

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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WASHINGTON, D.C.

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

L-382J

Federal Aviation Administration
Flight Standards Division
LONG BEACH AIRCRAFT EVALUATION GROUP (LGB-AEG)
3960 PARAMOUNT BLVD.

LAKESWOOD, CALIFORNIA 90712-4137

TELEPHONE: COMM: (562) 627-5270
FAX: (562) 627-5281

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Definitions

1. System Definitions.

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

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

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

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

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

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Certificate Data Sheet.

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

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

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

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

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

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

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

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

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

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

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operation with the listed item inoperative.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

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

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

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

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

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

b. DOUGLAS (MD-11)

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

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

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

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

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

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

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

d. FOKKER (FK-100)

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

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

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

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

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

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

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

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Preamble
(Effective 6/14/89)

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

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

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Preamble
(Effective 6/14/89)

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

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

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

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

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

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

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
1.	Under Floor Heating (Cargo Compartment)	C	1	0	(M)May be inoperative provided Heating system is deactivated and secured.
2.	Automatic Temperature Control Systems				
1)	Flight Station	C	1	0	(O)May be inoperative provided manual control system is operative.
2)	Cargo Compartment	C	1	0	(O)May be inoperative provided manual control system is operative.
3.	Pressurization Control Panel	B	1	0	May be inoperative provided: a) Pressurization CNI-MU soft panel is available, and b) No other soft panel is in use.
4.	Automatic Pressurization Control	C	1	0	May be inoperative provided manual pressurization control is operative.
5.	Manual Pressurization Control	C	1	0	May be inoperative provided automatic pressurization control is operative.
6.	Air Conditioning Pacs				
1)	Cargo Compartment Pac	C	1	0	(M)May be inoperative provided the associated flow control valve is secured in the closed position.

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22	AUTO FLIGHT				
1.	Autopilot Systems	B	2	0	(O)May be inoperative provided approach minimums do not require their use. NOTE: Any mode which operates normally may be use.
2.	Autopilot / Flight Director Mode Annunciator Panel	C	2	0	(O)May be inoperative provided alternate procedures are established and used.
3.	Autopilot Disengage Buttons (Control Wheel)	C	2	1	Either the pilot's or copilot's control wheel button may be inoperative provided autopilot is not used below 1,500 feet AGL.
		B	2	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.	Audio Selector Panels (Including HIUs)	C	6	5	One may be inoperative provided all those required for flight deck crewmembers (including official observer in observer's seat) are operative.
2.	Communications Systems (VHF, HF, UHF)	D	-	-	Any in excess of those required by FAR, and not powered by an Emergency or Essential Bus may be inoperative.
3.	Cockpit Voice Recorder (CVR) System	A	1	0	(M)May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
1.	Electrical Control Panel	B	1	0	May be inoperative provided: a) Electrical CNI-MU soft panel is available, and b) No other soft panel is in use.
2.	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 no hazard exists.

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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.	Emergency Locator Transmitter (ELT)	C	-	-	As required by FAR.
2.	First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
3.	Forward Observer Seat (Including Associated Equipment)	A	1	0	(M) (O) May be inoperative provided: a) An observer seat on the flight deck or cargo area is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days. OR c) Forward Observer's Seat is available with the required minimum safety equipment (safety belt and oxygen) and acceptable to the FAA for the performance of official duties, and d) Repairs are made within two flight days.
		A			
					NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.
					NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
ITEM						
27	FLIGHT CONTROLS					
1.	Aileron Trim Position Indicator	C	1	0	(M)May be inoperative provided: a) Aileron trim is operative, and b) Aileron trim is verified neutral before each departure.	
2.	Rudder Trim Position Indicator	C	1	0	(M)May be inoperative provided: a) Rudder Trim is operative, and b) Rudder Trim is verified neutral before each departure.	
3.	Control Boost Panel	B	1	0	(O)May be inoperative provided: a) Control Boost CNI-MU soft panel is available, and b) No other soft panel is in use.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
1.	Crossfeed Manifold Fuel Pressure Indication	A	1	0	(O)May be inoperative provided: a) X-SHIP switch remains CLOSED, b) X-FEED switches remain OFF, c) Auxiliary fuel tanks remain empty and are not used, d) AFM limitations are applied, and e) Repairs are made within two flight days.
2.	Fueling Panel	C	1	0	(M)May be inoperative provided alternate fueling procedures are established and used.
3.	Fuel Quantity Indications	C	9	8	(M)(O)One may be inoperative provided: a) Fuel quantity is determined by other acceptable means, b) All fuel flow indicators operate normally, c) A fuel used log is used, and d) AFM limitations are applied.
4.	Fuel Boost Pumps				
	1) Aux Tanks	B	2	0	(O)May be inoperative provided: a) Fuel in associated Aux Tank is considered unusable, and b) AFM limitations are observed. OR a) Associated Aux Tank remains empty, and b) AFM limitations are observed.
		B			

