

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

Revision: 14
Date: 03/16/94

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 ELECTRA L-188

Federal Aviation Administration
Flight Standards Division
AIRCRAFT EVALUATION GROUP, LGB-AEG
3229 EAST SPRING STREET
LONG BEACH, CA 90806-2425

TELEPHONE: (310) 988-5270
FAX: (310) 988-5281

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Highlights of Change

EFFECTIVE ABOVE DATE the Lockheed L-188 Master Minimum Equipment List is revised. Revision 14 includes revisions to every item in the MMEL. Changes include those items discussed at the January 26, 1994 FOEB Meeting and includes revisions required by Policy letters through PL-72 and Global Changes through GC-16. See the FOEB Minutes for detailed information on changes.

Please retain this sheet until the next revision has been issued

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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.

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

- 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

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the specific aircraft is listed on the applicable Type 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.

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

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 120-42.

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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 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).

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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 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.

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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 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.

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23. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatchability will normally be at status message level (e.g., Advisory Status) or higher.

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 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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(Effective 6/14/89)

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

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

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

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

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

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

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
1.	Cabin Air Compressors	C	2	1	One may be inoperative provided aircraft is operated at or below FL 250.
		C	2	0	May be inoperative provided flight is conducted in an unpressurized configuration.
2.	Cabin Pressure Control System	C	1	0	(O)May be inoperative provided flight is conducted in an accepted unpressurized configuration.
	1) Automatic Control	C	1	0	(O)May be inoperative provided Manual control is operative.
	2) Manual Control	C	1	0	(O)May be inoperative provided Automatic control is operative.
3.	Cabin Air Compressor Dump Switches	C	2	1	(M)(O)One may be inoperative provided: a) Remaining Cabin Air Compressor Dump Switch is operative, and b) Cabin Air Compressor associated with operative Dump Switch is operative.
		C	2	0	(M)(O)May be inoperative provided flight is conducted in an accepted unpressurized configuration.
4.	Safety Valve Control				DELETED in Revision 14.

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21	AIR CONDITIONING				
5.	Cabin Air Compressor Disconnect Switch	C	2	1	(M)One may be inoperative provided associated compressor is verified disconnected and is not used.
		C	2	0	(M)May be inoperative provided: a) Both compressors are verified disconnected, and b) Flight is conducted in an accepted unpressurized configuration.
6.	Cabin Air Compressor Indicator	C	2	1	One may be inoperative provided associated compressor is considered inoperative and not used.
7.	Cabin Altitude Indicator	C	1	0	(O)May be inoperative provided: a) Cabin differential pressure indicator is operative, and b) A chart is provided to the flight crew to convert differential pressure to cabin altitude. OR c) Flight is conducted in an accepted unpressurized configuration.
8.	Cabin Differential Pressure Indicator	C	1	0	(O)May be inoperative provided: a) Cabin altitude indicator is operative, and b) A chart is provided to the flight crew to convert cabin altitude to differential pressure. OR c) Flight is conducted in an accepted unpressurized configuration.

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21	AIR CONDITIONING				
9.	Cabin Rate of Climb Indicator	C	1	0	(O)May be inoperative provided: a) All other instruments and functions of the pressurization system are operative. OR b) Flight is conducted in an accepted unpressurized configuration.
		C			
10.	Cabin Air Compressor Warning Lights	C	2	0	(M)May be inoperative provided associated Compressor is disconnected and secured.
11.	Cabin Altitude Warning System	C	1	0	(O)May be inoperative provided aircraft is operated at or below 10,000 MSL.
12.	Vapor Cycle *** (Freon) System	C	1	0	(O)May be inoperative provided: a) Departure, enroute and terminal airport temperatures are not forecast to exceed 80 Degrees F. OR b) Above 80 Degrees F if the Freon System is inoperative, both Cooling Turbines are operative.
		C			
13.	Cooling Turbines	C	2	1	One may be inoperative provided: a) Departure, enroute and terminal airport temperatures are not forecast to exceed 80 Degrees F. OR b) Freon System is operative.
		C			

