

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
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Revision: 7
Date: 01/30/97

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

LOCKHEED 1329 JETSTAR

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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST
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Highlights of Change

This revision is a complete revision. All pages of the MMEL should be replaced with this revision.

All asterisks representing placard requirements have been deleted in accordance with Policy Letter 61 designated as Global Change 8. Other changes were made in accordance with Policy Letters designated as Global Changes or to clarify the provisos.

All deletions were made in accordance with the proceedings of the Flight Operations Evaluation Board or to comply with the provisions of an Emergency Procedure.

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Definitions

1. System Definitions.

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

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

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

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type

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Certificate Data Sheet.

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

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

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

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

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

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

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

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

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

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

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operation with the listed item inoperative.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

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

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

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

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

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

b. DOUGLAS (MD-11)

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

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

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

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

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

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

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

d. FOKKER (FK-100)

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

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

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

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

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

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

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maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

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Preamble
(Effective 6/14/89)

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

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

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Preamble
(Effective 6/14/89)

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

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

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

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

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

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

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Guidelines for (O) & (M) Procedures

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

- 21-1 (M)Maintenance procedure to secure valve in the closed position.
- (M)Maintenance procedure to secure valves in the closed position.
- 21-2 (M)Maintenance procedure to secure safety valve in the closed position.
- 21-3 (M)Maintenance procedure to secure outflow valve in the closed position.
- 22-1 (M)Maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse affect on any flight control function.
- 23-3 (O)Operations procedure to ensure passengers have received the appropriate briefings.
- 24-5 (M)Maintenance procedure to ensure inoperative AC inverter does not affect any other systems.
- 25-3 (M)Maintenance procedure to ensure seat is stowed or secured in the retracted position.
- (M)Maintenance procedure to ensure seat is stowed or secured in the retracted position.
- 26-8 (M)Maintenance procedure to ensure Lavatory Fire Extinguisher operates normally.
- (O)Operations procedure to ensure Lavatory is secured properly and not used for any purpose.

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Guidelines for (O) & (M) Procedures

- 26-9 (M)Maintenance procedure to ensure Lavatory Smoke Detector operates normally.
- (O)Operations procedure to ensure lavatory is secured properly and not used for any purpose.
- 27-13 (M)Maintenance procedure to ensure speed brake is mechanically locked closed.
- 27-14 (M)Maintenance procedure to ensure gust lock is in the unlocked position.
- 28-9 (M)Maintenance procedure to ensure fuel filter cleanliness.
- (M)Maintenance procedure to ensure fuel filter cleanliness.
- 28-10 (M)Maintenance procedure to ensure inoperative valve is secured open.
- 28-13 (M)Maintenance procedure to ensure valves are secured closed.
- 30-5 (O)Operations procedure to ensure associated valve is operative.
- 30-6 (O)Operations procedure to ensure associated valve is operative.
- 33-3 (O)Operations procedure to ensure passengers are appropriately briefed.
- 33-15 (M)Maintenance procedure to ensure minimum acceptable lighting level(s) is maintained with inoperative lights.

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Guidelines for (O) & (M) Procedures

