiler Control Systems are considered inoperative and are deactivated.
8)	AUTOMATIC BRAKING	C	1	0	May be inoperative provided all lights on Automatic Braking System panel are operative. ]
		C	1	0	May be inoperative provided automatic Braking System is considered to be inoperative. ]
9)	BRAKE TEMP	C	1	0	

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 22 a

PAGE:

DATE: 10/30/1996

33-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
17-99	CW Annunciator Panel Lights (Cont'd)				
10)	DUAL A/L NOT AVAIL or APFDS FIRST FAIL (Whichever is installed)	C	1	0	One may be inoperative OFF.
		C	1	0	One may be inoperative ON provided approach minimums do not require use of dual Autoland.
11)	FIRE DET LOOP	C	1	0	(0)May be inoperative provided: a) Fire Detection System is verified operative before each flight, and b) Loop selectors remain in the A or B position.
12)	FLAP LRS INOP	C	1	0	May be inoperative provided FLAP LRS Aural Signal is operative.
13)	FLAP LRS LIMITING	C	1	0	May be inoperative provided Flap Position Indicating System is operative.
14)	ICING	C	1	0	
15)	NAV POSITION	C	1	0	
16)	RUDDER MECH LIMITER	C	1	0	
17)	Vertical GYRO 3 or ATT 3	C	1	0	May be inoperative provided associated No. 3 Vertical Gyro or Inertial Navigation System is considered inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

33-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
21-00	Aisle and Ceiling Lighting	C	-	-	May be inoperative provided: a) Cabin Emergency Lighting is operative, b) Sufficient Lighting is operative for crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to flight crew.
23-07 ***	STC ST00847AT ONLY - Don Oxygen Mask Signs	C	2	0	(0) All may be inoperative provided courier area is unoccupied.
25-01	Galley Lighting Systems				
	1) Lower Galley	C	-	0	May be inoperative provided lower galley is not occupied.
	2) Cabin Galley	C	-	0	
29-02	Lavatory RETURN TO CABIN Signs	C	-	0	May be inoperative provided PA System is operative.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

33-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS					
29-12	NO SMOKING and FASTEN SEAT BELTS Lighted Signs	C	-	0	0	(0)May be inoperative provided: a) PA System is operative, b) Cabin Interphone System is operative, c) Flight Attendant Cockpit Call Signal System is operative, and d) Operations procedures are established for alerting Flight Attendants and notifying passengers by use of PA System when seat belts should be fastened and smoking is prohibited.
***	STC ST00847AT ONLY	C	1	0	0	(0)May be inoperative provided: a) PA System is operative, and b) Alternate procedures are established and used.
31-00	Lower Cargo Compartment Lighting Systems	C	-	0	0	
31-06 ***	STC ST00847AT ONLY - Cabin Cargo Compartment Lighting Systems					
	1) Overhead Fluorescents	C	38	28		
		C	38	0	0	(0)All may be inoperative provided compartment remains empty.
	2) Floodlights (C4A door)	C	2	0	0	

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

REVISION NO: 23

PAGE:

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
33-00	Wheel Well Lighting Systems				
	1) Main Lights	C	6	0	
	2) Nose	C	1	0	May be inoperative provided airplane is not operated at night.
41-01	Anti-Collision Lights (Red)	C	4	2	Two may be inoperative provided one upper and one lower Anti-Collision Light is operative.
		C	4	0	All may be inoperative provided airplane is not operated at night.
41-03	High Intensity Strobe Light Systems	C	4	0	All may be inoperative provided spare engine pod is not installed.
43-01	Wing and Nose Landing Lights	C	4	2	Two may be inoperative for night operations provided one is operative on each side.
		C	4	0	All may be inoperative provided airplane is not operated at night.
43-03	Nose Gear Taxi Lights	C	2	0	
43-04	Runway Turnoff Lights	C	2	0	
44-00	Navigational Position Light Systems	C	-	-	One light bulb in each light assembly may be inoperative for night operations.
		C	-	0	All may be inoperative provided airplane is not operated at night.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

33-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
45-00	Wing Flood Lights				
	1) Passenger Configuration	C	2	0	Both may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions at night. OR b) A portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.
		C			
	2) All Cargo Configuration	C	2	0	(0)Both may be inoperative provided: a) Airplane configuration precludes a view of critical wing surfaces from an accessible fuselage station, and b) Ground deicing procedures do not require its use.
51-02	Interior Emergency Lighting System				
	1) Cabin Emergency Exit, Evacuation, and Aisle Lights	C	-	-	Up to 13 (11 in -3 airplanes) may be inoperative provided: a) Inoperative lights are not adjacent or opposite, and b) Two of three lights at each entry door are operative.