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28	FUEL				
4.	Fuel Boost Pumps (Cont'd)				
	2) Main Tanks	B	4	3	(O)One may be inoperative provided: a) Unusable fuel in associated tank is increased by 500 pounds, and b) AFM procedures are followed.
5.	Single Point Refueling System	C	1	0	(M)May be inoperative provided alternate fueling procedures are established and used.
6.	Fuel Management Panel	B	1	0	May be inoperative provided: a) Fuel Management CNI-MU soft panel is available, and b) No other soft panel is in use.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29		HYDRAULIC POWER			
1.	Auxiliary Hydraulic Hand Pump	C	1	0	May be inoperative provided electric Auxiliary Hydraulic Pump is operative.
2.	Hydraulic System Ground Test	C	1	0	(M)May be inoperative provided the Ground Test valve is secured in the FLIGHT position.
3.	Hydraulic System Control Panel	A	1	0	(O)May be inoperative provided: a) Hydraulics CNI-MU soft panel is available, b) No other CNI-MU soft panel is in use, and c) Repairs are made within two flight days.
4.	Hydraulic Panel Aux Hydraulic System Pressure Indication	A	1	0	(O)May be inoperative provided: a) Aux Hydraulic System Pressure is monitored on the HDD system status display, and b) Repairs are made within two flight days.

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30	ICE AND RAIN PROTECTION				
1.	Engine Inlet Duct Anti-Ice Systems	B	4	3	(M)(O)One may be inoperative provided: a) Associated valve is verified closed, and b) Airplane is not operated in known or forecast icing conditions.
2.	Ice Detectors	B	2	1	(M)(O)One may be inoperative provided remaining detector is verified operative.
		C	2	0	(O)May be inoperative provided airplane is not operated in known or forecast icing conditions.
3.	Ice Protection Panel	B	1	0	(O)May be inoperative provided: a) Ice Protection CNI-MU soft panel is available, and b) No other CNI-MU soft panel is in use.
4.	Pitot Heat System	B	2	1	(O)One may be inoperative for Day VMC provided the airplane is not operated in visible moisture or in known or forecast icing conditions.
5.	Pitot Heat Warning System	B	2	1	(M)(O)One may be inoperative provided: a) Associated heater is verified operative, and b) Airplane is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
6.	Propeller De-Ice/ Anti-Ice Systems	C	4	0	(O)May be inoperative provided the airplane is not operated in known or forecast icing conditions.
7.	Windshield Heating Systems (NESA)	B	2	0	(O)May be inoperative provided: a) NESA switches remain in the OFF position, b) AFM limitations are applied, and c) Airplane is not operated in known or forecast icing conditions.
8.	Windshield Wipers	C	2	0	May be inoperative provided airplane is not operated in precipitation within five nautical miles of the airport of takeoff or intended landing.
9.	Wing and Empennage Anti-Ice/De-Ice Controller	B	2	1	(M)One may be inoperative provided remaining controller is verified operative.
		C	2	0	May be inoperative provided the airplane is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
1.	Digital Flight Data Recorder System (DFDRS)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport where repairs can be made, and c) Repairs are made within three flight days.
2.	Clocks	C	2	1	One may be inoperative at either the pilot or copilot station.

