

Revision: 6a  
Date: 01/15/2008

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

**MASTER MINIMUM EQUIPMENT LIST**

\*\*\*\*\*  
\* For Part 91 Operations Only \*  
\*\*\*\*\*

LR-24, 24A, 24B, 24B-A, 24C, 24D, 24D-A, 24E, 24F,  
24F-A, 25, 25A, 25B, 25C, 25D, 25F, 28, 29, 35, 35A,  
36, 36A, 55, 55B, 55C

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HIGHLIGHTS OF CHANGE		

Cover Page	Updated to Revision 6a.
Table of Contents	Updated to reflect Revision 6a changes.
Log of Revisions	Updated to reflect Revision 6a changes.
Control Pages	Updated to reflect Revision 6a changes.
Highlights of Changes	Updated to list all Revision 6a changes.
Definitions	Updated in accordance with Policy Letter 25, Global Change 142.
Guidelines [(O) & (M)]	Updated IAW applicable Policy Letter Provisos and/or Industry requests.
ATA 21-1-1	“Or” changed to “and” between items “a” & “b” in the second part of the proviso.
ATA 21-1-2	“Or” changed to “and” between items “a” & “b” in the second part of the proviso.
ATA 21-2	Relocated to Item 21-24 per manufacturer and industry recommendation.
ATA 21-7	“Dual” capitalized in Item Description.
ATA 21-15	Parenthesis added around aircraft model number(s).
ATA 21-20	Equipment title changed per industry and manufacturer recommendation.
ATA 21-22	Equipment title changed per industry and manufacturer recommendation.
ATA 21-24	Relocated from Item 21-2.

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HIGHLIGHTS OF CHANGE		

- ATA 22-2-2            Number of Yaw Dampers installed changed from variable to two and STC information expanded.
- ATA 22-2-3            Item changed to ATA 22-2-4.
- ATA 22-2-4            Item changed to ATA 22-2-3.
- ATA 23-14            Parenthesis added around aircraft model number(s) and arranged in numerical order.
- ATA 23-18            ELT relief relocated and updated IAW PL-120 (GC-147).
- ATA 25-5-1            Expiration date for Passenger Convenience Items amended to April 30, 2008.
- ATA 25-10            ELT relief relocated to Item 23-18 and updated IAW PL-120 (GC-147).
- ATA 27-2            Spoileron System relief restructured to accommodate LR-55C with other affected models.
- ATA 27-2-1            Models 35 and 36 relief renumbered from ATA 27-2 to ATA 27-2-1.
- ATA 27-2-2            Models 55 and 55B relief renumbered from ATA 27-3 to ATA 27-2-2.
- ATA 27-2-3            Model 55C relief relocated from ATA 27-8 (Rev. 6) and renumbered to ATA 27-2-3 and "FL" changed to "Flight Level".
- ATA 27-3            Autospoiler System (55) relief renumbered from Item 27-4 to 27-3.
- ATA 27-4            Mach Trim System relief renumbered from Item 27-5 to 27-4.
- ATA 27-5            Flap Preselect System relief renumbered from Item 27-6 to 27-5.
- ATA 27-6            Stick Puller System relief renumbered from Item 27-7 to 27-6.

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HIGHLIGHTS OF CHANGE		

- ATA 27-7 Spoileron System (55C) relief renumbered from 27-8 to 27-7 and relocated to Item 27-2-3.
- ATA 28-4-1 Item deleted Revision 6a per manufacturer's request.
- ATA 28-4-2 "O" procedure added and proviso changed IAW manufacturer's recommendation.
- ATA 28-6 Three asterisks symbol (\*\*\*) added to the item number in the title.
- ATA 28-7 Three asterisks symbol (\*\*\*) added to the item number in the title.
- ATA 29-3 Three asterisks symbol (\*\*\*) added to the item number in the title.
- ATA 30-3 Proviso "a)" wording changed to include OAT temperature.
- ATA 30-4 Proviso "a)" wording changed to include OAT temperature.
- ATA 30-5 Proviso "a)" wording changed to include OAT temperature.
- ATA 30-6 Proviso "a)" wording changed to include OAT temperature.
- ATA 30-11 Proviso "a)" wording changed to add "if installed" before "the Static Port Heater System...".
- ATA 31-3-3 "An" changed to "Any" in proviso.
- ATA 32-1 Added the word "Information" in the proviso NOTE.
- ATA 32-3 Three asterisks symbol "\*\*\*\*" removed.
- ATA 33-2 Proviso omitted in Change 6 reinstated.
- ATA 33-10 Replaced current proviso information with the phrase "As required by FAR" IAW manufacturer's recommendation.

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HIGHLIGHTS OF CHANGE		

- ATA 33-12            Optional symbol (\*\*\*) added to title and current proviso information replaced with the phrase "As required by FAR" IAW manufacturer's recommendation.
- ATA 33-13            Optional symbol (\*\*\*) added to title per Industry recommendation.
- ATA 33-14            Optional symbol (\*\*\*) added to title per Industry recommendation.
- ATA 34-1             The "\*\*\*\*" symbol in the "Item Title" column was removed.
- ATA 34-12            Note for RVSM operations added.
- ATA 34-13            Three asterisks symbol (\*\*\*) added to the item number in the title and the references to OMEGA and OSS removed.
- ATA 34-20            Item "b)" in the proviso removed, proviso restructured, and reference to OMEGA removed.
- ATA 34-23-2         The word "the" added after the word "on" in the first proviso.
- ATA 46                Added ATA 46 (NEW TECHNOLOGY) to the MMEL.
- ATA 46-1             Electronic Flight Bag (EFB) Systems relief added IAW PL-121.
- ATA 73 Page Title    Page title "ENGINE FUEL & CONTROL" changed to ENGINE/FUEL CONTROLS.

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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 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 the time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

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.

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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 (ETOPS) which has a type design approval for ER operations (ETOPS) 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 (structural) or in the engine(s) (induction).
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.

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.

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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.

### 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.

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System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. Boeing (B-717, MD-10, MD-11)

These 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-318/320/319/321, 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-318/320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-318/319/320/321, 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-318/319/320/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant A-318/319/320/321, MAINTENANCE STATUS (Class II) do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for:

- BLUE RSVR MAINTENANCE status: If applicable, and

- AIR BLEED MAINTENANCE status: As applicable.

For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

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#### FOKKER (FK-100)

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.

#### e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level.

System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

#### f. EMBRAER (EMB-135/145, ERJ-170/190 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

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g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS-1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. Maintenance messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

h. De- HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit.

"Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciated via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL.

"Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciated to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

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.

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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."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

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30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

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PREAMBLE (07/05/1990)		

This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.30(a) NEW Section 91.213(a)(2). It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the FAR.

Except as provided in Section 91.30(d) NEW Section 91.213(d), or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety.

An 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 only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment.

The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the FAR, and optional equipment in excess of FAR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered inoperative, in accordance with all FAR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all FAR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures.

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PREAMBLE (07/05/1990)		

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any FAR. Wherever the statement "as required by FAR" appears in the MMEL, the operator must either list the specific FAR by part and section and carry the FAR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate FAR.

The MMEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability. Inoperative equipment in all cases must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection Section 91.165(c), NEW Section 91.405(c). The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL.