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21	AIR CONDITIONING				
14.	Freon Condenser	C	1	0	(M)May be inoperative provided:
***	Door				a) Door is secured for proper inflight position, and
					b) Electrical Load Center circuit breaker is secured.
15.	Recirculation Fans	C	2	0	(M)May be inoperative provided affected system is secured by an accepted procedure.
16.	Duct Heaters	C	2	0	(M)May be inoperative provided system is secured by an accepted procedure.
17.	Program Position Indicator	C	1	0	(M)May be inoperative provided:
					a) 16 Point Selector is operative.
		C			OR
					b) Associated system is secured by an approved method.
18.	Cabin Temperature Indicator	C	1	0	
19.	Freon Condenser	C	1	0	(M)May be inoperative provided:
***	Door Position Indicator				a) Door is secured in proper inflight position, and
					b) Electrical Load Center circuit breaker is secured.
20.	Automatic Temperature Controls (Cabin & Flight Station)	C	2	0	(O)May be inoperative provided Manual Controls are operative.
21.	Freon Condenser				DELETED in Revision 14.
***	Pressure Indicator				

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
22.	Cargo Compartment Overheat Lights	C	2	0	(M)May be inoperative provided cargo heat system is deactivated.
23.	"Manual Temperature Control" Switches				DELETED in Revision 14.
24.	16 Point Temperature Selector & Indicator				
***	1) Cabin Evap Freon IN/OUT	C	1	0	
***	2) Flt. Sta. Evap Freon IN/OUT	C	1	0	
	3) Air Cycle Left/Right	C	2	0	May be inoperative provided associated Compressor Inlet/ Discharge Indicator is operative.
	4) Cabin Heater/ Evap. Air	C	1	0	May be inoperative provided: a) Associated Overheat Light is operative, and b) Cabin Temperature Indicator is operative.
	5) Flight Station Heater/Evap. Air	C	1	0	May be inoperative provided Associated Overheat Light is operative.
	6) Cargo Compartment Heat Aft/Forward	C	1	0	(O)May be inoperative provided Cargo Heat is not used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
24.	16 Point Temperature Selector & Indicator (Cont'd)				
	7) Cond. Freon/ Cond. Fan Motor	C	2	0	
25.	Freon Compressor *** Inlet Pressure Indicator	C	1	0	
26.	Rapid Heat Doors & *** Controls	C	1	0	
27.	Temperature Control Panel Advisory Lights	C	6	0	(M)May be inoperative provided: a) 16 Point Selector is operative. OR b) Associated system is secured.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT					
1.	Autopilot System	C	1	0	(M) (O) May be inoperative provided:	
					a) Approach minimums do not	
					require its use, and	
					b) Autopilot is secured.	
2.	Control Wheel Disengage Switch	C	2	1	One may be inoperative provided the	
					autopilot is not used below Initial	
					Approach altitude.	
3.	Autopilot Disconnect Indicator Light	C	1	0	May be inoperative provided	
					autopilot is not used.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
1.	Flight Deck *** Speakers	C	-	0	(O)May be inoperative provided: a) They are not required for emergency procedures, and b) Headsets are installed and operative.
2.	Passenger Address System (PA)				
1)	Passenger Configuration	A	1	0	(O)May be inoperative provided: a) Alternate normal and emergency procedures are established and used, b) Cabin attendant's interphone system is operative, and c) System is repaired within three flight days.
*** 2)	Cargo Configuration	D	-	0	
3.	Communications Systems (VHF, HF, UHF, etc.)	C	-	-	Any in excess of those required by FAR may be inoperative provided one Communications System powered by Essential Buses is operative.
4.	Cockpit Interphone System				DELETED in Revision 14
5.	Audio Selector Panels				DELETED in Revision 14.
6.	Service Interphone System	C	1	0	(O)May be inoperative provided: a) Alternate normal and emergency procedures are established and used, and b) Passenger address system is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
7.	Cabin Attendant's Interphone System				
	1) Passenger Configuration	C	1	0	(O)May be inoperative provided: a) Procedures do not require its use. OR b) Passenger Address System is operative, and c) Alternate normal and emergency procedures are established and used.
***	2) Cargo Configuration	D	-	0	
8.	Selective Call System (SELCAL)	D	-	0	(O)May be inoperative provided: a) Procedures do not require its use. OR b) Flight Crew Monitors appropriate Communications Frequency.
9.	Radio Rack Cooling Fan	B	1	0	(M) (O)May be inoperative provided: a) Cockpit ambient temperature does not exceed 110 Degrees F, b) Ground operation does not exceed 20 minutes, and c) Aircraft is not operated unpressurized.