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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.	Anti-Skid System	C	1	0	(O)May be inoperative provided AFM performance decrements are applied.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
1.	Anti-Collision Lights	B	2	0	May be inoperative for Day operations.
2.	Cabin/Cargo Compartment Normal Lighting System	C	-	-	Individual lights may be inoperative provided: a) Inoperative lights do not exceed 50 percent of the total installed, and b) Lighting is sufficient for Crewmembers to perform required duties.
3.	Formation Lights	D	9	0	May be inoperative provided operations do not require their use.
4.	Exterior Lighting Control Panel	B	1	0	May be inoperative provided: a) Exterior Lighting CNI-MU soft panel is available, and b) No other soft panel is in use. OR May be inoperative for Day operations.
5.	Navigation Lights	C	3	0	May be inoperative for Day operations.
6.	Taxi Lights	C	2	0	May be inoperative provided both landing lights are operative.
7.	Wheel Well Lights	C	3	0	May be inoperative for Day operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
8.	Wing Ice Detection	C	2	0	(O)May be inoperative for night operations provided ground de-icing procedures do not require their use.
		C	2	0	May be inoperative for day operations.
9.	Wing Tip Taxi Lights	D	2	0	
10.	Flight Deck and Instrument Panel Lighting Systems	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew member's eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
11.	Pilot Lighting Control Panel	B	1	0	May be inoperative provided: a) Pilot Lighting Control CNI-MU soft panel is available, and b) No other soft panel is in use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
12.	Copilot Lighting Control Panel	B	1	0	May be inoperative provided: a) Copilot Lighting Control CNI-MU soft panel is available, and b) No other soft panel is in use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
1.	Radio Compass System (ADF)	C	-	-	As required by FAR.
2.	ATC Transponders/ Automatic Altitude Reporting System	C	-	-	As required by FAR.
		D	-	-	Any in excess of those required by FAR may be inoperative.
3.	Standby Attitude Indicator	B	1	0	May be inoperative for Day VMC operation only.
4.	Accelerometer (G-Meter)	D	1	0	
5.	VHF Navigation Systems (VOR/ILS)	C	-	-	As required by FAR.
6.	TACAN System	C	-	-	As required by FAR.
7.	Total Air Temperature (TAT) Indication	C	2	1	
8.	Marker Beacon System	C	-	0	May be inoperative provided approach minimums do not require its use.
9.	Flight Director System	C	-	-	May be inoperative provided approach minimums do not require its use.
10.	Long Range Navigation Systems (GPS, INS, LORAN, etc.)	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
34	NAVIGATION				
11.	Non-Stabilized Magnetic (Standby) Compass	B	1	0	May be inoperative provided both Embedded GPS/INS (EGI)s Navigation Systems operate normally.
12.	Radio Altimeter	A	-	0	(M) (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.
13.	Weather Radar System	C	1	0	As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH	
35	OXYGEN				
1.	Portable Oxygen System	D	-	-	Any in excess of those required by FAR may be inoperative.
2.	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
36	PNEUMATIC				
1.	Wing and Empennage Anti- Icing Valves	B	6	5	(M)One may be inoperative provided: a) Affected valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.
2.	Bleed Air Control Panel	B	1	0	May be inoperative provided: a) Air Conditioning CNI-MU soft panel is available, and b) No other Soft Panel is in use.

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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.	APU Bleed Air Valve	C	1	0	(M)May be inoperative provided valve is secured closed.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
52	DOORS				
1.	Aft Entrance Doors	C	2	0	(M)May be inoperative provided affected Door is verified secured and not used.
2.	Cargo Door Latches	C	2	1	(M)One may be inoperative provided Door is secured by an accepted procedure and not used.
3.	Cargo Ramp and Door	C	2	0	(M)May be inoperative provided Ramp and Door are secured by an accepted procedure and not used.
4.	Cargo Ramp Latches	C	10	9	(M)One may be inoperative provided: a) All remaining Latches are verified operative by an acceptable procedure, b) Warning system for remaining Latches is made operative by an acceptable procedure, c) Ramp remains empty, d) Ramp is verified closed and latched by an acceptable procedure prior to each departure, and e) Cabin differential pressure remains at or below 5in. HG.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS				
1.	Propeller Synchrophasing System	C	1	0	
2.	Propeller RPM (Np) Sensors	B	8	4	(M)May be inoperative provided at least one Sensor for each Propeller operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL				
1.	Fuel Flow Indication System	C	4	3	One may be inoperative provided associated engine indications and fuel quantity indication are operative.

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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.	Ng Tachometer Sensors	B	8	4	May be inoperative provided at least one sensor for each engine is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH	
79	ENGINE OIL				
1.	Engine Oil Pressure Indication (Power Section)	B	4	3	One may be inoperative provided associated engine oil temperature indication, engine oil quantity indication, and low oil pressure warning are operative.
2.	Gear Box Oil Pressure Indication	B	4	3	One may be inoperative provided associated engine oil temperature indication, and Gear Box low oil pressure warning are operative.
3.	Oil Quantity Indication	B	4	3	(M)One may be inoperative provided: a) Associated engine oil temperature, and engine oil pressure indications are operative, and b) Oil quantity is verified adequate prior to each departure.