The MMEL 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 records. The item is then either repaired or deferred per the MMEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MMEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered airworthy and returned to service. 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 interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

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Guidelines for (O) & (M) Procedures			

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

21-1-1	(O)	Operations procedure to operate the aircraft in an unpressurized configuration and ensure Bleed Air is operative and ON. (Applies to both provisos).
21-1-2	(O)	Operations procedure to operate the aircraft in an unpressurized configuration and ensure Bleed Air is operative and ON. (Applies to both provisos).
21-1-3	(O)	Operations procedure to operate the aircraft in an unpressurized configuration and ensure that Override Switches are in OVERRIDE.
21-8	(M)	Maintenance procedure to verify both Emergency Pressurization Systems are operative.
21-10	(O)	Operations procedure to evaluate unpressurized operations when flight planning below 9000 feet MSL.
21-11	(O)	Operations procedure to evaluate unpressurized operations when flight planning below 9000 feet MSL.
22-1-1	(M)	Maintenance procedure to determine that Servos do not interfere with the flight controls.
	(O)	Operations procedure to ensure aircraft is operated in accordance with the AFM and use of Autopilot is not required.
22-1-2	(M)	Maintenance procedure to ensure Autopilot is deactivated or secured in a manner to prevent interference with flight controls. Applies to both (M) provisos in Remarks section.
	(O)	Operations procedure to ensure aircraft is operated in accordance with the AFM Limitations and procedures do not require use of Autopilot.
23-4	(O)	Operations procedure to ensure Cockpit Speakers are not required.
23-5-1	(O)	Operations procedure to ensure alternate, normal and emergency operations are used for passengers.

## Guidelines for (O) &amp; (M) Procedures

23-6	(M)	Maintenance procedure to secure or deactivate affected equipment.
	(O)	Operations procedure to establish alternate air/ground communications.
23-9	(O)	Operations procedure to ensure crew monitors appropriate frequency if required.
23-9-1	(O)	Operations procedure to ensure crew monitors appropriate frequency if required.
23-10	(O)	Operations procedure to ensure alternate passenger briefing procedures are used.
23-15	(O)	Operations procedure to ensure Long Range Communications Systems (LRCS) as required are available.
23-17	(O)	Operations procedure to establish other means of communications for normal and emergency flight operations.
24-1-1	(M)	Maintenance procedure to deactivate affected Inverter.
	(O)	Operations procedure to ensure the third Inverter is not required.
24-2	(O)	Operations procedure to ensure AC Voltmeters are not required.
25-1-2	(O)	Operations procedure to ensure baggage is not stowed under any Seat with an inoperative Restraining Bar, Seat is placarded and Cabin Crew is alerted.
25-3	(M)	Maintenance procedure to secure or deactivate Drag Chute System.
25-6	(M)	Maintenance procedure to ensure loading and securing cargo is in compliance with an approved source.
25-7	(M)	Maintenance procedure to ensure System is deactivated and secured.
25-9-1	(O)	Operational procedure to ensure Defibrillator and/or Associated Equipment is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit and repairs or replacements are made within three flight cycles.

## Guidelines for (O) &amp; (M) Procedures

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|--------|-----|---|
| 25-9-2 | (O) | Operational procedure to ensure Emergency Medical Kit and/or Associated Equipment is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit and repairs or replacements are made within three flight cycles. |
| 25-9-3 | (O) | Operational procedure to ensure First Aid Kit and/or Associated Equipment is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit and repairs or replacements are made within three flight cycles.         |
| 25-12  | (M) | Maintenance procedure to ensure Galley Waste Receptacle Container is EMPTY and the Access Door is SECURED.  |
|        | (O) | Operations procedure to ensure sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.  |
| 25-13  | (M) | Maintenance procedures to secure affected compartments CLOSED.  |
| 26-1   | (M) | Maintenance procedure to ensure associated Bottle charge is adequate.   |
| 26-3   | (M) | Maintenance procedure to ensure Lavatory Fire Extinguisher System operates properly.  |
|        | (O) | Operations procedure to ensure Lavatory is used only by the flight crew.  |
| 26-4   | (M) | Maintenance procedure to ensure Lavatory Smoke Detection System operates normally.  |
|        | (O) | Operations procedure to ensure Lavatory is used only by the flight crew.  |
| 28-1-1 | (O) | Operations procedure to ensure both Standby Electric Boost Pumps are operative and ON and opposite side Jet Boost Pump System is operative and OFF.   |
| 28-1-2 | (O) | Operations procedure to ensure both Standby Electric Boost Pumps are operative and ON and takeoffs and intentional go-arounds are not conducted with less than 600 pounds of fuel in Wing Tank with inoperative Jet Boost Pump System.                          |

## Guidelines for (O) &amp; (M) Procedures

28-4-2	(O)	Operational procedure to ensure refueling is stopped 100 pounds or more below the maximum fuselage fuel capacity.
28-6	(O)	Operations procedure to ensure that fuel is transferred before its use is required.
28-7	(O)	Operations procedure to ensure that fuel is transferred before its use is required.
28-9	(O)	Operations procedure to ensure System is not required.
28-10-1	(O)	Operations procedure to ensure System is not required.
28-10-2	(O)	Operations procedure to ensure System is not required.
28-11	(O)	Operations procedure to ensure Fuselage Cap is visually checked for security.
29-1	(M)	Maintenance procedure to secure or deactivate Pump.
31-2	(O)	Operations procedure to ensure Flight Hour Recorder is not required.
	(O)	Operations procedure to establish alternate methods for recording flight time.
32-1	(M)	Maintenance procedure to secure or deactivate Anti-Skid System and to determine Nose Wheel Steering operates normally.
	(O)	Operations procedure to ensure Anti-Skid System is not required.
33-7	(O)	Operations procedure to ensure ground deicing procedures do not require its use.
33-11-1	(O)	Operations procedure to ensure passengers are briefed on use of Seat Belts and smoking privileges.
33-14	(M)	Maintenance procedure to research the appropriate listed documents to ensure an acceptable level of lighting is available.
34-7	(O)	Operations procedure to ensure approach procedures do not require its use.
34-12	(O)	Operations procedure to ensure altitude clearances are monitored.

## Guidelines for (O) &amp; (M) Procedures

34-18	(O)	Operations procedure to ensure three Compass Systems are operative.
	(O)	Operations procedure to ensure two independent Compass Systems are operative and aircraft is operated under positive radar control for the entire flight.
	(O)	Operations procedure to ensure aircraft is operated with a minimum of two independent Compass Systems in conjunction with approved Free Gyro Navigation Techniques.
34-20	(O)	Operations procedure to determine SAT/TAS data are either available or not required by other required Systems.
34-22	(M)	Maintenance procedure to deactivate and secure the System.
	(M)	Maintenance procedure to deactivate and secure the System.
34-23	(M)	Maintenance procedure to deactivate and secure the System.
	(M)	Maintenance procedure to deactivate and secure the System.
34-23-2	(O)	Operations procedure to ensure TA ONLY mode is selected and all TA functions/elements are operative and enroute and approach procedures do not require its use.
34-23-3	(O)	Operations procedure to ensure all RA display and audio functions are operative and enroute and approach procedures do not require its use.
34-35	(O)	Operations procedure to evaluate operations without Weather Radar available.
34-38-A-1	(O)	Operations procedures to ensure crew awareness of aircraft altitude and performance.
34-38-A-1-a	(O)	Operations procedures to ensure crew awareness of aircraft altitude and performance.