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23	COMMUNICATIONS				
10.	Crewmember Alerting System (Crew Call Light and Chime)				
1)	Flight Crew Call Light	C	1	0	
2)	Flight Attendant Call Light System	C	1	0	May be inoperative provided: a) Passenger Address System is operative, b) Flight Attendant Call Chime is operative, and c) Affected Light is not required for Lavatory Smoke Detector Alerting.
3)	Flight Attendant Call Chime System				
1)	Passenger Configuration	C	1	0	(O)May be inoperative provided: a) Passenger Address System is operative, b) Flight Attendant Call Light is operative, c) Affected Chime is not required for Lavatory Smoke Detector Alerting, and d) Alternate Normal and Emergency procedures are established and used.
2)	Cargo Configuration	D	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
11.	Cockpit Voice Recorder System (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, 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
24	ELECTRICAL POWER				
1.	AC Generator Systems	B	4	3	(M)One may be inoperative provided: a) The cause of the malfunction is determined, and b) Appropriate action is taken to assure that no hazard exists, and c) When Generator 4 is inoperative do not operate engines with RPM Selector Switches in Low.
2.	Generator Warning Lights				
	1) Trip Lights, Disengage Lights	B	-	-	(M)May be inoperative provided: a) Associated generator is inoperative, and b) Associated Mechanical Failure Light is operative.
	2) Mechanical Failure Lights	B	4	3	(M)One may be inoperative provided associated generator is removed or disengaged and secured by acceptable procedure.
3.	Transformer Rectifier Unit				DELETED in Revision 14.
4.	T R U Cooling Fans				DELETED in Revision 14.
5.	Emergency Inverter				DELETED in Revision 14.
6.	AC Volt Meter				DELETED in Revision 14.
7.	AC Amp Meter	C	4	3	(M)May be inoperative provided associated Generator is inoperative.
8.	DC Amp Meter				DELETED in Revision 14.

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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 Volt Meter				DELETED in Revision 14.
10.	Battery System				DELETED in Revision 14.
11.	Generator System Annunciator Panel (Bus Indicator Lights)				DELETED in Revision 14.
12.	External Power	C	1	0	
13.	Electrical Load Recirculating Fan				DELETED in Revision 14.
14.	Generator Disengage B Switch(s)	-	0		(M)May be inoperative provided: a) All Generator Warning Lights are operative, OR b) Associated Generator is disengaged or removed and secured by approved means.

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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.	Megaphones	C	-	1	(M)Any in excess of those required by FAR may be inoperative provided: a) The inoperative megaphone is removed from the passenger cabin, and b) Required distribution is maintained.
					NOTE: Not required for all cargo operations.
2.	Crewmembers Shoulder Harness				DELETED in Revision 14.

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25	EQUIPMENT/FURNISHINGS				
3.	Flight Attendant Seats (Single or Dual Position)				
	1) Seats Required by FAR	B	-	-	(M)(O)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 seats that will not stow automatically are 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 1: A folding seat that will not stow automatically is considered inoperative.
					NOTE 2: A seat with an inoperative lap belt or shoulder harness is considered inoperative.
					(Continued)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
3.	Flight Attendant Seats (Single or Dual Position) (Cont'd)				
	2) Seats in excess B of number required by FAR	-	0		(M)May be inoperative provided: a) Affected seat position(s) is not occupied, and b) Folding type seats that will not stow automatically are 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 distributions requirements of the applicable FAR are met.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
4.	Passenger Seats	C	- 0		(M)May be inoperative provided: a) Affected seat is appropriately secured or deactivated so that it does not block emergency egress to an aisle of exit, and b) Affected seat is blocked using an accepted procedure and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative Seat Lap Belt is considered to be inoperative. NOTE 2: A seat with an inoperative recline mechanism is considered to be inoperative if the seat cannot be secured in the upright position. NOTE 3: Inoperative seats do not affect the number of Flight Attendants required by FAR.
5.	Floatation Equipment (Crew and Passenger)				DELETED in Revision 14.
6.	Emergency Locator Transmitter (ELT)	A	- 0		(M)May be inoperative provided: a) Affected ELT is deactivated or removed using accepted procedures, and b) Repair is made within FAR time limits.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
7.	"Fasten Seat Belt While Seated" Signs	C	-	-	Signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
8.	Forward Observer's Seat (Including Associated Equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA Inspector for the performance of official duties. OR b) A second observer seat is available, functional, and acceptable, including peripheral equipment, to an FAA inspector for the performance of official duties, and c) Operations are limited to not more than two flight days before repairs are made.
1)	Forward Observer's Audio Selector Panel	A	-	0	May be inoperative provided: a) Occupant of seat is not required to perform official duties, b) An FAA Inspector may, after being briefed on the nature of the discrepancy, elect to utilize the seat, c) Alternate communications procedures are established and used, and d) Operations are limited to not more than two flight days before repair is made.