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

DATE: 08/24/2000

PAGE:

33-9

1. | 2. NUMBER INSTALLED

SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
51-02	Interior Emergency Lighting System (cont.)				
2)	Cabin EXIT Locator Signs (-1, -3, -14, -15)	C	-	-	One may be inoperative provided adjacent Cabin Door EXIT Sign is operative.
3)	Lower Passenger Lounge Lights (-1, -14)	C	30	17	Up to 13 may be inoperative provided: a) One door EXIT or EXIT Locator Sign is operative at each exit, cabin stairway and lounge partition, b) One ceiling mounted light is operative at each exit cross aisle, and at two locations in lounge, c) One stairway lower tread light, and the stairway mid-landing light is operative, d) Six airstair tread lights are operative, and no two adjacent lights are inoperative (except mid-span and base [deboarding] lights), and e) One bulb in the exterior RH slide light is operative.
4)	Lower Galley Lights (-1, -14, -15)	C	6	3	Three may be inoperative provided galley is not occupied during taxi operations.  (continued)

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

33-10

SYSTEM & SEQUENCE	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
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NUMBERS						4. REMARKS OR EXCEPTIONS
-----						
33	LIGHTS					
51-02	Interior Emergency Lighting System (cont.)					
***	5) STC ST00847AT ONLY - Cabin Emergency Exit and Evacuation Lights	C	-	0		May be inoperative provided the Cabin EXIT Locator Sign is operative.
***	6) STC ST00847AT ONLY - Cabin EXIT Locator Sign (-1, -3, -14, -15)	C	1	0		
51-08	Exterior Emergency Lighting System	B	1	0		May be inoperative provided air- plane is not operated at night.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

33-11

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

33 LIGHTS				
52-00	Floor Proximity C Emergency Escape Path Marking System Lights	-	-	Individual lights may be inoperative provided it is verified that the FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter. b) FAA approved report of the type design holder. c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC). d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
99-01	Logo Light System	C	1	0

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

34-1

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

L1011R24. TXT

00-01	Instrument Source Select Switches	C	-	0	(0) May be inoperative provided: a) Associated instruments function properly from independent sources, and b) Inoperative switches are not repositioned during flight.
14-03	Servoed Altitude Systems	C	-	2	May be inoperative provided one remains operative in each pilot's panel.
14-06	Air Temp Probes				
	1) -3 airplanes or -1, -14, -15 Airplanes with SB 093-34-054 or Production Equivalent Incorporated	C	2	1	

(continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

34-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
14-06	Air Temp Probes (cont'd)				

2)	-1, -14, -15 Airplanes Without SB 093-34-054 or production equivalent incorporated	C	2	1	The left probe may be inoperative provided associated APFDS-A system considered inoperative, and is not used.  NOTE: On -3 airplanes or -1, -14, -15 planes with SB 093-34-054 or production equivalent incorporated, TAT is from left probe, and SAT is from right probe. On -1, -14, -15 airplanes without SB 093-34-054 incorporated, both TAT and SAT are from right probe.
14-08	True Airspeed (TAS) Indicating System	C	1	0	NOTE: Other systems such as Omega, FMS, and APFMS may be affected.
14-10 ***	Airspeed Indicator Bugs (External)	A	-	0	(0) May be missing or inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
15-01	Static Air Temperature (SAT) Indicating System	C	1	0	May be inoperative provided: a) TAT Indicating System is operative, and b) Associated TAT Air Temp Probe is operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

34-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION				
15-02	Total Air Temperature (TAT) Indicating System	C	1	0	May be inoperative provided: a) SAT Indicating System is operative, and b) Associated SAT Air Temp

L1011R24.TXT

					Probe is operative.
16-01	Instrument Comparator Monitor and Warning System	C	1	0	
21-04	Vertical Gyros	C	3	2	One may be inoperative provided approach minimums do not require use of dual Autoland.
21-08	Standby Horizon Indicator	C	1	0	May be inoperative provided airplane is operated day VMC only.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

34-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
22-07	Non-Stabilized Magnetic (Standby) Compass	B	1	0	(0)May be inoperative provided any combination of three Gyro or INS (IRU) stabilized Compass Systems are operative.
		B	1	0	OR (0)May be inoperative provided:

L1011R24. TXT

					<p>a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, and</p> <p>b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the en route portion of the flight.</p> <p>OR</p> <p>(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 are used in conjunction with approved Free Gyro Navigation Techniques.</p>
	B	1	0		
32-00	Radio Altimeter Systems	C	2	0	<p>Both may be inoperative provided approach minimums or operational procedures do not require its use.</p> <p>NOTE 1: GPWS may be affected.</p> <p>NOTE 2: One operative Radio Altimeter System is required to conduct CAT II ILS approaches using APFDS.</p>

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

34-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
33-00	Instrument Landing Systems (ILS)	C	2	-	As required by FAR. No relief is provided to an inoperative system or component if powered by an emergency bus or equivalent and required to accomplish an emergency procedure.
35-00	Marker Beacon	C	1	0	May be inoperative provided