## Guidelines for (O) &amp; (M) Procedures

- |             |     |   |
|-------------|-----|---|
| 34-38-A-1-d | (O) | Operations procedures to ensure crew awareness of aircraft altitude and performance.  |
|             | (O) | Operations procedures to ensure crew awareness of aircraft altitude and performance.  |
| 34-38-A-1-e | (O) | Operations procedures to ensure crew awareness of aircraft altitude and performance.  |
|             | (O) | Operations procedures to ensure crew awareness of aircraft altitude, performance and normal operation of the Windshear Detection and Avoidance System (Predictive). |
| 34-38-A-2   | (O) | Operations procedures to ensure crew awareness of aircraft altitude and performance.  |
| 34-38-B-1   | (O) | Operations procedures to ensure crew awareness of aircraft altitude and performance.  |
| 34-38-B-1-a | (O) | Operations procedures to ensure crew awareness of aircraft altitude and performance.  |
| 34-38-B-1-d | (O) | Operations procedures to ensure crew awareness of aircraft altitude and performance.  |
|             | (O) | Operations procedures to ensure crew awareness of aircraft altitude and performance when Advisory Callouts are not required by FAR.                                 |
| 34-38-B-1-e | (O) | Operations procedures to ensure crew awareness of aircraft altitude and performance.  |
| 34-38-C-1   | (O) | Operations procedures to ensure crew awareness of aircraft altitude and performance.  |
| 34-39-1     | (O) | Operations procedure to establish and use alternate procedures including reviewing windshear avoidance and windshear recovery procedures.                           |
| 34-39-2     | (O) | Operations procedure to establish and use alternate procedures including reviewing windshear avoidance and windshear recovery procedures.                           |

## Guidelines for (O) &amp; (M) Procedures

34-40-1	(O)	Operations procedure to verify status and suitability of Navigation Facilities.
34-41-1	(O)	Operations procedure to verify status and suitability of Navigation Facilities.
38-1	(M)	Maintenance procedure to deactivate the associated components and verify there are no leaks in the Potable Water System.
	(M)	Maintenance procedure to drain Potable Water System and ensure the System is not serviced prior to repair.
38-2	(M)	Maintenance procedure to deactivate or isolate the associated components and verify there are no leaks in the Lavatory Waste System.
	(M)	Maintenance procedure to deactivate or isolate the associated components, verify there are no leaks in the Lavatory Waste System and the Door is placarded.
46-1-1	(O)	Operations procedure to ensure alternate procedures are established and used.
46-1-2	(O)	Operations procedure to ensure alternate procedures are established and used.
46-1-3	(O)	Operations procedure to ensure alternate procedures are established and used.
46-1-4	(M)	Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft.
	(O)	Operations procedure to ensure alternate procedures are established and used.
	(M)	Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft.
52-1	(O)	Operations procedure to ensure a crewmember visually verifies Door security.

## Guidelines for (O) &amp; (M) Procedures

73-1	(O)	Operations procedure to ensure Fuel Flow Indicating System is not required.
78-1-1	(M)	Maintenance procedure to secure the affected Thrust Reverser.
	(O)	Operations procedure to evaluate operations with one Thrust Reverser stowed.
78-1-2	(M)	Maintenance procedure to secure both Thrust Reversers.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS	
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
21 AIR CONDITIONING						
1. Cabin Pressurization System						
1) Automatic Dual Emergency Pressurization System Without Override Switches	C	1	0		May be inoperative provided aircraft is operated at or below 9,000 feet MSL.	
	C	1	0		(O) May be inoperative provided: a) Aircraft is operated in an unpressurized configuration and b) Aircraft is operated at or below 9,000 feet MSL.	
	C	1	0		(O) May be inoperative provided procedures ensure that bleed air inflow to the Cabin is operative and ON [Cabin Bleed and Cabin Air Switch(es) ON as appropriate to aircraft configuration].	
2) Manually Actuated Emergency Pressurization System	C	1	0		May be inoperative provided aircraft is operated at or below 9,000 feet MSL.	
	C	1	0		(O) May be inoperative provided: a) Aircraft is operated in an unpressurized configuration and b) Aircraft is operated at or below 9,000 feet MSL.	
	C	1	0		(O) May be inoperative provided procedures ensure that bleed air inflow to the Cabin is operative and ON [Cabin Bleed and Cabin Air Switch(es) ON as appropriate to aircraft configuration].	
(Continued)						

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
21 AIR CONDITIONING						
1. Cabin Pressurization System (Continued)						
3) Automatic Dual Emergency Pressurization System With Override Switches	B	1	0		May be inoperative provided: a) Aircraft is operated in an unpressurized configuration and b) Aircraft is operated at or below 9,000 feet MSL.	
	B	1	0		(O) May be inoperative provided procedures are established to ensure that Override Switches are in OVERRIDE.  NOTE: Passenger Oxygen Mask Auto Deployment will function at appropriate altitude unless PASS OXY Valve in the Cockpit remains OFF.	
2. Cabin Pressurization Control System (Automatic Mode)					RELOCATED TO ITEM 21-24, REVISION 6a.	
3. Cabin Air Outflow Valve (24, 25, 28, 29, 35, 36) Cabin Exhaust Control Valve (55)	C	1	0		May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.	
4. Cabin Pressure Safety Valve	C	1	0		May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
5. Cabin Differential Pressure Relief Valves	C	2	0		May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.
1) (24, 25, 28, 29, 35, 36)	C	2	1		One may be inoperative provided: a) Aircraft is operated at or below 25,000 feet MSL, b) Cabin Air Outflow Valve is operative and c) Cabin Differential Pressure Gauge is operative.
2) (55)	C	2	1		One may be inoperative provided: a) Aircraft is operated at or below 25,000 feet MSL, b) Cabin Exhaust Control Valve is operative and c) Cabin Differential Pressure Gauge is operative.
6. Cabin Altitude Limiters	C	2	0		May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.
	C	2	1		One may be inoperative provided aircraft is operated at or below 25,000 feet MSL.
7. Emergency Pressurization Bleed Air Shutoff Valves (All Models With Dual Emergency Pressurization System)	C	2	0		May be inoperative provided: a) Cabin Pressurization System is considered inoperative, b) Aircraft is operated at or below 9,000 feet MSL and c) Aircraft is not flown in known or forecast icing conditions.
(Continued)					

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
7. Emergency Pressurization Bleed Air Shutoff Valves (All Models With Dual Emergency Pressurization System) (Continued)	C	2	1	One may be inoperative provided: a) Aircraft is operated at or below 25,000 feet MSL and b) Aircraft is not flown in known or forecast icing conditions.	
8. Emergency Pressurization Light (All Models With Dual Emergency Pressurization System)	C	1	0	(M) May be inoperative provided maintenance procedures verify that both Emergency Pressurization Systems are operative before each flight.	
9. Cabin Altitude Aural Warning System	C	1	0	May be inoperative provided aircraft is operated at or below 10,000 feet MSL.	
	C	1	0	May be inoperative provided Cabin Pressurization System is considered inoperative.	
10. Cabin Altimeter	C	1	0	May be inoperative provided: a) Cabin Differential Pressure Gauge is operative and b) A chart is provided to convert Cabin differential pressure to Cabin altitude.	
	C	1	0	(O) May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.	