- 34-18 (O)Operations procedure to ensure autopilot is operative.
- 34-23-1 (O)Operations procedure to ensure alternate warning method is established and used for inoperative mode.
- 34-23-4 (O)Operations procedure to ensure alternate callout method is established and used for inoperative advisory callout(s).
- 34-23-5 (O)Operations procedure to ensure alternate alert method is established and used for inoperative windshear mode.
- 34-24-1 (M)Maintenance procedure to deactivate and secure the system.
- 34-25-1 (M)Maintenance procedure to deactivate and secure the system.
- 34-25-2 (O)Operations procedure to ensure TA and RA display is visible to the non-flying pilot and audio functions are operative on flying pilot side.
- 34-25-3 (O)Operations procedure to ensure non-flying pilot monitors pilot's display.
- (O)Operations procedure to ensure TA only mode is selected and all TA functions/elements are operative.
- 34-25-4 (O)Operations procedure to ensure all RA display and audio functions are operative.
- 78-1 (M)Maintenance procedure to ensure thrust reverser system is secured.
- 78-4 (M)Maintenance procedure to ensure there is no leakage.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
1.	Bleed Air Pressure Shut off Valves	C	4	3	(M)One may be inoperative provided valve is secured in the closed position. OR
		C	4	0	(M)May be inoperative provided valves are secured closed for unpressurized flight.
2.	Safety Valves	C	2	1	(M)One may be inoperative provided: a) Inoperative safety valve is secured closed and b) Outflow Valves are operative.
3.	Outflow Valves	C	2	1	(M)One may be inoperative provided: a) Inoperative outflow valve is secured closed and b) Safety Valves are operative.
4.	Cabin Altitude Pressure Warning Lights	C	2	0	May be inoperative for unpressurized flight. OR
		C	2	0	May be inoperative for pressurized flight at or below 10,000 ft MSL.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
5.	Cabin Altitude Low Pressure Warning Horn (Oxygen Buzzer)	C	1	0	May be inoperative for unpressurized flight.
					OR
		C	1	0	May be inoperative for pressurized flight at or below 10,000 ft MSL.
6.	Cabin Altimeter	C	1	0	May be inoperative provided Cabin Differential Pressure Gauge is operative.
7.	Cabin Differential Pressure Gauge	C	1	0	May be inoperative provided Cabin Altimeter is operative.
8.	Cabin Pressure Controller	C	1	0	May be inoperative for unpressurized flights.
9.	Cabin Rate of Climb Selector	C	1	0	DELETED REVISION 7.
10.	Automatic Temperature Control System	C	1	0	May be inoperative provided Manual Temperature Control System is operative.
11.	Manual Temperature Control System	C	1	0	May be inoperative provided Automatic Temperature Control System and gauge are operative.
12.	Emergency Manual Temperature Control System (Airplanes 5086 & after)	C	1	0	May be inoperative provided Automatic Temperature Control System is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
13.	Refrigeration Units	C	2	1	One may be inoperative. OR
		C	2	0	May be inoperative provided: a) ram air ventilation is used for all flights and b) aircraft is operated at or below 25,000 ft.
14.	Air Conditioning Shut Off Switches	C	2	0	May be inoperative for unpressurized flight using ram air ventilation.
15.	Depressurization Switch	C	1	0	May be inoperative provided Bleed Air Pressure Shut Off Valves are operative.
16.	Cabin Pressurization Pneumatic Relay	C	1	0	May be inoperative for unpressurized flights.
17.	Ram Air Valve				DELETED Revision 7.
18.	Bleed Air Flow Control Valve	C	1	0	May be inoperative for unpressurized flight.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
1.	Autopilot ***	C	1	0	(M)As required by FAR.
2.	Autopilot Disengage Light				DELETED REVISION 7.
3.	Autopilot Release Switch				DELETED REVISION 7.
4.	Radio Mode/Switch				DELETED REVISION 7.
5.	Altitude Hold Mode/Switch				DELETED REVISION 7.
6.	Doppler Mode/Switch				DELETED REVISION 7.
7.	Heading Select Mode/Switch				DELETED REVISION 7.
8.	Pitch Trim Switch				DELETED REVISION 7.
9.	Turn Knob				DELETED REVISION 7.
10.	Autopilot Trim Indices				DELETED REVISION 7.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
1.	Communications System (VHF, HF, UHF)	C	-	-	As required by FAR.
2.	Cockpit Interphone System	B	1	0	May be inoperative provided: a) No emergency procedures require its use and b) The aircraft remains at or below FL410.
3.	Passenger Address System				
1)	Passenger Configuration	B	1	0	(O)May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.
2)	Cargo Configuration	D	1	0	
4.	Cockpit Voice Recorder (CVR) (If FDR Required by FAR)	A	1	0	May be inoperative provided: a) Flight Data Recorder is operating normally and b) Repairs are made within three flight days.
	Cockpit Voice Recorder (CVR) (If no FDR required by FAR)	A	1	0	May be inoperative provided repairs are made within three flight days.