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

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
1.	Power Plant Fire Extinguisher System				DELETED in revision 14.
2.	Engine Fire Detection System				DELETED in Revision 14.
3.	Portable Fire Extinguishers	D	-	-	(M)Any in excess of those required by FAR may be inoperative or missing provided: a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.
4.	Fire Extinguisher Discharge Disk	C	-	-	(M)May be missing provided indicator readings are checked once each flight day to determine adequate charge.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
5.	Lavatory Smoke Detection Systems	C	-	-	(M)(O)For each lavatory, the lavatory smoke detection system may be inoperative provided: 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.
		C			
					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				
6.	Lavatory Fire Extinguisher Systems	C	-	-	(M)(O)For each lavatory, the lavatory Fire Extinguisher system may be inoperative provided: a) Lavatory Smoke Detection 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.
		C			
					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.
7.	APU Fire *** Detection System	C	1	0	May be inoperative provided APU is not used.
8.	APU Fire *** Extinguishing System	C	1	0	May be inoperative provided APU is not used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED	2. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS			
1.	Wing Flap Position Indicator			DELETED in Revision 14.
2.	Take-Off Warning *** Horn Systems			DELETED in Revision 14.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
1.	Fuel Tank Boost Pumps	B	4	3	(O)One may be inoperative provided aircraft is operated at or below 18,000 feet MSL.
2.	Fuel Tank Sump Pumps				
1)	Fuel/Hydraulic Fluid Heat Exchanger Type Hydraulic System	B	4	2	(O)The Outboard pumps may be inoperative provided: a) The associated fuel tank is placarded to indicate that unusable fuel is increased to 278 gallons (1,863 pounds, and b) Crossfeed System is operative.
2)	Single Tube Fluid Cooler Type Hydraulic System (Snake)	B	4	0	May be inoperative provided fuel tanks are placarded to indicate that unusable fuel is increased to: a) Outboards 278 gal. (1,863 pounds) unusable, and b) Inboards 516 gal. (3,458 pounds) unusable.
3.	Fuel Temperature *** Indicator	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
4.	Fuel Dump System	B	1	0	(O)May be inoperative provided: a) Takeoff weight does not exceed 105% of maximum landing weight, b) All Fuel Dump Valves are verified closed, c) Performance is not predicated on fuel dumping for enroute engine(s) out procedures, and d) AFM Limitations and Procedures are followed.
5.	Fuel Quantity Indicators (Flight Station)	C	4	3	(M)(O)One may be inoperative provided: a) Fuel quantity is determined by other approved means after each refueling, and b) All Fuel Flow Meters are operative, and c) Fuel consumed is recorded.
6.	Fuel Quantity Indicators (Under Wing)	C	4	0	(M)May be inoperative provided fuel quantity is determined by an approved means at each refueling.
7.	Fueling Bay Fuel Cap	B	1	0	(M)May be missing provided: a) Refueling receptacle is verified to be free of contamination prior to each refueling, b) Receptacle is verified to have no leakage afterwards, and c) All Fuel Tank Quantity Indicators are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
8.	Fuel Crossfeed Valve Position Lights	C	4	3	(M)One may be inoperative provided Fuel Manifold Pressure Indicator is operative.