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
11. Cabin Differential Pressure Gauge	C	1	0		May be inoperative provided: a) Cabin Altimeter is operative and b) A chart is provided to convert Cabin altitude to Cabin differential pressure.
	C	1	0		(O) May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.
12. Cabin Rate Of Climb Indicator	C	1	0		May be inoperative provided: a) Cabin Altimeter is operative, b) Cabin Differential Pressure Gauge is operative and c) Cabin Pressurization Control System Automatic Mode is operative.
	C	1	0		May be inoperative provided aircraft is operated at or below 9,000 feet MSL.
13. Automatic Temperature Control Systems					
1) Cabin (24, 25, 28, 29, 35, 36)	C	1	0		May be inoperative provided Manual Temperature Control System is operative.
2) Cockpit And Cabin (55)	C	2	0		May be inoperative provided Manual Temperature Control System is operative.

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MASTER MINIMUM EQUIPMENT LIST

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
14. Manual Temperature Control Systems					
1) Cabin (24, 25, 28, 29, 35, 36)	C	1	0		May be inoperative provided Automatic Temperature Control System is operative.
2) Cockpit And Cabin (55)	C	2	0		May be inoperative provided Automatic Temperature Control System is operative.
15. Temperature Control Valve Indicator (For H-Valve)					
1) (24, 25, 28, 29, 35, 36)	C	1	0		May be inoperative provided Automatic Temperature Control Systems or Manual Temperature Control Systems for both Cockpit and Cabin are operative.
2) (55)	C	2	0		May be inoperative provided Automatic Temperature Control Systems or Manual Temperature Control Systems for both Cockpit and Cabin are operative.
16. Cooling System *** (Freon)					
1) Cabin	C	1	0		
2) Cockpit	C	1	0		

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
17. Cabin Temperature *** Indicator	C	1	0		
18. Cabin Ventilation Fan	C	1	0		
19. Cockpit Ventilation Fan	C	1	0		
20. Auxiliary Cabin Heat ***	C	1	0		
21. Engine Bleed Air Modulating Valves (35, 36) Engine Bleed Air Mixing Valves (55)	C	2	1	One may be inoperative provided: a) Aircraft is operated at or below 25,000 feet MSL and b) Aircraft is not operated in known or forecast icing conditions.	
	C	2	0	May be inoperative provided: a) Cabin Pressurization System is considered inoperative, b) Aircraft is not flown in known or forecast icing conditions and c) Aircraft is operated at or below 9,000 feet MSL.	
22. Windshield Auxiliary *** Heat Defog System	C	1	0		
23. Cabin Pressurization Control System (Manual Mode)	C	1	0	May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.	
24. Cabin Pressurization Control System (Automatic Mode)	C	1	0	May be inoperative provided: a) Autopilot is operative and b) Aircraft is operated at or below 25,000 feet MSL.	

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SYSTEM  
SEQUENCE &  
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1. REPAIR CATEGORY
2. NUMBER INSTALLED
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4. REMARKS AND EXCEPTIONS

22 AUTOPILOT

1. Autopilot Systems

1) Aircraft With One Autopilot Installed

B

1

0

(M)(O) May be inoperative provided:

- a) Maintenance procedures secure or deactivate Autopilot to ensure no interference with Flight Controls,
- b) Autopilot Disconnect Switch (Control Wheel Master Switch) is operative,
- c) Approach minimums or operations procedures do not require use of Autopilot,
- d) Automatic Cabin Pressurization System is operative and
- e) Aircraft is operated in accordance with AFM Limitations.

NOTE 1: Autopilot Disconnect Switch (Control Wheel Master Switch) is required for functions other than Autopilot.

NOTE 2: For RVSM operations the Altitude Hold function must be operative.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
22 AUTOPILOT				
1. Autopilot Systems (Continued)				
2) Aircraft With Two Or More Autopilots Installed	C	-	1	(M) Except where enroute operations require its use, may be inoperative provided Autopilot is deactivated or secured.  NOTE: For RVSM operations, the Altitude Hold function must be operative.
	B	-	0	(M)(O) May be inoperative provided: a) Maintenance procedures secure or deactivate Autopilot to ensure no interference with Flight Controls, b) Autopilot Disconnect Switch (Control Wheel Master Switch) is operative, c) Approach minimums or other procedures do not require use of Autopilot, d) Automatic Cabin Pressurization System is operative and e) Aircraft is operated in accordance with AFM Limitations.  NOTE 1: Autopilot Disconnect Switch (Control Wheel Master Switch) is required for functions other than Autopilot.  NOTE 2: For RVSM operations, the Altitude Hold function must be operative.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
22 AUTOPILOT					
2. Yaw Damper Systems					
1) (28, 29)	C	2	1	One may be inoperative provided aircraft is operated in accordance with AFM Limitations.	
2) (35, 35A, 36, 36A)	C	2	0	May be inoperative provided STC ST00432WI, "Installation of Avcon Fins (Aft Body Strakes)", is installed.	
3) (55, 55B)	C	2	1	One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Aircraft is operated at or below Flight Level 200 and</li> <li>b) Flight into known or forecasted moderate/severe turbulence is prohibited.</li> </ul>	
4) (55C)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM Limitations.	
3. Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Autopilot is not used below 1,500 feet AGL and</li> <li>b) Approach minimums do not require the use of the Autopilot.</li> </ul>	
	B	2	0	May be inoperative provided Autopilot is not used.	
				NOTE: Autopilot Disconnect Switch (Control Wheel Master Switch) is required for functions other than Autopilot.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
1. Communications Systems (VHF And UHF)	D	-	-		Any in excess of those required by FAR may be inoperative provided it is not powered by the aircraft Emergency Power Systems and not required for emergency procedures.
2. Headsets (Pilot Or Copilot)	C	-	-		As required by FAR.
3. Microphones (Hand Held)	C	-	0		May be inoperative provided a Boom Microphone is operative for each Flight Deck position.
4. Speakers (Cockpit)	C	2	0		(O) May be inoperative provided: a) An operative Headset is provided for each person on Cockpit duty, b) Affected Speaker is not required for aural warnings and c) Operations procedures do not require their use.
5. Passenger Address (PA) System					
1) Passenger Configuration	C	1	0		(O) May be inoperative provided: a) PA System not required by FAR and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.
2) Cargo Configuration	D	1	0		NOTE: Any station function(s) that operate normally may be used. May be inoperative provided procedures do not require its use.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
6. ARINC *** Communications/ Addressing And Reporting System (ACARS)	C	1	0		(M)(O) May be inoperative provided: a) Maintenance procedures properly secure or deactivate affected equipment and b) Operations procedures are used for alternate air/ground communications.
7. Flightfone System ***	C	-	0		
8. Maintenance Interphone *** System	C	1	0		
9. Selective Call Systems (SELCAL)	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
	D	-	0		May be inoperative provided procedures do not require its use.
1) Channels	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
	D	-	0		May be inoperative provided procedures do not require its use.
10. Pre-Recorded *** Passenger Announcement System	C	1	0		(O) May be inoperative provided alternate procedures are established and used.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
11. Cockpit Voice Recorder (CVR)					
1) With Flight Data Recorder (FDR) Installed	A	1	0		May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.
2) Without Flight Data Recorder (FDR) Installed	A	1	0		May be inoperative provided repairs are made within three flight days.
3) For Operators Other Than Air Carriers And Commercial Operators	A	1	0		May be inoperative provided repairs are made in accordance with applicable FARs.
12. Satellite *** Communications Systems	C	-	0		May be inoperative provided procedures do not require their use.
13. Electronic Checklist ***	C	1	0		May be inoperative provided an FAA approved checklist is available.
14. Static Discharge Wicks					
1) (24, 25, 35, 36)	C	-	-		Three or less Discharge Wicks may be missing or broken in any of the following locations: a) Most inboard position on each Elevator and b) Directly above white Navigation Light.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
14. Static Discharge Wicks (Continued)					
2) (28, 29, 55, 55B)	C	14	9	Five or less Discharge Wicks may be missing or broken in any of the following locations: a) One on each Winglet, b) Most inboard position on each Elevator and c) Directly above white Navigation Light.	
3) (55C)	C	17	12	Five or less Discharge Wicks may be missing or broken in any of the following locations: a) One on each Winglet, b) Most inboard position on each Elevator and c) Directly above white Navigation Light.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
15. High Frequency (HF) Communication System	D	-	-		Any in excess of those required by FAR may be inoperative.
	C	-	1		(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight and d) If INMARSAT codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.
					NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
16. Boom Microphones					
COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER INSTALLED					
1) Cockpit Voice Recorder Equipped To Record Boom Microphone Per FAR 135.151(d) Or 121.359(g)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.	
2) Cockpit Voice Recorder *** Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.	
COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER INSTALLED					
1) Cockpit Voice Recorder Equipped To Record Boom Microphone Per FAR 135.151(d) Or 121.359(g)	A	-	0	May be inoperative provided repairs are made within three flight days.	
2) Cockpit Voice Recorder *** Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.	
17. Crew Intercoms	B	2	0	(O) May be inoperative provided the flight crew establishes other means of communications for normal and emergency flight operations.	