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23	COMMUNICATIONS				
5.	Boom Microphones (CVR and FDR Installations)				
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 121.139(e) or FAR 135.151(d)	A	- 0		May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.
2)	Cockpit Voice Recorder Not Equipped to Record Boom Microhone	D	- 0		
	Boom Microphones (CVR Installations)				
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151(d)	A	- 0		May be inoperative provided repairs are made within three flight days.
2)	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	- 0		

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
1.	DC Starter-Generators	B	4	3	One generator and/or its associated control panel may be inoperative provided: a) Field is tripped and b) Overheat light is operative.
2.	DC Generator Out Lights	B	-	3	One may be inoperative provided: a) DC Voltmeter is operative, b) DC Generator Loadmeters are operative and c) Annunciator lights are operative.
3.	DC Generator Loadmeters	B	4	2	Two may be inoperative provided voltmeter, overheat, and generator lights are operative.
4.	DC Voltmeter (With Normal Bus Tie Open Light)	B	1	0	May be inoperative provided: a) Bus Tie Open Light is operative and b) Four Loadmeter, Overheat and Generator Out Lights are operative.
5.	AC Inverters	B	3	2	(M)One may be inoperative.
6.	AC Voltmeter	B	-	0	May be inoperative provided AC BUS OUT lights are operative.
7.	AC BUS OUT Lights	B	-	0	May be inoperative provided AC Voltmeter is operative.
8.	Annunciator Inverter Out Light	B	1	0	May be inoperative provided AC Voltmeter is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER			
9.	DC Voltmeter (Without Normal Bus Tie Open Light)			DELETED REVISION 6.
10.	Battery Protection System (NICAD only)			DELETED REVISION 6.
11.	AC Frequency Meter			DELETED REVISION 6.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
1.	Crash Ax ***	C	-	0	
2.	First Aid Kit ***	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.
3.	Flight Attendant *** Seat (Single or Dual position)				
	1) Seats Required by FAR.	B	-	-	(M)One single 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 his or her assigned exit, c) Alternate operations procedures are established for displaced Flight Attendant(s), d) Folding type seat that will not stow automatically is stowed or secured in the retracted position and e) Passenger seat(s) assigned to Flight Attendant(s) is placarded "FOR FLIGHT ATTENDANT USE ONLY".
					NOTE: A folding seat that will not stow automatically is considered inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
3.	Flight Attendant *** Seat (Single or Dual position) (Cont'd)				
	2) Seats in excess of the Number Required by FAR	C	- 0		(M)All may be inoperative provided: a) Affected seat position(s) is not occupied, b) Folding type seat that will not stow automatically is stowed or secured in the retracted position.
					NOTE 1: A folding seat that will not stow automatically is considered inoperative.
					NOTE 2: Individual operator MELs will be specific as to the numbers and locations of inoperative seats and combinations of seats to ensure the proximity to exits and distribution requirements of the applicable FAR are met.
4.	Flight Attendant *** Seat Lap Belt	C	- -		One may be inoperative provided associated Flight Attendant seat position is considered inoperative.

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25	EQUIPMENT/FURNISHINGS				
5.	ELT	C	1	0	As required by FAR. OR
		C	1	0	May be inoperative for published scheduled flights in scheduled air carrier service.
6.	Passenger Convenience Item(s)	-	-	-	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (O) and (M) procedures May be required and included in the air carrier's appropriate document.
7.	Lavatory Door *** Ashtray	A	1	0	May be missing provided it is replaced within 3 calendar days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
8.	Passenger Seats	C	-	0	May be inoperative provided: a) Affected seat does not block emergency egress to an aisle or exit and b) Affected seat is blocked and placarded "Do Not Occupy"
					NOTE 1: A seat with an inoperative seatbelt or shoulder harness is considered to be inoperative.
					NOTE 2: A seat with an inoperative recline mechanism is considered inoperative if the seat back cannot be secured in the upright position.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
1.	Engine Overheat Detection System				DELETED REVISION 6.
2.	Engine Fire Detection System				DELETED REVISION 6.
3.	Engine Fire Emergency Control Handle System				DELETED REVISION 6.
4.	Engine Fire Extinguisher System				DELETED REVISION 6.
5.	Aft Equipment Compartment Overheat Warning System				DELETED REVISION 6.
6.	Engine Audible Warning System	C	1	0	
7.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit and b) Required distribution is maintained.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
8.	Lavatory Smoke *** Detection Systems	C	-	0	(M)May be inoperative provided the Lavatory Fire Extinguisher operates normally.
					OR
		C	-	0	(O)May be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER", c) Lavatory is not used for any purpose.
					NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.
					NOTE 2: A Lavatory Smoke Detection system is not required for all-cargo operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
9.	Lavatory Fire Extinguisher Systems	C	-	0	(M)May be inoperative for each lavatory provided Lavatory Smoke Detector operates normally.
					OR
		C	-	0	(O)May be inoperative for each lavatory provided: a) Lavatory waste receptable is empty, b) Lavatory door is LOCKED CLOSED and placarded "INOPERATIVE - DO NOT ENTER" and c) Lavatory is not used for any purpose.
					NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.
					NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.
10.	Thermal Discharge Indicators	C	2	0	May be inoperative provided visual indication of pressure gauges are made prior to flight.
11.	Forward Baggage *** Compartment Smoke Detection System	C	1	0	May be inoperative provided baggage compartment remains empty.