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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.	AC Hydraulic Pumps *** (4 Pump Configuration)	B	4	3	(M)One may be inoperative provided: a) Spare pump is connected to same system as inoperative pump, and b) Pump switch is placarded accordingly.
2.	Battery Powered DC Pump (Tow Pump)	C	1	0	
3.	Overheat Warning Lights				DELETED in Revision 14.
4.	Hydraulic System Pressure Indications	C	4	2	(M)Two may be inoperative provided: a) Hydraulic Low Pressure Warning Lights are operative, and b) Either #1 system or Normal Brake Pressure Indications are operative. OR c) Emergency Brake Pressure or #2 System Pressure Indications are operative.
5.	Hydraulic Low Pressure Warning Lights	C	3	0	(M)May be inoperative provided associated system pressure indicator 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				
1.	Engine Air Scoop and Inlet Vane Systems	B	8	7	(M)(O)May be inoperative provided: a) Solenoid Valves are verified in the CLOSED position, b) Aircraft is not operated in known or forecast icing, and c) Remaining three Engine Anti-Ice Systems are operative d) Associated Engine Air Scoop and Inlet Vane Icing Light is operative.
2.	Engine Air Scoop and Inlet Vane Icing Lights	B	4	2	(M)Two may be inoperative provided: a) Associated Fuel Flow Indicators, and b) Associated Horsepower Indicators are operative.
3.	Propeller Anti-Icing (Including Spinner and Islands)	C	4	0	(M)(O)May be inoperative provided: a) The AFM approved "ICEX" anti-icing procedure is used OR b) The aircraft is not operated in known or forecast icing.
4.	Wing and Empennage De-icing and Anti-icing	C	4	0	(M)(O)May be inoperative provided: a) Valves are verified in the CLOSED position, and b) Aircraft is not operated in known or forecast icing.
5.	Ice Detector *** (Icing Lights)	C	4	0	
6.	Engine Bleed Air Shut-off Valve				DELETED in Revision 14.

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30	ICE AND RAIN PROTECTION				
7.	Engine Bleed Air Valve Lights	C	4	3	One may be inoperative provided manifold pressure gauge is operative.
8.	Air Foil Overheat Lights				DELETED in Revision 14.
9.	Center Annunciator Panel Overheat Light				DELETED in Revision 14.
10.	Leading Edge Temperature Indicator	C	1	0	(M) (O) May be inoperative provided: a) All other components of the Wing and Empennage De-ice and Anti-ice System are operative, and b) Alternate procedures are established and used. OR c) Aircraft is not operated in known or forecast icing conditions.
11.	Pitot Heaters	B	2	1	One may be inoperative provided: a) Aircraft is operated day VMC only, and b) Aircraft is not operated in known or forecast icing.

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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				
12.	Electric Windshield Heat (Does Not Apply To Aft Stationary Panels)	B	1	0	(M)(O)May be inoperative provided: a) Aircraft is placarded in accordance with Lockheed Service Letter FS/250816L, Dated 1-18-61, b) Aircraft is not operated in known or forecast icing conditions, c) Maximum speed is limited to 240 kts. IAS below 10,000 feet MSL, and d) The Windshield Defog Fan is operative.
13.	Windshield Wipers	B	2	0	(O)May be inoperative provided aircraft is not operated in precipitation within 5 miles of the airport of takeoff or intended landing.
14.	Anti-Ice Manifold Leakage Test System (Accept Leak Light)	B	1	0	(M)May be inoperative provided system is verified by checking of the manifold gauge that the leakage decay time is within acceptable limits (from 24.5 PSI to 14.5 PSI in 8 or more seconds).
15.	Pitot Heat Annunciator Lights	B	2	1	(M)One may be inoperative provided: a) Both heaters are verified operative before each departure. OR b) Aircraft is not operated in visible moisture, and c) Aircraft is not operated in known or forecast icing.

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SYSTEM & SEQUENCE NUMBERS	ITEM						
31	INDICATING/RECORDING SYSTEMS						
1.	Clocks	D	-	1		Any in excess of those required by FAR may be inoperative.	
2.	Flight Data Recorder (FDR)	A	1	0		(M)May be inoperative provided: a) Cockpit Voice Recorder (CVR) System is operative, and b) Repair is made within three flight days.	
3.	Cockpit Voice Recorder (CVR)					Moved to ATA Chapter 23.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
1.	Landing Gear Warning and Indicating System				DELETED in revision 14.
2.	Parking Brake				DELETED in revision 14.
3.	Emergency Air Brakes				DELETED in revision 14.
4.	Air Brake Pressure Indicator (Hydraulic Load Center)	C	2	1	(M)May be inoperative provided Cockpit Indicator is operative.