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
18. Emergency Locator *** Transmitter (ELT)				
1) Survival Type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
2) Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.
	D	-	-	Any in excess of those required by FAR may be inoperative or missing.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
24 ELECTRICAL					
1. AC Inverter System					
1) Three Inverter Systems Only	B	3	2	(M)(O) One may be inoperative provided: a) Maintenance procedures are established to deactivate affected Inverter and b) Operations procedures do not require its use.	
					NOTE: Electric Windshield Defog System relies on secondary/right and auxiliary Inverters.
2. AC Voltmeters	C	-	0	(O) May be inoperative provided operations procedures do not require use of affected Voltmeter.	
3. Battery Temperature Indicating Systems (L and R BAT TEMP)	B	2	0	May be inoperative provided Battery Overheat Warning Light System (Dual Indicators) is installed and operative.	
	C	2	0	May be inoperative provided Lead-Acid Batteries are installed.	
4. Battery Overheat Warning Light System					
1) Single System (One BAT 140 And One BAT 160 Red Light)	C	1	0	May be inoperative provided Lead-Acid Batteries are installed.	
2) Dual System (Two BAT 140 And Two BAT 160 Red Lights)	C	2	0	May be inoperative provided Lead-Acid Batteries are installed.	
5. Main Aircraft Batteries					DELETED, REVISION 2.

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

25 EQUIPMENT/ FURNISHINGS				
1. Passengers Seat(s)	C	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main aircraft Aisle and</li> <li>c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY".</li> </ul> <p>NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.</p> <p>NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seat(s).</p>
1) Recline Mechanism	C	-	-	<p>May be inoperative and Seat occupied provided Seat is secured in the UPRIGHT position.</p>
2) Underseat Baggage Restraining Bars	C	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Baggage is not stowed under Seat with inoperative Restraining Bar,</li> <li>b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT" and</li> <li>c) Procedures are established to alert Cabin crew of inoperative Restraining Bar.</li> </ul> <p style="text-align: center;">(Continued)</p>

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25 EQUIPMENT/ FURNISHINGS					
1. Passenger Seats (Continued)					
3) Armrest	C	-	-		May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft Aisle and c) For an Armrest with a Recline Mechanism, Seat is secured in the UPRIGHT position.
4) Swivel Mechanism	D	-	-		May be inoperative and Seat occupied provided Seat is secured in the normal facing position.
2. Flotation Equipment (Crew And Passenger)	D	-	-		Any in excess of those required by FAR may be inoperative.
3. Drag Chute System ***	C	1	0		(M) May be inoperative provided System is deactivated and secured.
4. "FASTEN SEAT BELT WHILE SEATED" Sign Or Placard	C	-	-		One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.

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25	EQUIPMENT/ FURNISHINGS				
5.	Passenger Convenience/ NEF Items				
1) ***	Passenger Convenience Items (Expires on April 30, 2008)	-	0	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, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) or (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
2) ***	Non-Essential Equipment & Furnishings (NEF)	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	

NOTE: Exterior Lavatory Door Ash Trays are not considered passenger convenience items.

NOTE: Exterior Lavatory Door Ash Trays are not considered NEF items.

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SYSTEM  
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25 EQUIPMENT/  
FURNISHINGS

6. Cargo Restraint  
Systems

C

-

-

(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual or Weight and Balance Document are observed.

C

-

-

May be inoperative or missing provided Cargo Compartment remains EMPTY.

7. Emergency Medical  
\*\*\* Services Equipment

C

-

0

(M) May be inoperative provided System is deactivated and secured. (M) and (O) procedures may be required and included in the operator's appropriate document.

8. Observer Seat(s)

1) Primary Observer 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 and  
b) Repairs are made within two flight days.

A

-

-

May be inoperative provided:  
a) Required minimum safety equipment (Safety Belt and Oxygen) is available,  
b) Seat is acceptable to the FAA Inspector for performance of official duties and  
c) Repairs are made within two flight days.

(Continued)

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25 EQUIPMENT/  
FURNISHINGS  
  
8. Observer Seat(s)  
(Continued)  
  
1) Primary Observer Seat  
(Including Associated  
Equipment) (Continued)

9. Emergency Medical  
Equipment  
  
1) Automatic External  
Defibrillator (AED)  
And/Or Associated  
Equipment

A - 0

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.

D - -

(O) May be incomplete, missing or inoperative provided:  
a) AED is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit and  
b) Repairs or replacements are made within three flight cycles.  
  
Any in excess of those required by FAR may be incomplete, missing, or inoperative.  
  
(Continued)

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25 EQUIPMENT/ FURNISHINGS					
9. Emergency Medical Equipment (Continued)					
2) Emergency Medical Kit (EMK) And/Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a Unit that can not be mistaken for a fully serviceable Unit and b) Repairs or replacements are made within three flight cycles.	
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.	
3) First Aid Kit (FAK) And/Or Associated Equipment	A	-	-	(O) If more than one is required by FAR, only one of the required First Aid Kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a Unit that can not be mistaken for a fully serviceable Unit and b) Repairs or replacements are made within three flight cycles.	
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative. The number of Kits required by the FARs must contain the minimum content as required by FARs.	