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SYSTEM & SEQUENCE NUMBERS	ITEM		1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS					
1.	Leading Edge Flap Position Indicator	C	1	0		May be inoperative provided visual reference to position of flaps is determined from pilot seats. NOTE: Wing illumination lights must be operative during night operation.
2.	Speed Brake Warning Light Flasher	C	1	0		May be inoperative provided steady warning light is operative.
3.	Mach Air Speed Aural Warning Alarm					DELETED REVISION 6.
4.	Aileron Trim Control Switch					DELETED REVISION 6.
5.	Trim Tab Position Indicator (Aileron, Rudder)	C	1	0		May be inoperative provided: a) Tab is visually checked for full range of operations and b) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.
6.	Rudder Trim Position Indicator					NOTE: Moved to ATA 27, item 5
7.	Pitch Trim Control System (Normal & emerg.)					DELETED REVISION 6.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
8.	Horizontal Stabilizer Position Indicator				DELETED REVISION 6.
9.	Leading Edge Wing Flap Asymmetry System.				DELETED REVISION 6.
10.	Trailing Edge Wing Flap Asymmetry System				DELETED REVISION 6.
11.	Leading & Trailing Edge Flap Control Unit				DELETED REVISION 6.
12.	Stall Warning System				DELETED REVISION 6.
13.	Speed Brake	C	1	0	(M)May be inoperative provided: a) Brake is mechanically locked closed and b) Circuit breaker is pulled.
14.	Rudder Gust Lock	C	1	0	(M)May be inoperative provided: a) Gust lock is verified in the unlocked position and b) Rudder and throttle movements are unrestricted.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
15.	Mach Trim System B	1	0		May be inoperative provided: a) Speed is limited to .76 Mach, b) Aircraft is flown at or below 17,000 Ft MSL and c) Normal pitch trim system is not affected.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
1.	Main Tank Booster Pumps			DELETED REVISION 7.
2.	Booster Pumps Left and Right External Tanks			DELETED REVISION 7.
3.	Main Tanks Low Fuel Pressure Warning Lights			DELETED REVISION 7.
4.	External Tanks Low Fuel Pressure Warning Lights			DELETED REVISION 7.
5.	Interconnect Valves 1 to 2 - 3 to 4			DELETED REVISION 6.
6.	Fuel Quantity Gauges Main Tanks			DELETED REVISION 7.
7.	Fuel Quantity Gauges External Tanks			DELETED REVISION 7.
8.	Main Tanks Low Sump Level Warning Lights			DELETED REVISION 7.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
9.	Fuel Filter Clogging Lights	C	4	3	(M)Number 1 or number 2 may be inoperative provided: a) Fuel heaters are operated at ambient temperatures below freezing in accordance with the AFM, b) Associated fuel pressure lights are monitored and c) Filter cleanliness is determined prior to flight.
					OR
		C	4	3	(M)Number 3 or number 4 may be inoperative provided: a) Fuel heaters are operated at ambient temperatures below freezing in accordance with the AFM, b) Associated fuel pressure lights are monitored and c) Filter cleanliness is determined prior to flight.
10.	Tank Isolation Valves	C	4	2	(M)One may be inoperative on each side of the aircraft provided the inoperative valve(s) is secured in the open position.
11.	Cross Feed Valve				DELETED REVISION 6.
12.	Cross Feed Separation Valve				DELETED REVISION 6.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
13.	Jettison Valves	C	2	0	(M)May be inoperative provided: a) Takeoff weight is equal to or less than maximum landing weight and b) Valves are secured in the closed position.
14.	Pressure Fueling System	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER			
1.	Main #1 & #2 System Pressure Warning Light			DELETED REVISION 7.
2.	#3 Auxiliary System Pump			DELETED REVISION 6.
3.	Pressure Line Shut-Off Valve			DELETED REVISION 6.
4.	Suction Line Shut-Off Valve			DELETED REVISION 6.
5.	Hydraulic System Selector Switch			DELETED REVISION 6.
6.	Hydraulic Quantity Indicators			DELETED REVISION 7.
7.	Hydraulic Pressure Low Annunciator Light			DELETED REVISION 7.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
