

L13_25R2.txt

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

Revision: 2
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 1329-25 JETSTAR II

FEDERAL AVIATION ADMINISTRATION
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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST
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Log of Revisions

REV. NO.	DATE	PAGE NUMBERS	INITIALS
1	04/07/92	ALL PAGES	
2	01/30/97	HIGHLIGHTS OF REV., DEFINITIONS	
2	01/30/97	GUIDELINES	
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	XI	6	01/31/95
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	XIII	6	01/31/95
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Highlights of Change

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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 provisions.

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.

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- 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. "(0)" 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 (0) 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.

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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)

Definitions

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

- ATA 23-3 (O)Operations procedure to ensure passengers are properly briefed.
- ATA 24-5 (M)Maintenance procedure to ensure inoperative inverter does not interfere with operation of other inverters.
- ATA 25-3.1 (M)Maintenance procedure to secure or stow folding type seat in the retracted position.
(O)Operations procedure to establish alternate procedures for displaced flight attendant.
- ATA 25-3.2 (M)Maintenance procedure to secure or stow folding type seat in the retracted position.
- ATA 27-5 (M)Maintenance procedure to ensure gust lock is in the unlock position.
- ATA 28-9 (M)Maintenance procedure to secure valve in the open position.

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Guidelines for (O) & (M) Procedures

- ATA 28-10 (M)Maintenance procedure to secure valve in the closed position.
- ATA 33-3 (O)Operations procedure to ensure passengers are briefed.
- ATA 33-15 (M)Maintenance procedure to ensure minimum acceptable lighting level (s) is maintained by remaining operative lights.
- ATA 34-16 (O)Operations procedure to ensure pilot awareness of altitude assignments.
- ATA 34-21.1 (M)Maintenance procedure to ensure system is deactivated and secured.
.2 (O)Operations procedure to ensure TA and RA elements and audio functions are operative on flying pilot side and TA and RA display indications are visible to the non-flying pilot.
.3 (O)Operations procedure to ensure RA display is operative on flying pilot side.
(O)Operations procedure to ensure all TA display elements and voice command audio functions are operative and TA only mode is selected by the crew.

. 4 (O)Operations procedure to ensure all RA display and audio functions are operative.

ATA 24-22 (M)Maintenance procedure to secure and deactivate system.

ATA 34-23.1 (O)Operations procedure to ensure pilot's altitude awareness.

. 4 (O)Operations procedure to ensure pilot's altitude awareness.

. 5 (O)Operations procedure to ensure pilot's altitude awareness.

ATA 78-2 (M)Maintenance procedure to ensure no external leakage exists.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	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 closed.
		C 4	0 (M)May be inoperative provided: a) Valves are secured closed and b) Flight is conducted unpressurized.
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

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	C	2	0	May be inoperative for pressurized flight at or below 10,000 ft. MSL.
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.

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			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
6.	Cabin Altitude	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 Altitude is operative.
8. ***	Manual Cabin Pressure Controller	C	1	0	May be inoperative for unpressurized flight.
9. ***	Automatic Cabin Pressure Controller	C	1	0	May be inoperative for pressurized flight provided Manual Cabin Pressure Controller is operative.
10.	Manifold Crossbleed Valve	C	1	0	May be inoperative provided valve remains in closed position.
11.	Cabin Rate of Climb Selector				DELETED REVISION 2.
12.	Automatic Temperature Control Systems	C	2	0	May be inoperative provided Manual Temperature Control System is operative.
13.	Manual Temperature Control Systems	C	2	0	May be inoperative provided Automatic Temperature Control and temperature gauge are operative.
14.	Electronic Cooling	C	1	0	

Fan

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING					
15.	Refrigeration Units	C	2	1		One may be inoperative provided flight is maintained at or below 15,000 ft MSL.
						OR
		C	2	0		May be inoperative provided ram air ventilation is used for all flights.
16.	Air Conditioning Shut Off Switches	C	2	1		One may be inoperative provided associated side Bleed Air Shut Off Valves and Manifold Crossbleed Valve are operative.
						OR
		C	2	0		May be inoperative for unpressurized flight using ram air ventilation.
17.	Aux Vent Switch	C	1	0		May be inoperative provided Air Conditioning Shut Off Switches are operative.
18.	Pneumatic Relay	C	1	0		May be inoperative for unpressurized flight.
19.	Ram Air Valve					DELETED REVISION 2.
20.	Pressure Regulator and Shutoff Valves	C	2	0		May be inoperative for unpressurized flight.