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	2. NUMBER INSTALLED				
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25 EQUIPMENT/ FURNISHINGS					
10. Emergency Locator Transmitter (ELT)					RELOCATED TO ITEM 23-18, REVISION 6a.
11. Exterior Lavatory Door Ashtrays					
1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed.	A	-	-		One may be missing provided it is replaced within ten calendar days.
2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed.	A	1	-		May be missing provided it is replaced within three calendar days.
12. Galley Waste Receptacles Access Doors/Covers	C	-	-		(M)(O) May be inoperative provided: a) The Container is EMPTY and the access Door is SECURED to prevent waste introduction into the Compartment and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.
13. Cabin And Galley Storage Compartments And Closets	C	-	-		(M) May be inoperative provided: a) Procedures are established to secure Compartment CLOSED, b) Any emergency equipment located in affected Compartment is considered inoperative and c) Affected Compartment is not used for storage of any item(s) except for those permanently affixed.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
26 FIRE PROTECTION					
1. Fire Extinguisher Bottle Thermal And Discharge Indicator Disks	C	2	0		(M) May be missing provided it is verified that associated Bottle charge is adequate by weighing, or other accepted method, before first flight of each day.
2. Cabin Smoke Detection *** System	C	1	-		May be inoperative provided no cargo is carried in the Cabin.
3. Lavatory Smoke Detection System	C	-	-		(M)(O) For each Lavatory, the Lavatory Smoke Detection System may be inoperative provided: a) Lavatory Waste Receptacle is EMPTY and b) (DELETED, REVISION 6) c) Lavatory is used only by crewmembers.  NOTE 1: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.  NOTE 2: Lavatory Smoke Detection System is not required for all-cargo operations.
4. Lavatory Fire Extinguisher System	C	-	-		For each Lavatory, the Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector System operates normally.
	C	-	-		(M)(O) May be inoperative provided: a) Lavatory Waste Receptacle is EMPTY and b) (DELETED, REVISION 6) c) Lavatory is used only by crewmembers.
(Continued)					

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	2. NUMBER INSTALLED				
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26 FIRE PROTECTION					
4. Lavatory Fire Extinguisher Systems (Continued)					<p>NOTE 1: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.</p> <p>NOTE 2: A Lavatory Fire Extinguisher System is not required for all-cargo operations.</p>
5. Portable Fire Extinguisher(s)	D	-	-		<p>Any in excess of those required by FAR may be inoperative or missing provided:</p> <p>a) The inoperative Fire Extinguisher is tagged inoperative, removed from its installed location, and placed out of sight so that it can not be mistaken for a functional Unit and</p> <p>b) Required distribution is maintained.</p>
6. Cargo Compartment Fire Detection/Suppression Systems	C	-	0		<p>May be inoperative provided associated Cargo Compartment remains EMPTY.</p> <p>NOTE 1: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.</p> <p>NOTE 2: Class E Cargo Compartments require only the installation of Smoke or Fire Detection Systems (not Suppression).</p>

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
27 FLIGHT CONTROLS					
1. Yaw Damper System					RELOCATED TO ITEM 22-2, REVISION 1.
2. Spoileron System					
1) (35, 36)	B	1	0		May be inoperative provided: a) Ground Spoilers are operative, b) Aircraft is operated at or below Flight Level 250 and c) Aircraft is operated with maximum crosswind limitation of 20 knots.
2) (55, 55B)	B	1	0		May be inoperative provided: a) Ground Spoilers are operative, b) Aircraft is operated at or below Flight Level 410 and c) Aircraft is operated with maximum crosswind limitation of 25 knots.
3) (55C)	B	1	0		May be inoperative provided: a) Ground Spoilers are operative, b) Aircraft is operated at or below Flight Level 410 and c) Aircraft is operated in accordance with AFM Crosswind Limitation.
3. Autospoiler System (55)	B	1	0		May be inoperative provided aircraft is operated in accordance with AFM Limitations.
4. Mach Trim System ***	B	1	0		May be inoperative provided aircraft is operated in accordance with AFM Limitations.

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27 FLIGHT CONTROLS					
5. Flap Preselect System (24, 25, 35 And 36 With MK-II Mod., STC No. SA225NW)  (24, 25, 35 And 36 With XR Mod., STC No. SA766NW)  (35, 36 With Flap Control Bypass System SB 35/36-27-31)	B	1	0	May be inoperative provided aircraft is operated in accordance with AFM Supplement.  NOTE: Refer to AFM Supplement for procedure and reduce Flap Limit Speeds when operating in Alternate Flap Select Mode.	
6. Stick Puller System				DELETED, REVISION 2.	
7. Spoileron System (55C)				RELOCATED TO ITEM 27-2-3, REVISION 6a	



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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
28 FUEL					
1. Jet Boost Pump Systems (Continued)					
2) (System Includes One Main Jet Pump And One Wheel Well "Notch Jet Pump" Per Side) (28, 29, 55)	B	2	1		(O) One side may be inoperative provided: a) JP-4 or aviation gasoline is not used, b) Procedures ensure that both Standby Electric Boost Pumps are operative and ON (except when transferring Fuselage fuel or balancing fuel), c) Procedures ensure that takeoffs and intentional go-arounds are not conducted with less than 600 pounds fuel quantity in Wing Tank with inoperative Jet Boost Pump System, d) Aircraft is operated at or below 25,000 feet MSL and e) Operations do not require use of affected Jet Boost Pump System.
2. Fuselage Tank Transfer Pumps					
1) (24, 25, 35, 36)	B	1	0		May be inoperative provided operations do not require use of any Fuselage Tank fuel.
(Continued)					

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
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28 FUEL					
2. Fuselage Tank Transfer Pumps (Continued)					
1) (24, 25, 35, 36) (Continued)	B	1	0	May be inoperative provided: a) Fuselage Tank Transfer Valve is operative, b) Operations do not require use of 162 pounds unusable Fuselage Tank fuel (from gravity transfer) and c) Aircraft is operated in accordance with AFM Limitations and Procedures.	
2) (28, 29, 55)	B	2	1	One may be inoperative provided Fuselage Tank Transfer Valve associated with remaining Pump is operative.	
	B	2	0	May be inoperative provided: a) Both Fuselage Tank Transfer Valves are operative, b) Operations do not require use of 104 pounds (28, 29) or 350 pounds (55) unusable Fuselage Tank fuel and c) Aircraft is operated in accordance with AFM Limitations and Procedures.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
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28 FUEL					
3. Fuselage Tank Transfer Valves					
1) (24, 25, 35)	B	1	0		May be inoperative provided: a) Operations do not require use of any Fuselage Tank fuel and b) Aircraft is operated in accordance with AFM Limitations and Procedures.
2) (25D/F, 35, 36) (With Gravity Transfer System)	B	2	1		One may be inoperative provided: a) Operations do not require use of approximately 160 pounds unusable Fuselage Tank fuel in event NORMAL (LH) Transfer Valve is affected and b) Aircraft is operated in accordance with AFM Limitations and Procedures.
	B	2	0		May be inoperative provided: a) Operations do not require use of any Fuselage Tank fuel and b) Aircraft is operated in accordance with AFM Limitations and Procedures.
3) (28, 29, 55)	B	2	1		One may be inoperative provided Fuselage Tank Pump associated with remaining Valve is operative.
	B	2	0		May be inoperative provided: a) Operations do not require use of any Fuselage Tank fuel and b) Aircraft is operated in accordance with AFM Limitations and Procedures.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
28 FUEL					
4. Fuselage Tank Refueling System					
1) Fuselage Tank Transfer Valve					DELETED, REVISION 6a.
2) Fuselage Float Switch	B	1	0		(O) May be inoperative provided refueling is stopped when the indicated fuselage fuel quantity is 100 pounds (or more) below the maximum fuselage quantity.
5. Single Point Pressure *** Refueling (SPPR) System	C	1	0		May be inoperative provided alternate refueling procedures are used that do not require use of affected System.
6. Aft Fuselage Tank *** Transfer Pumps (55)	B	2	1		(O) One may be inoperative provided: a) Aft Fuselage Tank Transfer Valve associated with remaining Pump is operative, b) If operations require use of Aft Fuselage Tank fuel, procedures are established to transfer fuel before that point in flight where its use is required and c) Aircraft is operated in accordance with AFM Limitations.
	B	2	0		May be inoperative provided operations do not require use of any Aft Fuselage Tank fuel.