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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 and Instrument Lighting Systems	C	-	-	May be inoperative provided: a) Flight Station Lighting on Essential Busses is operative, b) Sufficient lighting is operative to make each instrument, control, and other device for which it is provided easily readable, c) Direct rays and reflections do not impair visibility either inside or outside the aircraft, d) Lighting intensity can be controlled or is preset to a satisfactory level for the expected flight conditions, and e) Lighting configuration at dispatch is acceptable to the flight crew.
2.	Cabin Interior Illumination System	C	-	-	May be inoperative provided: a) Cabin Emergency Lighting is operative, b) Sufficient lighting is operative for the crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to flight crew.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
3.	Passenger Notice System ("No Smoking/Fasten Seat Belt/Return to Cabin") Signs	C	-	-	(M)(O)No passenger, cabin attendant seat or lavatory may be occupied from which a "No Smoking/ Fasten Seat Belt/Return to Cabin" sign is not readily legible or that seat or lavatory must be blocked and placarded - "DO NOT OCCUPY".
		C	-	-	(O)"No Smoking/Fasten Seat Belt/ Return to Cabin" signs may be inoperative and the affected passenger seat(s), cabin attendant seat(s) or lavatories may be occupied provided: a) PA system is operative and can be clearly heard throughout the cabin during flight, and b) PA system is used to alert the cabin crew and to notify passengers when seat belts should be fastened and smoking is prohibited.
4.	Cargo Compartment Light System (Belly)	C	1	0	
5.	Anti-Collision Beacon Lights	C	2	1	One may be inoperative provided: a) Aircraft is not operated at night. OR b) A Strobe Light System meeting the requirements of FAR 25.1401 (Anti-Collision Beacon System) is installed and operative.

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			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
6.	Wing Inspection Lights	C	2	1	One may be inoperative.
		C	2	0	(O)Both may be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operation in icing conditions.
7.	Landing Lights	C	2	1	One may be inoperative provided aircraft has dual taxi lights installed and both are operative.
		C	2	0	Both may be inoperative provided aircraft is not operated at night.
8.	Taxi Lights	C	2	0	
9.	Position Lights System	C	1	0	May be inoperative provided aircraft is not operated at night.
10.	Interior Emergency Exit Lighting System (All Cargo Configuration)	D	1	0	
11.	Exterior Emergency Lighting System				
	1) Passenger Configuration	B	1	0	May be inoperative provided the aircraft is not operated at night.
	2) All Cargo Configuration	B	1	0	

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1. | 2. NUMBER INSTALLED

SYSTEM & SEQUENCE NUMBERS | ITEM | 3. NUMBER REQUIRED FOR DISPATCH

----- | | | 4. REMARKS OR EXCEPTIONS

33 LIGHTS | | |

12. Floor Proximity Emergency Escape Path Marking System Lights | B | - | - | Individual lights may be inoperative provided that FAA approved minimum acceptable lighting levels in one of the following documents are complied with:

- a) FAA Engineering Approval letter.
- b) FAA accepted report of the Type Design holder.
- c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC)
- d) FAA accepted report incorporated in the Master Drawing list for the applicable STC.