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			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
1.	Autopilot ***	C	-	0	(M)As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 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	0	May be inoperative provided: a) No emergency procedures are predicated on its use, and b) Aircraft remains at or below FL410.
3.	Passenger Address System					
1)	Passenger Configuration	B	1	0	0	(0) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.
2)	Cargo Configuration	D	1	0	0	
4.	Cockpit Voice Recorder (CVR) (If FDR Required by FAR)	A	1	0	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	0	May be inoperative provided 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
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 Microphone	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		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
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	4	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	B	1	0	May be inoperative provided: a) Bus Tie Open Light is operative and b) Loadmeter, Overheat and Generator Out Lights are operative.
5.	AC Inverters	B	3	2	(M)One may be inoperative.
6.	AC Voltmeter	B	1	0	May be inoperative provided: a) Frequency Meter is operative and b) AC Bus Out Lights are operative.
7.	AC Bus Out Lights	B	5	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.
9.	AC Rotary Inverter	B	1	0	

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25	EQUIPMENT/FURNISHINGS					
1.	Crash Ax ***	C	1	0		
2.	First Aid Kits	D	-	-		Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.
3.	Flight Attendant ***Seats (Single or Dual position)					
	1) Seats required by FAR	B	-	-		(M)One single or dual position seat may be inoperative provided: a) Affected seat position(s) is not occupied, b) Flight attendant(s) displaced by inoperative seat position(s) occupies the passenger seat(s) most accessible to their 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, e) Passenger seat(s) assigned to flight attendant(s) is placarded "FOR FLIGHT ATTENDANT USE ONLY", and NOTE: A folding type seat that will not stow automatically is considered inoperative.

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			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
3.	Flight Attendant Seats (Single or Dual position (Continued)				
	2) Seats in excess of the number required by FAR	B	-	0	(M) May be inoperative provided: a) Affected seat position(s) is not occupied and b) Folding type seat that will not stow automatically is stowed or secured in the retracted position. NOTE 1: A Folding type 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	B	-	-	One may be inoperative provided associated Flight Attendant seat position is considered inoperative.
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.

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25	EQUIPMENT/FURNISHINGS				
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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25	EQUIPMENT/FURNISHINGS				
8.	Passenger Seats	C	-	0	<p>May be inoperative provided:</p> <p>a) Affected seat does not block emergency egress to an aisle or exit and</p> <p>b) Affected seat is blocked and placarded "Do Not Occupy".</p> <p>NOTE 1: A seat with an inoperative seatbelt or shoulder harness is considered to be inoperative.</p> <p>NOTE 2: A seat with an inoperative recline mechanism is considered inoperative if the seat back cannot be secured in the upright position.</p>

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
1.	Thermal Discharge Indicator	C	2	0	May be inoperative provided visual indication of pressure gauges are made prior to flight.
2.	Lavatory Smoke Detection Systems	C	-	-	For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory Fire Extinguisher system operates normally. 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. 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.
3.	Engine Audible Warning System	C	1	0	May be inoperative provided engine overheat and engine fire detection systems are operative.
4.	Forward Baggage Compartment Smoke Detection System	C	1	0	May be inoperative provided baggage compartment remains empty.

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SYSTEM & SEQUENCE	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
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NUMBERS				4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION			
5.	Lavatory Fire Extinguisher Systems	C	-	<p>For each lavatory, the lavatory Fire Extinguisher system may be inoperative provided:</p> <p>a) Lavatory Smoke Detection system operates normally.</p> <p>OR</p> <p>b) Lavatory waste receptacle is empty,</p> <p>c) Lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER" and</p> <p>d) Lavatory is not used for any purpose.</p> <p>NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.</p> <p>NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.</p>
6.	Portable Fire Extinguisher	D	-	<p>Any in excess of those required by FAR may be inoperative or missing provided:</p> <p>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</p> <p>b) Required distribution is maintained.</p>

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	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 seat. NOTE: Wing illumination lights must be operative during night operations.
2.	Speed Brake Warning Light Flasher	C	1	0	May be inoperative provided steady warning light is operative.
3.	Trim Tab Position Indicators (Aileron, Rudder)	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation and b) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.
4.	Speed Brake				DELETED REVISION 2
5.	Rudder Gust Lock	C	1	0	(M)May be inoperative provided: a) Gust lock is verified in the unlock position and b) Rudder and throttle movement is unrestricted.
6.	Mach Trim System	B	1	0	May be inoperative provided: a) Speed is limited to .72 Mach and b) Normal pitch trim system is not affected.