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28 FUEL					
7. Aft Fuselage Tank *** Transfer Valve (55)	B	2	1	(O) One may be inoperative provided: a) Aft Fuselage Tank Transfer Pump associated with remaining Valve is operative and b) If operations require use of Aft Fuselage Tank fuel, procedures are established to transfer fuel before that point in flight when its use is required.	
8. Aft Fuselage Tank Refueling System (55)	B	1	0	May be inoperative provided procedures do not require use of any Aft Fuselage Tank Fuel.	
9. Fuel Used Counter System	C	1	0	(O) May be inoperative provided: a) Fuel Flow Indicating System is operative and b) Procedures do not require use of affected System.	
10. Fuel Jettison System					
1) (24, 25)	B	1	0	(O) May be inoperative provided: a) Aircraft takeoff weight does not exceed maximum landing weight by more than 100 pounds and b) Procedures do not require use of Fuel Jettison System.	
2) (35, 36)	B	1	0	(O) May be inoperative provided: a) Aircraft takeoff weight does not exceed maximum landing weight by more than 100 pounds and b) Procedures do not require use of Fuel Jettison System.	

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28 FUEL					
11. Fuselage Cap Light ***	C	1	0		(O) May be inoperative provided crew visually inspects Fuselage Cap for security.
12. Standby Fuel Pump *** Annunciators	C	2	0		

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29 HYDRAULICS						
1. Auxiliary Electrically Driven Hydraulic Pump System	B	1	0		(M) May be inoperative provided Pump is secured or deactivated.	
2. Hydraulic Accumulator System	C	1	0			
3. Low Hydraulic Pressure *** Annunciator Light System	C	1	0		May be inoperative provided Hydraulic Pressure Gauge is operative.	

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
30 ICE & RAIN PROTECTION					
1. Airframe Anti-Ice System					
1) Wing	C	1	0		May be inoperative provided aircraft is not flown in known or forecast icing conditions.
2) Stabilizer	C	1	0		May be inoperative provided aircraft is not flown in known or forecast icing conditions.
2. Alcohol Anti-Ice Systems					
1) Windshield	B	1	0		May be inoperative provided aircraft is not flown in known or forecast icing conditions.
2) Radome	C	1	0		May be inoperative provided aircraft is not flown in known or forecast icing conditions.
3. Pitot Heater Systems	B	2	1		One may be inoperative provided: a) Aircraft is not flown in visible moisture with Static Air Temperature (SAT) or Outside Air Temperature (OAT) below +10 degrees C, b) Aircraft is not flown in known or forecast icing conditions and c) Flight is limited to VMC only.  NOTE: Both are required for RVSM operations.

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30 ICE & RAIN PROTECTION					
4. Static Port Heater Systems (For Airspeed) (24, 25, 28, 29, 35*, 36*)	B	4	3		One may be inoperative provided: a) Aircraft is not flown in visible moisture with Static Air Temperature (SAT) or Outside Air Temperature (OAT) below +10 degrees C, b) Aircraft is not flown in known or forecast icing conditions and c) Flight is limited to VMC only.  NOTE: *Aircraft with Static Ports (2 per side) that are separate from Pitot Probes.
5. Engine Inlet Anti-Ice Systems (Nacelle Heat)	B	2	1		One may be inoperative provided: a) Aircraft is not flown in visible moisture with Static Air Temperature (SAT) or Outside Air Temperature (OAT) below +10 degrees C, b) Aircraft is not flown in known or forecast icing conditions and c) Flight is limited to VMC only.
6. Stall Vane Heater Systems	B	2	1		One may be inoperative provided: a) Aircraft is not flown in visible moisture with Static Air Temperature (SAT) or Outside Air Temperature (OAT) below +10 degrees C, b) Aircraft is not flown in known or forecast icing conditions and c) Flight is limited to VMC only.

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30 ICE & RAIN PROTECTION					
7. Ice Detect Lights (Windshield)	C	2	0		May be inoperative provided aircraft is not flown in known or forecast icing conditions at night.
	C	2	1		One may be inoperative provided operative Light is on copilot's side.
8. Wing Temperature Gauge	C	1	0		May be inoperative provided: a) Airframe Anti-Ice System for Wings remains OFF and b) Aircraft is not flown in known or forecast icing conditions.
9. Stabilizer Temperature Gauge (35, 36)	C	1	0		May be inoperative provided: a) Airframe Anti-Ice System for Stabilizer remains OFF and b) Aircraft is not flown in known or forecast icing conditions.
10. Stabilizer Heat Caution Light (24, 25, 28, 29, 55)	C	1	0		May be inoperative provided: a) Airframe Anti-Ice System for Stabilizer remains OFF and b) Aircraft is not flown in known or forecast icing conditions.
11. Pitot Heat Inoperative Indicating Light System	B	1	0		May be inoperative provided: a) All other elements of Pitot Heat System and <u>if installed</u> the Static Port Heater System are checked and functioning normally and b) Aircraft is not flown in known or forecast icing conditions.
12. Electric Windshield *** Defog Systems	C	2	0		

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
31 INDICATING/ RECORDING SYSTEMS					
1. Clocks	C	-	1		
2. Flight Hour Recorder ***	C	1	0		(O) May be inoperative provided procedures do not require its use.
	C	1	0		(O) May be inoperative provided alternate procedures are established to record flight hours.
3. Flight Data Recorder (FDR) System	C	-	0		Any in excess of those required by FAR may be inoperative.
	A	-	0		May be inoperative provided: a) Cockpit Voice Recorder (CVR) System operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch and d) Repairs are made within three flight days.
(Continued)					

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
31 INDICATING/ RECORDING SYSTEMS						
3. Flight Data Recorder (FDR) System (Continued)						
1) FDR Recording Parameters Required By FAR	A	-	-		May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally and b) Repairs are made within 20 calendar days.	
2) FDR Recording Parameters Not Required By FAR	A	-	-		May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.	
3) Operators Other Than Holders Of Air Carrier Or Commercial Operator Certificates	C	-	0		Any in excess of those required by FAR may be inoperative.	
	A	-	0		May be inoperative provided repairs are made in accordance with applicable FARs.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
32 LANDING GEAR					
1. Anti-Skid System	B	1	0	(M)(O) May be inoperative provided: a) Operations procedures do not require use of the Anti-Skid System, b) Nose Wheel Steering System operates normally and c) System is deactivated or secured to ensure no interference with the aircraft Brake System.  NOTE: Reference AFM for Limitations and Performance Information with Anti-Skid inoperative.	
2. Parking Brake Caution *** Light	C	1	0		
3. Nose Wheel Steering	C	1	0	May be inoperative provided Anti-Skid System operates normally.  NOTE: Refer to AFM for Limitations and Performance Information with Nose Wheel Steering inoperative.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
1. Position Light System (Wing Tips And Tail)	C	1	0		May be inoperative provided aircraft is not operated at night.
2. Anti-Collision Light System	C	1	0		May be inoperative provided aircraft is not operated at night.
3. Strobe Light System (Supplemental System)	C	1	0		
4. Landing – Taxi Lights (On Main Gear)					
1) Landing Lights	C	2	1		One may be inoperative provided at least one Taxi Light, Taxi – Recognition Light, or Recognition Light is operative.
	C	2	0		May be inoperative provided aircraft is not operated at night.
2) Taxi Lights	C	-	1		
	C	-	0		May be inoperative provided at least one Taxi – Recognition Light or Recognition Light is operative.
	C	-	0		May be inoperative provided aircraft is not operated at night.
5. Taxi-Recognition Lights (On Tip Tanks) (24, 25, 35, 36)	C	-	0		