13. Wingtip Strobe *** Light System | C | 1 | 0 |

NOTE: These lights are not installed to meet the requirements of FAR 25.1401.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
1.	Airspeed Indicator IAS				DELETED in Revision 14.
2.	Overspeed Warning System (Mach/Airspeed Warning)	B	1	0	(O)May be inoperative provided: a) Both Mach/Airspeed Indicators are operative, b) Aircraft is operated at least 30 knots IAS below VMO, and c) AFM Limitations are observed.
3.	Altimeters				
	1) Basic Altimeters	C	-	2	May be inoperative provided: a) One altimeter is operative at each pilot station, and b) At least one of the above is a pneumatic, or servo-pneumatic altimeter.
***	2) Servo Pneumatic Altimeter Mode	C	-	0	(M)May be inoperative provided Altimeter remains in the pneumatic mode. NOTE: Transponder mode "C" will be inoperative in barometric mode.
4.	Rate of Climb Indicator				DELETED in Revision 14.
5.	Horizon Indicators				DELETED in Revision 14.
6.	Vertical Gyro Systems				DELETED in Revision 14.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
7.	Standby Attitude	C	1	0	May be inoperative for day VMC operations only.
***	Gyro (Third Indicator)				
8.	Turn & Bank	C	2	1	One may be inoperative for day VMC operations only.
***	Indicators				
		C	2	0	May be inoperative provided three independent attitude indicators are operative.
9.	Compass System	D	-	2	May be inoperative provided:
	Sensors				a) Both Pilot's Directional
	(Directional Gyro, AHRS, IRS, etc.)				Compass Systems are operative from independent sources, and
					b) Each pilot's panel has independent heading information.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
10.	Non-Stabilized Magnetic Compass	C	1	0	(O)May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
		C	1	0	(O)May be inoperative provided: a) Any combination of two gyro or INS stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability, and under positive radar control by ATC on the enroute portion of the flight.
		C	1	0	(O)May be inoperative for flights that are 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.
11.	Flight Director *** System	C	1	0	May be inoperative provided approach minimums do not require its use.
12.	Distance Measuring Equipment (DME)	C	-	-	Any in excess of those required by FAR may be inoperative.
13.	Marker Beacon Systems	C	-	0	May be inoperative provided approach minimums do not require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
14.	Long Range Navigation Systems (INS, LORAN, GPS, etc.)	C	-	-	Any in excess of those required by FAR may be inoperative.
15.	Weather Radar	C	-	-	Any in excess of those required by FAR may be inoperative.
16.	Radio Compass (ADF) Systems	C	-	-	Any in excess of those required by FAR may be inoperative.
17.	VHF Navigation Systems (VOR/ILS)	C	-	-	Any in excess of those required by FAR may be inoperative.
18.	ILS				Combined with item 34-17.
19.	ATC Transponder/Automatic Altitude Reporting Systems	C	-	0	Any in excess of those required by FAR may be inoperative.
20.	LORAN				Combined with item 34-14.
21.	Instrument Comparator System	C	1	0	May be inoperative provided approach minimums do not require its use.
22.	Outside Air Temperature Indicator				DELETED in Revision 14.

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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 (GPWS)				
1)	Terrain Avoidance (Modes 1 thru 4)	A	- 0		May be inoperative provided: a) Two VHF Navigation Systems are operative, 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)	Minimums Warning	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				
24.	Traffic Alert	C	-	0	(M)May be inoperative provided the system is deactivated and secured.
***	Collision/Avoidance System (TCAS)				
*** 1)	Combined TA and RA Dual	C	2	1	(O)May be inoperative on the non-flying pilots side provided: a) TA and RA elements and audio functions are operative on the flying pilots side, and b) TA and RA display indications are visible to the non flying pilot.
2)	Resolution Advisory (RA) Display System (s)	C	2	1	(O)One may be inoperative on the non flying pilots side.
		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.
3)	TA Display System(s)	C	-	0	(O)May be inoperative provided all installed RA display and audio functions are operative.
25.	Altitude Alerter	A	-	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.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
26.	Radio Altimeter	A	-	0	(O)May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, and c) Repairs are made within three flight days.
27.	Microwave Landing System (MLS)	D	-	-	May be inoperative provided it is not required for the approach to be flown.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
1.	Oxygen System				DELETED in Revision 14.
2.	Passenger Portable Oxygen System	D	-	-	Any in excess of those required by FAR may be inoperative.
3.	Crew Fixed Oxygen System Overboard Discharge Indicator	C	1	0	(M)May be missing provided an approved procedure is used to verify oxygen supply is at or above minimum requirements for the flight.
4.	Crew Portable Oxygen System	D	-	-	Any in excess of those required by FAR may be inoperative.
5.	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
1.	Auxiliary Power *** Unit	C	1	0	
2.	APU Generator ***	C	1	0	
3.	APU Bleed Air ***	C	1	0	
4.	APU Caution and *** Warning Lights	C	6	0	May be inoperative provided the APU is considered inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
1. ***	Forward Airstair (Electric Activation)	C	-	-	(M)(O)May be inoperative provided: a) Airstair can be deployed manually, and b) The Forward Main Cabin Door is operative in all modes.
2.	Door Warning Light System (Except Main Cabin Cargo Door)	C	2	0	(M)May be inoperative provided door(s) are verified CLOSED and LOCKED before each departure. Note: Belly Door is closed if aircraft can be pressurized before takeoff.
3. ***	Main Cabin Cargo Door Warning Light System				
	1) Lockheed System	C	2	0	(O)Door Warning Lights may be inoperative provided it is determined by visual inspection that the door(s) are Closed and Locked before each departure.
4.	Cockpit Door Lock (With Combi Bulkhead Installed)	C	1	0	May be inoperative provided Cargo/ Passenger Bulkhead door lock is operative.
5.	Main Cabin Cargo Door (Electric Activation)	C	-	0	May be inoperative provided door can be opened manually.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS				
1.	Beta Lights				DELETED in Revision 14.
2.	NTS Lights				DELETED in Revision 14.
3.	NTS System				DELETED in Revision 14.
4.	Propeller Auto Feather System (TSS)	A	4	0	(M)(O)May be inoperative provided: a) Maximum gross weight is limited per the AFM, b) System is NOT deactivated, c) Manual feathering system is operative, d) Dispatcher and flight crew are notified, and e) Repair is made within three flight days.
5.	Propeller Feather System				DELETED in Revision 14..
6.	Propeller Spinners				DELETED in Revision 14..
7.	Propeller Synchronizing System	C	1	0	(M)May be inoperative provided system is deactivated and secured.
1)	Phase Mode	C	1	0	
2)	Synch Mode	C	1	0	(M)May be inoperative provided system is deactivated and secured by an acceptable means.
3)	Rotary Actuator	C	4	0	(M)May be inoperative provided actuator system(s) is secured by an acceptable means.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS				
8.	Low Oil Level *** Warning Light (Hamilton Standard)	B	4	0	(M)May be inoperative provided the oil supply is verified adequate before each departure.