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

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1.	Main Tank Boost Pumps				Deleted Revision 2
2.	External Tank Boost Pumps				Deleted Revision 2
3.	Emergency AC Boost Pumps				Deleted Revision 2
4.	Main Tanks Low Fuel Pressure Warning Lights				Deleted Revision 2
5.	External Tanks Low Fuel Pressure Warning Lights	B	2	1	Deleted Revision 2
6.	Fuel Quantity Gauges Main Tanks				Deleted Revision 2
7.	Fuel Quantity Gauges External Tanks				Deleted Revision 2
8.	Main Tanks Low Sump Level Warning Lights				Deleted Revision 2
9.	Tank Shutoff Valves	C	4	2	(M)One may be inoperative on each side of the aircraft. Valve should be secured in the open position.
10.	Jettison Valve	C	2	0	(M)May be inoperative provided: a) Takeoff weight is equal to or less than the maximum landing weight, and b) Valve is secured in the closed position.
11.	Pressure Fueling System	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION					
1.	Wing De-icing	C	1	0		May be inoperative provided:

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System					
2. Windshield Anti-Icing System	C	1	0	0	a) Aircraft is not operated in known or forecast icing conditions and b) Suction system is operative.
3. Windshield Wiper Systems	C	2	0	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.
4. Pitot Static and Utility Heater Systems	B	3	2	2	Pilot or copilot system may be inoperative provided: a) Flight is conducted in VMC conditions only, b) Aircraft is not operated in known or forecast icing conditions, c) Aircraft is not operated in visible moisture and d) Utility system is 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	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. b) Repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR			
1.	Parking Brake			Deleted Rev. 1

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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,

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					<ul style="list-style-type: none"> 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.	Ordinance Lights	C	1	0	(0)May be inoperative provided appropriate verbal briefings are given.
4.	Navi gati on Li ghts	C	3	0	May be inoperative for day operations.
5.	Anti -Col l i s i o n Li ghts	B	2	0	May be inoperative for day operations.
6.	Wi ng I n s p e c t i o n Li ght	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 in icing conditions.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
33	LI GHTS				
7.	Landi ng Li ghts	C	2	0	May be inoperative for day operations.
		C	2	1	OR One may be inoperative for night operations provided the auxiliary landing light is operative.
8.	Auxi l i a r y Landi ng	C	1	0	May be inoperative for day

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Light				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. Annunciator Master Warning Light				Deleted Revision 7
11. Aft Compartment Light	C	-	0	
12. Taxi Lights	C	2	0	May be inoperative for day operations.
				OR
	C	2	1	One may be inoperative for night operations provided Auxiliary Landing Light is operative.
13. Emergency Lighting System				Deleted Revision 7

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

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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		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH				
34	NAVIGATION					
1.	VHF Navigation (VOR/ILS, LORAN, OMEGA/VLF, INS, GPS, DOPPLER, RNAV)	C	-	-	-	As required by FAR.
2.	Flight Director Indicator	C	1	0	0	May be inoperative provided approach minimums do not require its use.
3.	Glide slope (Part of VOR-ILS)					Deleted Rev. 1 Considered part of VHF Navigation.
4.	Marker Beacon	C	1	0	0	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.	Machmeter	B	1	0	May be inoperative provided aircraft remains at or below FL220.
8.	Mach Trim Out Light	C	1	0	
9.	Outside Air Temp Indicating System				Deleted Revision 7
10.	INS System				Deleted Revision 7

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
11.	Turn Indicator	B	2	1	One may be inoperative on 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.
12.	Directional Gyro Compass Systems				Deleted Revision 7
13.	Distance Measuring Equipment	C	-	0	As required by FAR.
14.	Weather Radar	C	-	0	As required by FAR.
15.	Standby Bank-and-Pitch				Deleted Revision 7

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16. Altitude Alerting System	A	1	0	(0) May be inoperative provided: a) Autopilot with altitude hold is inoperative, and b) Operators are limited to not more than three flight days before repairs are made.
17. Radio Altimeter ***	C	1	0	As required by FAR.
18. Vertical Gyros	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.
19. Angle of Attack 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
34	NAVIGATION				
20.	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
		B	1	0	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
		B	1	0	May be inoperative for flights that are entirely within areas of

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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		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
21. ***	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.
		C	-	0	OR (O)May be inoperative provided: a) All Traffic Alert (TA)

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				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.
22. Traffic Alert *** Collision Avoidance System (TCAS I)	C	-	0	(M)May be inoperative provided the system is deactivated and secured.

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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, used and 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	(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.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 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
77	ENGINE INDICATING				
1.	Fuel Flow Indicators	B	4	3	One may be inoperative provided all other engine indicating systems are operative for the associated engine.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
78	ENGINE EXHAUST				
1.	Thrust Reverser Systems	C	4	0	May be inoperative provided: a) Thrust reverser linkage is locked overcenter prior to flight. b) Associated circuit breaker is pulled, c) Top and bottom thrust reverser lockout plates are installed, and d) Placard associated thrust reverser lever.
2.	Reverser Accumulator	C	1	0	(M)May be inoperative provided no external leakage exists. NOTE: Placard accumulator low annunciator light.
3.	Thrust Reverser Extend Lights	C	4	0	One required for each operative actuator.
4.	Thrust Reverser Unlock Lights	C	4	0	One required for each operative actuator.

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