L1011R24. TXT

INS Functions and Lights					
1) REMOTE	C	-	-		May be inoperative on a single system provided affected function is operative on remaining system(s).
2) WIND	C	-	-		
3) DIS/TIME or TK/GS	C	-	-		The same item may not be inoperative in two systems.
4) ALERT LIGHT	C	-	-		May be inoperative on one set provided DIS/TIME is operative.
5) HDG/DA	C	-	-		May be inoperative on one set.
6) SEGMENTED DISPLAYS (Data Displays)	C	-	-		One segment of any number may be inoperative provided the corresponding segment on remaining CDU operates normally.
7) DATA ENTRY KEY and HOLD	C	-	-		Illumination is not required.
8) AUTOMATIC WAYPOINT CHANGE	C	-	-		May be inoperative provided manual waypoint change is operative.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

34-7

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
44-00	Weather Radar Systems	C 2	-	As required by FAR.
45-00	Ground Proximity Warning System	A -	0	(0) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
1)	Modes 1-4	A -	0	(0) May be inoperative provided: a) Alternate procedures are established and used, and

L1011R24.TXT

					b) Repairs are made within two flight days.
2) Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
3) Glide Slope Deviation (Mode 5)	B	2	0		
*** 4) Advisory Callouts	C	-	0		(0) May be inoperative provided alternate procedures are established and used.
*** 5) Windshear Mode	C	-	0		(0) May be inoperative provided alternate procedures are established and used.
*** 6) Enhanced GPWS	C	-	0		
51-00 Distance Measuring Equipment (DME) Systems	D	-	-		Any in excess of those required by FAR may be inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

34-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
53-00	ATC Transponders and Automatic Altitude Reporting Systems	C	-	-	As required by FAR.  NOTE: Enroute operations may require their use.
		D	-	-	Any in excess of those required by FAR may be inoperative.  NOTE: Enroute operations may require their use.
55-00	VHF Navigation Systems (VOR/ILS)	C	-	-	As required by FAR. No relief is provided to an inoperative system or component if powered by an

L1011R24.TXT

					emergency bus or equivalent and required to accomplish an emergency procedure.
55-03	VOR Preamplifiers	C	2	0	(M)Both may be inoperative provided associated VOR preamplifier is deactivated.
55-04 ***	Global Positioning Systems	C	-	-	As required by FAR.
57-00	Automatic Direction Finding (ADF) Systems	C	-	-	As required by FAR.
57-08	Radio Magnetic Indicator (RMI / RDDMI) Systems	C	-	-	May be inoperative provided affected system is not required for operation conducted.
58-00	OMEGA Systems	C	-	-	As required by FAR.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

34-9

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
61-00	Performance Management System (PMS)	C	1	0	
61-01	Flight Management Systems (FMS)	C	-	0	May be inoperative provided: a) Affected system is not required on Digital AFCS airplanes to support inoperative Glareshield Panel Alpha Displays, and b) Affected System is not required for operation being conducted.
1)	FMS CDU	D	-	1	Either CDU may be inoperative and FMS utilized normally.

2) Navigation Databases	C	-	-	(0)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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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

DATE: 08/24/2000

PAGE:

34-10

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
61-02	Traffic Alert Collision Avoidance System I (TCAS I)	C	-	0	(M)May be inoperative provided system is deactivated and secured.
61-03	Traffic Alert Collision Avoidance System II (TCAS II)	C	-	0	(M)May be inoperative provided system is deactivated and secured.
***	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays	C	2	1	(0)One may be inoperative on non-flying pilot side provided TA and RA elements and audio functions are operative on flying pilot side.
	2) Resolution Advisory (RA)	C	2	1	(0)One may be inoperative on non-flying pilot side.

	Di spl ay System(s)	C	-	0	(0)May be i noperati ve provi ded: a) All Traffi c Alert (TA) di spl ay el ements and voi ce command audi o functi ons are operati ve, and b) TA only mode i s selected by crew.
	3) TA Di spl ay Systems (s)	C	-	0	(0)May be i noperati ve provi ded all i nstalled RA di spl ay and audi o functi ons are operati ve.
62-00 ***	Wi ndshear System	C	1	0	(0)May be i noperati ve provi ded al ternate procedures are establi shed and used.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

35-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
10-00	Flight Station Oxygen System	B	1	-	As required by FAR.
11-01 ***	STC ST00847AT ONLY - Passenger Smoke Goggles	C	4	0	(0)One or more may be i noperati ve provi ded there i s one smoke goggles avai lable for each occupant.
21-00	Passenger Oxygen System	B	1	-	As required by FAR.
***	STC ST00847AT ONLY	C	2	-	As required by FAR.
1)	Automatic Deployment System	B	1	0	(0)May be i noperati ve provi ded ai rpl ane i s operated at FL 250 or below.
***	STC ST00847AT ONLY	C	1	0	(0)May be i noperati ve provi ded courier area i s unoccupi ed. ]
***	STC ST00847AT	C	1	0	(0)May be i noperati ve provi ded ]

ONLY

L1011R24.TXT

airplane is operated at FL 250 or below.

(continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

35-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
35	OXYGEN				
21-00	Passenger Oxygen System (continued)				
2)	Passenger Service Modules (PSM)	B	-	-	(M)Two in each cabin zone may be inoperative provided: a) No two inoperative PSMs are adjacent (forward and aft, left and right), and b) Associated seats are blocked to prevent occupancy, and placarded "DO NOT OCCUPY SEAT - OXYGEN NOT AVAILABLE".
***	STC ST00847AT ONLY	C	5	0	(M)All may be inoperative provided courier seats/bunks are blocked to prevent occupancy and placarded "DO NOT OCCUPY - OXYGEN NOT AVAILABLE".
***	3) STC ST00847AT ONLY - Quick Don Sustaining	C	4	0	One or more may be inoperative provided there is one operative mask available for each occupant in

L1011R24.TXT  
courier area.

Masks and  
Regulators

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

35-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
31-01	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	(M) Any in excess of those required by FAR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout the aircraft, b) Inoperative bottle is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and c) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.
31-07	Lower Galley Portable Gaseous Oxygen Cylinder with Demand Regulator and Full Face Smoke	B	2	0	(0) Both may be inoperative provided lower galley is not occupied.
		B	2	1	One may be inoperative provided lower galley is occupied by only

L1011R24.TXT

	Mask				one flight attendant.	]
31-08	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.	

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

36-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
11-00	Engine Bleed Minimum Pressure Control Systems (MPCS)-524 Series engines, wing engines only	C	2	1	(0)One may be inoperative provided takeoff and landing is accomplished with either all packs OFF or only No. 2 pack ON.
		C	2	0	(0)Both may be inoperative provided ambient temperature at both departure and arrival airports is at or below +30 degrees C. ]
		C	2	0	(0)Both may be inoperative provided: ] a) Ambient temperature at departure or arrival airport is above +30 degrees C, and ] b) APU air is available to the B2 and C2 ATM during takeoff and landing. ]

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

36-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
36	PNEUMATIC				
11-01	High Pressure (HP) Bleed Valves	C	3	2	(M)(0)One may be inoperative provided: a) HP Bleed Valves and Engine Isolation Valves associated with remaining two bleed channels are operative, and b) If affected valve is associated with a 524 series wing-mounted engine, associated Engine Bleed System is considered to be inoperative.  NOTE 1: If valve has failed CLOSED, or can be CLOSED using the HI PRESS switchlight, NO maintenance action is required.  NOTE 2: Do not OPEN associated HP valve circuit breaker, unless valve is mechanically secured CLOSED.
11-04	High Pressure (HP) Bleed Valve Controllers	C	3	2	(M)One may be inoperative provided associated HP Bleed Valve is secured CLOSED.

L1011R24.TXT

11-08	Bleed Air Ejectors	C	3	2	(M)(0)One may be inoperative provided ejector is secured CLOSED. ]
		C	3	2	(M)(0)One may be inoperative provided associated HP Bleed Valve is secured CLOSED or remains CLOSED using the HI PRESS switchlight. ]

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

36-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
11-11	Bleed Air Temperature Sensors	C	3	2	(M)(0)One may be inoperative provided associated HP Bleed Valve is secured CLOSED or remains CLOSED using the HI PRESS switchlight.
11-14	Bleed Air Temp Limiting System Sequencing and Overtemp Switches	C	6	4	(M)(0)Both switches in any one bleed air system may be inoperative provided associated HP Bleed Valve is secured CLOSED.
		C	6	4	(M)(0)Both switches in any one bleed air system may be inoperative provided associated HP Bleed Valve remains CLOSED using the HI PRESS switchlight. ]
		C	6	3	(M)One switch in each bleed air system may be inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

36-4

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC			
11-18	Engine Isolation Valves	3	2	<p>(M)(O)One may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) HP Bleed Valve and Engine Isolation Valve of remaining two bleed channels are operative,</li> <li>b) Affected valve is verified CLOSED after engine start,</li> <li>c) Both Crossbleed Valves are operative, and</li> <li>d) Opposite side Pack Flow Control Valve is operative if either No. 1 or No. 3 Engine Isolation Valve is inoperative.</li> </ul> <p>NOTE 1: Starter assist relight will not be available on an engine with an inoperative CLOSED Engine Isolation Valve.</p> <p>NOTE 2: One Engine Isolation Valve may be considered operative with the reverse flow feature inoperative.</p> <p>NOTE 3: See AFM Limitations for operation with Engine Isolation Valve and Air Control Valve (slugger) inoperative.</p>