1.	Wing and Empennage De-icing System	C	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions and b) The suction system is operative.
2.	Windshield Anti-Icing System	C	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions and b) Speed and altitude restrictions per AFM are complied with.
3.	Windshield Wiper Systems	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
4.	Static Port Heater				DELETED REVISION 6.
5.	Engine Inlet Guide Vane On-Off Lights	C	4	3	(O)One may be inoperative provided associated valve is operative.
6.	Engine Nacelle Heat On-Off Lights	C	4	3	(O)One may be inoperative provided associated valve is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
7.	Pitot Tube Heater Systems	B	2	1	One may be inoperative provided: a) Flights are conducted in VMC, b) Flights are not conducted in known or forecast icing conditions, c) Flights are not conducted in visible moisture and d) Utility system must be operative under all conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
1.	Clock with sweep second hand or electric digital clock.	C	2	1	One may be inoperative. OR
		C	2	0	May be inoperative for VFR operations.
2.	Flight Recorder *** (FDR)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally and b) Repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
1.	Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes and c) Lighting configuration and intensity is acceptable to the flight crew.
2.	Cabin Interior Illumination	C	-	-	May be inoperative provided lighting configuration is acceptable to the flight crew.
3.	Passenger Notice System (Ordinance Lights) (Fasten Seat Belt- No Smoking)	C	1	0	(0)May be inoperative provided appropriate verbal briefings are given.
4.	Navigation Lights	C	3	0	May be inoperative for day operations.
5.	Anti-Collision Light Systems	B	2	0	May be inoperative for day operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
6.	Wing Inspection Lights	C	1	0	May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations.
7.	Landing Lights	C	2	0	May be inoperative for day operations. OR One may be inoperative for night operations provided the Auxiliary Landing Light is operative.
8.	Auxiliary Landing Light	C	1	0	May be inoperative for day operations. OR C 1 0 May be inoperative for night operations provided both Landing Lights are operative.
9.	Vestibule Light	C	1	0	May be inoperative for day operations.
10.	Aft Compartment Light	C	-	0	
11.	Annunciator Master Warning Light				DELETED REVISION 7.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
12.	Taxi Lights	C	2	0	May be inoperative for day operations.
					OR
		C	2	1	One may be inoperative for night operations provided the Auxiliary Landing Light is operative.
13.	Passenger Emergency Lighting System				DELETED REVISION 6.
14.	Exterior Strobe Light	C	-	0	
15.	Floor Proximity *** Emergency Escape Path Marking System Lights	C	-	-	(M)Individual lights may be inoperative provided maintenance procedures are established to determine that FAA approved minimum acceptable lighting level(s) is maintained by remaining operative lights.
					NOTE: Reference the following documents for FAA approved minimum acceptable lighting levels: a) FAA engineering Approval letter, b) FAA approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate(STC) and d) FAA approved report incorporated in the Master drawing list for the applicable STC.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
1.	Navigation Equipment (VOR/ILS, Loran, RNAV, OMEGA/VLF, INS, GPS, DOPPLER)	C	-	-	As required by FAR.
2.	Bank and Pitch Indicator (AH).				DELETED REVISION 6.
3.	Glideslope (Part of ILS)	C	1	0	
4.	Marker Beacon	C	-	-	As required by FAR.
5.	Automatic Direction Finder	C	-	-	As required by FAR.
6.	ATC Transponders and Automatic Altitude Reporting Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
7.	Airspeed Indicators				DELETED REVISION 6.
8.	Altimeter				DELETED REVISION 6.
9.	Machmeter	B	1	0	May be inoperative provided the aircraft remains at or below FL220.
10.	Mach Trim Out Lights	C	1	0	
11.	Outside Air Temperature Indicating System				DELETED REVISION 6.