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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.	Temperature Datum System	C	4	3	(M)One may be inoperative provided: a) Associated Fuel Flow Indicator is operative, and b) Associated TIT Indicator is operative.
2.	Fuel Flow Indicators	B	4	3	One may be inoperative provided: a) Associated Engine Instruments are operative, and b) All Fuel Quantity Indicators are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74	IGNITION				
1.	Speed Sensitive Control (Switch)	C	4	3	(M) (O) One may be inoperative provided: a) Associated Switch is secured by an accepted procedure, and b) An alternate operating procedure is developed and used.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING					
1.	TIT Indicators (Digital Function)	B	4	0		
2.	Torque Indicating System (Horsepower)					DELETED in revision 14.
3.	Temperature Datum System					MOVED to ATA Chapter 73.
4.	Fuel Flow system					MOVED to ATA Chapter 73.
5.	Vibration *** Indicator System	C	1	0		
6.	Tachometer					DELETED in Revision 14.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
1.	Engine Oil Pressure Indicators (Power Section)				DELETED in Revision 14.
2.	Engine Oil Pressure Indicators (Gear Box)				DELETED in Revision 14.
3.	Engine Oil Pressure B Warning Lights	4	3		One may be inoperative provided: a) Associated Power Section and Gear Box Oil Pressure Indicators are operative, b) Associated Oil Temperature Indicators are operative, c) Associated Oil Quantity Indicators are operative, and d) Associated engine is not started first.
4.	Engine Oil Temperature Indicator				DELETED in Revision 14.
5.	Oil Cooler Flap Position Indicator	C	4	3	One may be inoperative provided the associated Oil Temperature Indicator is operative.
6.	Oil Cooler Flap Control System				
	1) Manual Function				DELETED in Revision 14.
***	2) Automatic Function	C	4	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
7.	Oil Quantity Indicators	B	4	3	(M)One may be inoperative provided: a) The associated Power Section and Gear Box Oil Pressure Indicators are operative, b) The associated Oil Temperature Indicators are operative, c) The associated Low Pressure Warning Lights are operative, d) There is no evidence of above normal oil consumption or leakage, and e) The associated Oil Quantity is verified adequate before each departure.
8.	Oil Cooler Inducers	B	4	0	(O)May be inoperative provided: a) The associated Oil Temperature Indicator is operative, and b) The Oil Temperature is closely monitored during ground operations.