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

36-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
36 PNEUMATIC					
11-41	Over-Pressure Shutoff Valves	C	3	2	(O)One may be inoperative provided: a) Associated HP Bleed Valve is operative, b) Associated HP Over-Pressure Switch is operative, and c) Associated Engine Isolation Valve is operative.
11-44	High Pressure (HP) Over-Pressure Switches	C	3	2	One may be inoperative provided: a) Associated Engine Isolation Valve is operative, and b) Associated Over-Pressure Shutoff Valve is operative.
		C	3	2	One may be inoperative provided associated HP Bleed Valve is secured CLOSED or remains CLOSED using the HI PRESS switchlight. ] ] ]
12-02	APU Bleed Air Shutoff Valve	C	1	0	(M)May be inoperative provided valve is verified CLOSED for flight.  NOTE 1: Valve may be manually opened to provide APU air for ground use.  NOTE 2: APU air will not be available for inflight use.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

36-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC					
14-01	Aft Fuselage Isolation Valve	C	1	0	(M)(0)May be inoperative provided: a) Affected valve is secured OPEN, and b) All Engine Isolation Valves and both Crossbleed Valves are operative.	
		C	1	0	(M)(0)May be inoperative provided: a) Affected valve is secured CLOSED, b) All Engine Isolation Valves and both Crossbleed Valves are operative, and c) Both A and B Area Overheat Detection System Loops for areas H and J are operative.	]
14-02	Crossbleed Valves	C	2	1	(M)One may be inoperative provided: a) Affected valve is secured OPEN, and b) Opposite (No. 1 or 3) HP Bleed Valve, Bleed Air Ejector and Pack ACM are operative, and c) All Engine Isolation Valves are operative.	]
21-00	Bleed Air Pressure Indicating Systems	C	3	2	One may be inoperative provided both Crossbleed Valves are operative.	
22-00	A and B Area Overheat Detection Systems	C	2	1	(0)One System (A or B) may be inoperative provided Loop Selector is positioned to the operative Loop.	

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

36-7

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC					
22-99 Overheat Detection Systems					
	1) Detection Loops C Nacelle/ Pylon	6	3		(0)One complete Loop (A or B) for each engine may be inoperative provided Loop Selector is positioned to the operative Loop.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

38-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
38 WATER/WASTE					
00-01	Potable Water Systems	C	-	-	(M)May be inoperative provided appropriate procedures are established to deactivate applicable system components (i.e. tank drained) to prevent its servicing, inspect system for leaks and to provide for crewmember inspection.
00-02	Lavatory Systems	C	-	-	(M)May be inoperative provided appropriate procedures are established to deactivate applicable system components, (i.e., drain waste), secure door closed, placard inoperative, and to provide for crewmember inspection.

U. S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

49-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
49	AIRBORNE AUXILIARY POWER					
00-01	Auxiliary Power Unit (APU)	C	1	0		(M)May be inoperative provided: a) APU Bleed Air Shutoff Valve is verified CLOSED, and b) APU is not required for Electrical Power or Pneumatic Air.
00-03	APU Fault Flag Reset	C	1	0		
11-05	APU Air Inlet Door Actuator	C	1	0		(M)May be inoperative provided door is secured OPEN when APU is operated.
11-15	VENT CLOSED Light	C	1	0		(M)(O)May be inoperative provided vent is secured OPEN.
11-16	DOORS IN TRANSIT Light	C	1	0		
31-14	FUEL FILTER Light or IGV OPEN Light	C	1	0		
31-15	LOW FUEL PRESS Light	C	1	0		
31-16	APU Primary and Secondary Emergency Fuel Shutoff Valves	C	2	0		(M)Both may be inoperative provided: a) Affected valve is secured CLOSED, and b) APU is considered inoperative and not used.
51-18	DON'T LOAD Light	C	1	0		(O)May be inoperative provided APU generator frequency is verified within limits before loading generator.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

49-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
49	AIRBORNE AUXILIARY POWER				
51-21	APU Differential Pressure Switch	C	1	0	
51-22	Automatic or Manual APU Mode Select Functions (MIN MODE, NORM, MAX MODE)	C	3	0	(0)May be inoperative provided APU pneumatic pressure is normal for operative mode(s).  NOTE: Alternate pneumatic source may be required for engine start if MAX mode is inoperative.
71-03	OVER TEMP TGT Fault Flag	C	1	0	(0)
75-03	OVER SPEED N2 Fault Flag	C	1	0	(M)
91-05	HIGH TEMP OIL Fault Flag	C	1	0	(M)May be inoperative provided autosutdown feature is verified operative.
91-06	LOW PRESS OIL Fault Flag	C	1	0	(M)May be inoperative provided autosutdown feature is verified operative.
91-07	LOW OIL QUANTITY Light	C	1	0	May be inoperative provided oil tank quantity is verified adequate for operation being conducted.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