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34	NAVIGATION				
12.	Rate of Turn Indicators	B	2	1	One may be inoperative on the right side for all flights.
		B	2	0	May be inoperative on left side except for IFR, passenger carrying VFR over-the-top and passenger carrying VFR night flights.
13.	Rate of Climb Indicator				DELETED REVISION 6.
14.	Directional Gyro Compass Systems				DELETED REVISION 7.
15.	Distance Measuring Equipment	C	-	-	As required by FAR.
16.	Weather Radar	C	-	-	As required by FAR.
17.	Standby Attitude Indicator				DELETED REVISION 7.
18.	Altitude Alerting System	A	1	0	(O)May be inoperative provided: a) Autopilot with altitude hold is operative and b) Operations are limited to not more than three flight days before repairs are made.
19.	Radar Altimeter ***	C	1	0	As required by FAR. NOTE: GPWS may be affected.

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34	NAVIGATION				
20.	Vertical Speed Indicators	C	2	1	One may be inoperative provided: a) INS is installed, b) INS is operative and c) Its gyro can be and is used to power the affected equipment.
21.	Angle of Attack System ***	C	1	0	
22.	Nonstabilized Magnetic (Standby) Compass	B	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative. OR May be inoperative provided: a) Any combination of two gyro or INS stabilized compass systems are operative and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the en route portion of the flight. OR May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
23.***	Ground Proximity Warning System				
	1) Modes 1-4	A	-	0	(O)May be inoperative provided: a) Alternate Procedures are established and used and b) Repairs are made within two flight days.
	2) Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative and b) Repairs are made within two flight days.
	3) Glideslope Deviation (Mode 5)	B	2	0	
***	4) Advisory Callouts	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
	5) Windshear Mode	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
24.***	Traffic Alert Collision Avoidance System (TCAS 1)	C	1	0	(M)May be inoperative provided system is deactivated or secured.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
25.	Traffic Alert				
***	Collision Avoidance System (TCAS II)				
1)	TCAS System	C	-	0	(M)May be inoperative provided the System is deactivated and secured.
2)	Combined TA and RA Dual Displays	C	2	1	(O)May be inoperative on the non-flying pilot side provided: a) TA and RA elements and audio functions are operative on the flying pilot side, and b) TA and RA display indications are visible to the non-flying pilot.
3)	Resolution Advisory (RA) Display System(s)	C	2	1	(O)One may be inoperative on non-flying pilot side. OR
		C	-	0	(O)May be inoperative provided: a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and b) TA only mode is selected by the crew.
4)	TA Display System(s)	C	-	0	(O)May be inoperative provided all installed RA display and audio functions are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
1.	Passenger Oxygen System and Supply	C	-	-	As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
1.	Auxiliary Power Unit	C	-	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL			
1.	Fuel Heat Valve			DELETED REVISION 6.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING				
1.	Exhaust Gas Temperature				DELETED REVISION 6.
2.	Engine Pressure Ratio Systems	B	4	3	One EPR gauge or system may be inoperative provided: a) Before loss of the EPR gauge or system all engine indications were normal, b) Before each takeoff a visual check is made of the inlet and exhaust of the engine with the inoperative EPR, c) Fuel flow on the affected engine must operate normally and d) Aircraft with mixed engines must have all EPR systems operative.
3.	Tachometers				DELETED REVISION 7.
4.	Fuel Flow Indicators	B	4	3	One may be inoperative provided all other engine indicating systems are operative for the associated engine.
5.	Oil Pressure				DELETED REVISION 6.
6.	Oil Temperature				DELETED REVISION 6.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78	ENGINE EXHAUST				
1.	Thrust Reverser Systems	C	4	0	(M)May be inoperative provided thrust reverser linkage is locked overcenter before flight. NOTE: Flight with the actuator removed should not be attempted unless link is added between the forward ends of the upper and lower driven links to hold doors in forward thrust position.
2.	Thrust Reverser Extended Lights	C	4	0	One required for each operative actuator.
3.	Thrust Reverser Unlock Lights.	C	4	0	One required for each operative actuator.
4.	Reverser Accumulator	C	1	0	(M)May be inoperative provided no external leakage exists. NOTE: Placard Accumulator Low annunciator light.