52-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
-----					
52 DOORS					
12-00	Cabin Door Actuation Systems				
	1) Emergency Open Actuation Systems	C	-	-	One may be inoperative provided associated Cabin Door (if installed) is considered inoperative.
	2) Electrical Actuation Systems	C	-	-	(M)(0)Two may be inoperative provided: a) Emergency Open Actuation is operative, and b) Mechanical Actuation is verified operative.
		C	-	-	(M)(0)Two may be inoperative provided associated Cabin Door (if installed) is considered inoperative. ]
	3) Mechanical Actuation System Handcrank	C	-	-	(M)Two may be inoperative provided: a) Emergency Open Actuation is operative, and b) Electrical Actuation is verified operative. ]
		C	-	-	(M)Two may be inoperative provided associated Cabin Door is considered inoperative ]

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 24

PAGE:

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS						
25-00	STC ST00847AT ONLY - Cabin Cargo Door Normal and Manual Actuation Systems (C-4A Door)	C	2	1		(M)One may be inoperative provided door is verified CLOSED and LOCKED.
34-00	Lower Cargo Door Normal and Manual Actuation Systems (C1, C2, C3 DOORS)	C	6	3		(M)One Normal or Manual System on each door may be inoperative provided associated door is verified CLOSED and LOCKED.  NOTE 1: Cargo Door Lock Actuator Indicating Light (External Green Light) and center viewing port cannot be used to verify that door is CLOSED and LOCKED.  NOTE 2: Cargo Door Direct View System (SB 093-52-105 or production equivalent) can be used to verify that door is CLOSED and LOCKED.  NOTE 3: See Maintenance Manual or MMEL Procedures Manual.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

DATE: 08/24/2000

PAGE:

52-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
34-52	Lower Cargo Door C Guides (C1, C2, C3)	6	3		(M)One lower corner fitting on each door may be inoperative or missing provided: a) Associated door is manually CLOSED, and b) Door is verified CLOSED and LOCKED in accordance with approved procedures.  NOTE 1: See Maintenance Manual or MMEL Procedures Manual.  NOTE 2: Any damage to fuselage/door structure must be repaired in accordance with approved procedures contained in the structural repair manual before flight.
36-00	Lower Cargo Door C Normal and Manual Actuation Systems (C-1A Door)	2	1		(M)One Normal or Manual System may be inoperative provided door is verified CLOSED and LOCKED.  NOTE: See Maintenance Manual or MMEL Procedures Manual.
42-00	Lower Galley Door Retractors (-1, -14, -15)	C 2	0		(M)(0)Both may be inoperative provided: a) Cabin crew is briefed accordingly, and b) Placards are provided both in flight station, and at galley door.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

52-4

SYSTEM &	1.	2. NUMBER INSTALLED
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SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
51-02	Flight Station Electrical Door Lock	C	1	0	May be inoperative provided mechanical slide lock is verified operative.
64-00 ***	Lower Lounge Air Stair System				
	1) Manual Actuation	C	1	0	May be inoperative provided lower lounge is not occupied.
	2) Electrical Actuation	C	1	0	(M)May be inoperative provided: a) Manual Actuation is operative, and b) After each use, the air stair is checked for proper security when CLOSED.
72-00	Door Warning Light Systems				
	1) Cabin Door, Service Door, Duct Door, Galley Door, and Escape Hatch Annunciator Lights (FE Annunciator Panel)	C	-	-	(M)Six may be inoperative provided associated door is verified CLOSED and LOCKED.  NOTE: See Maintenance Manual or MMEL Procedures Manual.  (continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 22 a

PAGE:

DATE: 10/30/1996

52-5

SYSTEM & SEQUENCE NUMBERS

ITEM

1.

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

52 DOORS				4. REMARKS OR EXCEPTIONS
72-00	Door Warning Light Systems (Cont'd)			
2)	C1, C2, C3 Cargo Lock Actuator Indicating Lights (External Green Light)	C	3 0	
3)	C1, C2, C3 Cargo Door Annunciator Light (FE Annunciator Panel)	C	3 0	(M) All may be inoperative provided: a) Associated door is verified CLOSED and LOCKED in accordance with approved procedures, and b) Associated door actuator circuit breaker is OPENED and COLLARED.
				NOTE 1: See Maintenance Manual or MMEL Procedures Manual.
				NOTE 2: Cargo Door Lock Actuator Indicating Light (External Green Light) and center viewing port cannot be used to determine that door is CLOSED and LOCKED.
				NOTE 3: Cargo Door Direct View System (SB 093-52-105 or production equivalent) can be used to determine that door is CLOSED and LOCKED.
				(continued)

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

52-6

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

72-00	Door Warning Light Systems (Cont' d)					
***	4) STC ST00847AT ONLY - Cabin Cargo Door Latch Indicator Lights (C4A Door Control Panel)	C	6	5	(M)One may be inoperative provided: a) All latches and locks are visually confirmed to be CLOSED and LOCKED prior to each flight, and b) Door control panel warning system test verifies only the light filament to have failed.	
***	5) STC ST00847AT ONLY - Cabin Cargo Door Mid Span Fwd or Aft Latch Indicator Lights (C4A Door Control Panel)	C	2	1	(M)One may be inoperative provided: a) All latches and locks are visually confirmed to be CLOSED and LOCKED prior to each flight, and b) Door control panel warning system test verifies only the light filament to have failed.	
***	6) STC ST00847AT ONLY - Cabin Cargo Door Fwd or Aft Lock Indicator Lights (C4A Door Control Panel)	C	2	1	(M)One may be inoperative provided: a) All latches and locks are visually confirmed to be CLOSED and LOCKED prior to each flight, and b) Door control panel warning system test verifies only the light filament to have failed.	

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

52-7

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

72-00	Door Warning Light Systems (Cont'd)				
*** 7)	STC ST00847AT ONLY - Cabin Cargo Door Mid Span Fwd or Aft Lock Indicator Lights (C4A Door Control Panel)	C	2	1	(M)One may be inoperative provided: a) All latches and locks are visually confirmed to be CLOSED and LOCKED prior to each flight, and b) Door control panel warning system test verifies only the light filament to have failed.
*** 8)	STC ST00847AT ONLY - L1 Door, Service Door, Duct Door, Escape Hatch Annunciator Lights (FE Annunciator Panel)	C	5	0	(M)All may be inoperative provided associated door is verified CLOSED and LOCKED.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

56-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
56	WINDOWS			
10-01	Windshield			NOTE: Refer to Maintenance Manual.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

73-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL				
21-00	Engine Overtemp/ A Overspeed Control Systems	3	0	(M)(0)All may be inoperative provided: a) Associated N1, N2, N3 and TGT Indicating Systems are operative, b) Engine parameters are	

L1011R24. TXT

21-01	Fuel Flow Regulator Ground Idle Control Systems	C	3	2	<p>manually maintained within operating limits,</p> <p>c) Associated Fuel Control Amplifier override switch is in OVRD, or the electrical connector on the variable trim orifice (engine fuel pump assembly) is disconnected, and</p> <p>d) System is repaired within 25 flight hours.</p> <p>(0)One may be inoperative provided associated Thrust Reverser System is operative.</p>
21-23	Air Control Valves (Altitude Sluggish Valve) (-524 engines)	C	3	0	<p>(0)All may be inoperative provided bleed air from associated engine is maintained for flights above FL350.</p> <p>NOTE: See AFM Limitations for operation with both Engine Isolation Valve and the Air Control (Sluggish) inoperative.</p>

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

73-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL				
31-00	Engine FUEL PRESSURE Light Systems (FE Panel)	B	3	2	<p>(M)One may be inoperative provided:</p> <p>a) Fuel filter is replaced, and</p> <p>b) Associated engine fuel pump is verified operative.</p> <p>NOTE: It may be necessary to install a known operative fuel low pressure switch in</p>

L1011R24.TXT

34-00	Engine Fuel Flow B and Fuel Used Indicating Systems	3	2	order to verify engine fuel pump operation. (0)One may be inoperative provided associated Fuel Quantity Indicating system is operative.
37-00	Fuel Temperature Indicating Systems			
1)	TANK	C	1	0
2)	ENG 1, 2, 3	C	3	0
				All may be inoperative provided associated Oil Temperature Indicating System is operative

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

74-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74	IGNITION			
11-01	High Energy Ignition Systems	C 6	3	(M)(0)One system (A or B) for each engine may be inoperative provided not more than one B system is inoperative.
31-02	Continuous Ignition Systems	C 6	3	(M)One system (A or B) for each engine may be inoperative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

75-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
75	BLEED AIR				
21-00	Zone 1 Vent Valves	C	3	0	(M) All may be inoperative provided affected Valve is OPEN or CLOSED.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

77-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
77	ENGINE INDICATING				
11-00	EPR Indicating Systems	A	3	2	(0)One may be inoperative provided: a) An intermix of engines is not installed, b) All other engine parameters are normal, c) Associated N1, N2, N3, and Fuel Flow Indicating Systems are operative, d) Appropriate N1 thrust setting data is available, e) Limited gross weights contained in AFM for takeoff and or climb are reduced by 6,000 lb., f) Reduced thrust operation is not used, and g) Repairs are made within 3 ]

L1011R24. TXT

					flight days.	]
	1) Digital Indicators	C	3	0		
12-00	Instrument Limiting Systems (N1, N2, N3, TGT)	C	-	0		]
12-04	N1 RPM Indicating Systems	B	3	2	(0)One may be inoperative provided associated EPR, N2, N3 and Fuel Flow Indicating Systems are operative.	
	1) Digital Indicators	C	3	0		

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

77-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING				
12-06	N2 RPM Indicators	B	3	2	(M)One may be inoperative provided: a) Associated EPR, N1, N3, TGT and Fuel Flow are operative, b) Associated Engine Overtemp/Overspeed Control System is verified operative before each flight, and c) If Engine 2 N2 RPM Indicator is inoperative, Engine 2 FAIL LIGHT is considered inoperative.  NOTE 1: Components of the N2 RPM Indicating System other than the Indicator are required to support the Engine Overtemp/Overspeed Control System.

L1011R24.TXT

NOTE 2: With Engine 2 N2 RPM Indicator inoperative, see AFM Performance for inoperative Engine 2 Fail Light.

12-07	N3 RPM Indicating Systems	B	3	2	(M)(0)One may be inoperative provided associated EPR, N1, N2 and Fuel Flow Indicating Systems are operative.
	1) Auto-cutoff Engine Starting Functions	C	3	0	(0)All may be inoperative provided engine start switches manually disengage starter.  (Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 24

PAGE:

DATE: 08/24/2000

77-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING				
12-07	N3 RPM Indicating Systems (cont'd)				
	2) Digital Indicators	C	3	0	NOTE: For starting procedure when operating with an N3 indicating system inoperative, see MMEL Procedures Manual or Operating Manual.
13-00	Rated EPR Computer System	C	1	0	
14-00	ENG 2 FAIL Indicating Light System	C	1	0	May be inoperative provided airplane is operated in accordance with AFM for performance penalty.
21-00	TGT Digital Indicating	C	3	0	

Systems					
22-00	Channels A & B- Turbine Cooling Air Overheat Detection Systems	C	6	3	(M)(O)One Channel (A or B) for each engine may be inoperative provided: a) Circuit breaker for affected channel is OPEN and COLLARED, and b) Remaining channel is verified operative before each departure.

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

77-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	3. NUMBER REQUIRED FOR DISPATCH	
77	ENGINE INDICATING				
31-00	Channels A and B- Airborne Vibration Monitor (AVM) Systems	C	6	3	(M)(O)One Channel (A or B) for each engine may be inoperative provided: a) Operator has established flight crew procedures for monitoring AVM level for all engines, and recording them for succeeding flights, b) OIL FILTER PRESSURE Light system for associated engine is operative, c) OIL PRESS ENG Light System for associated engine is operative, and d) Airplane is operated in accordance with AFM limitations.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

78-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78	ENGINE EXHAUST						
31-00	Reverser Systems	C	3	2			(M)(0)One may be inoperative provided reverser is deactivated and secured in the forward thrust position.
31-33	Reverser Indicating Light Systems						
1)	UNLOCK, or TRANSIT, or REVERSER UNLOCK, REVERSE, or OPERATING, or FULL REVERSE, or REVERSER IN TRANSIT (Pilot Panel)	C	3	2			(M)(0)One may be inoperative provided: a) All remaining lights on all reversers are operative, b) Associated reverser is verified STOWED and LOCKED after each actuation, and c) Associated light is either OFF or covered.
2)	REVERSER OPERATING (Pilot Panel) or REVERSER PRESSURE (FE/SO Panel)	B	3	2			(M)(0)One may be inoperative provided: a) Reverser is deactivated and secured in the forward thrust position, and b) PRSOV is manually locked

L1011R24. TXT

CLOSED, and  
 c) Associated light is either OFF or covered.

NOTE: All lights associated with a reverser which has been locked in the forward thrust position may be inoperative. All lights on remaining reversers must be operative.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

79-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL					
31-03	ENG OIL PRESS Lights (Pilot Annunciator Panel)	B	3	2	(0)One may be inoperative provided: a) Both AVM Channels A and B for associated engine are operative, b) Associated Oil Temperature Indicating System is operative, and c) Associated Oil Quantity Indicating System is operative.	
34-00	Oil Temperature Indicating Systems	B	3	2	(0)One may be inoperative provided: a) Oil Quantity Indicating System for associated engine is operative, and b) Fuel Temperature Indicating System for associated engine is operative.	

NOTE 1: Approximate oil temperature of an RB 211-22B series engine can be obtained by adding +15 degrees C to associated engine fuel temperature indicator.

(Continued)

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: Lockheed L-1011

REVISION NO: 23

PAGE:

DATE: 06/24/1998

79-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
34-00	Oil Temperature Indicating Systems (Cont'd)				<p>NOTE 2: Approximate oil temperature of an RB 211-524 Series engine can be obtained by adding the following appropriate value to associated engine fuel temperature indicator:</p> <p>Takeoff -- +85 degrees C                      Climb -- +70 degrees C                      Cruise -- +50 degrees C</p>
37-00	Oil Quantity Indicating Systems	B	3	2	(M)(O)One may be inoperative provided associated oil quantity is verified adequate before each flight.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Lockheed L-1011

REVISION NO: 21

PAGE:

DATE: 03/30/1995

80-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80	STARTING				
11-02	Starter VALVE OPEN Light Systems	C	3	2	(M)(0)One may be inoperative provided associated Starter Control Valve is verified CLOSED after engine start.
11-08	Starter Control Valve Systems	C	3	2	(M)(0)One may be inoperative provided associated valve is manually CLOSED after engine start.

L1011R24. TXT