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
6. Recognition Light (On Vertical Stabilizer) (28, 29, 55)	C	1	0		
7. Wing Illumination Lights (Ice Check)	C	1	0	(O) May be inoperative provided ground deicing procedures do not require their use.	
8. Passenger Loading Stair Light	C	1	0	May be inoperative provided sufficient lighting is available to illuminate Steps.	
	C	1	0	May be inoperative provided aircraft is not operated at night.	
9. Cockpit/Flight Deck/Flight Compartment And Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes and c) Lighting configuration and intensity is acceptable to the flight crew.	
10. Cabin Interior Lighting Systems	C	-	-	As required by FAR.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
33 LIGHTS					
11. Fasten Seat Belt And No Smoking Signs					
1) Passenger Configuration	C	-	0		(O) May be inoperative provided procedures are established and used for notifying passengers when Seat Belts should be fastened and smoking is prohibited.  NOTE: Not required for all-cargo operations unless cargo carriage requires persons to be in attendance in Main Cargo Compartment.
12. Exterior Emergency *** Lighting System	C	1	0		As required by FAR
13. Logo Light System ***	C	1	0		
14. Floor Proximity *** Emergency Escape Path Marking System Lights	C	-	-		(M) Individual Lights may be inoperative provided it is verified that the FAA Approved Minimum Acceptable Lighting Levels specified in one of the following documents are complied with: a) FAA Engineering Approval Letter, b) FAA Approved Report of the Type Design Holder, c) Limitations and Conditions Section of the applicable Supplemental Type Certificate (STC) or d) An FAA Approved Report incorporated in the Master Drawing List for the applicable STC.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
33 LIGHTS						
15. Cabin Emergency Lighting Systems	C	-	0		As required by FAR.	
16. Pulselight System ***	D	-	0			

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
1. Standby Attitude Indicator	C	-	0		May be inoperative provided not required by FAR.
	B	-	0		May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
2. Radio Magnetic Indicator (RMI) Systems					
1) (Aircraft Not Equipped With EFIS)	C	2	-		As required by FAR.
2) (Aircraft Equipped With EFIS)	C	2	1		One may be inoperative provided VOR and ADF Indicators on HSI are operative.
3. Distance Measuring Equipment (DME) Systems	D	-	-		Any in excess of those required by FAR may be inoperative.
4. Weather Radar Systems					
1) Weather Display	C	-	-		As required by FAR.
2) Navigation Display	C	-	0		
3) Checklist Display	C	-	0		
5. Weather Storm Scopes ***	C	-	0		
6. Automatic Direction Finding (ADF) Systems	C	-	-		As required by FAR.

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	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
34 NAVIGATION				
7. Marker Beacon Systems	C	-	-	(O) May be inoperative provided approach procedures do not require its use.
8. ATC Transponders And Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute operations do not require its use and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
	D	-	1	Any in excess of those required by FAR may be inoperative.
1) Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR	A	-	0	May be inoperative provided: a) Enroute operations do not require its use and b) Repairs are made prior to completion of the next scheduled heavy maintenance.
9. VHF Navigation Systems (VOR/ILS)	C	-	-	As required by FAR.
10. Radio Altimeter Systems	C	-	0	May be inoperative provided approach minimums and/or operational procedures do not require its use.  NOTE 1: GPWS may be affected.  NOTE 2: One operative Radio Altimeter is required to conduct CAT II ILS approaches using Flight Directors and/or Autopilot.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
11. Flight Director Systems ***	C	-	0		May be inoperative provided: a) Command Bars will remain retracted from view and b) Approach procedures do not require its use.
12. Altitude Alerting System	A	-	0		(O) May be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Enroute operations do not require its use and c) Repairs are made within three flight days.
	C	-	0		May be inoperative provided it is not required by FAR.  NOTE: RVSM operations not authorized if Altitude Alerting System is inoperative.
13. Long Range Navigation *** Systems (INS, IRS, LORAN, GPS, VLF, And FMS	C	-	-		As required by FAR.  NOTE: INS/IRS Navigation Function only. See Attitude and Heading Reference Sensors for INS/IRS Attitude and Heading Functions.
14. Microwave Landing *** System (MLS)	C	-	-		
15. TACAN Systems ***	C	-	-		As required by FAR.
16. Turn And Slip Indicators *** (Turn Indication Only)	B	2	0		May be inoperative provided a third Attitude Indicator is installed and operative.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
17. Vertical Speed Indicators	C	2	1		One may be inoperative provided aircraft is operated in day VMC only.
18. Non-Stabilized Magnetic Compass (Standby)	B	1	0		(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.
	B	1	0		(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the en route portion of the flight.
	B	1	0		(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally and used in conjunction with approved Free Gyro Navigation Techniques.
19. Ram Air Temperature (RAT) Indicating System	C	1	0		May be inoperative provided SAT/TAS System is installed and operative.
20. Static Air Temperature (SAT)/True Air Speed (TAS) System	B	1	0		(O) May be inoperative provided SAT/TAS data are either available to or not required by other required Systems.  NOTE: SAT/TAS data may be required by INS, LORAN, VLF, FMS or other Navigation or Air Data Systems.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
21. Traffic Collision *** Avoidance Device (TCAD)	C	1	0		
22. Traffic Alert And Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use.	
	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.	
23. Traffic Alert And Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use.	
	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.	
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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

34	NAVIGATION				
23.	Traffic Alert And Collision Avoidance System (TCAS II) (Continued)				
1)	Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side and b) TA and RA audio function is operative on the flying pilot side.
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew and c) Enroute or approach procedures do not require its use.
3)	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative and b) Enroute or approach procedures do not require its use.
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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
23. Traffic Alert And Collision Avoidance System (TCAS II) (Continued)					
4) Audio Functions	B	1	0		May be inoperative provided enroute or approach procedures do not require use of TCAS.
5) Airspace Selection *** Function	C	-	0		
24. Display Processor Units (DPU) (55B/C)	C	2	1		One may be inoperative provided: a) The Multifunction Processor Unit (MPU) is operative, b) Both EADI's are functioning and c) Both EHSI's are functioning.
25 Multi-Function Processor Unit (MPU) (55/B/C)	C	1	0		May be inoperative provided: a) Both Display Processor Units (DPU) are operative, b) Both EADI's are functioning and c) Both EHSI's are functioning.
26. Nose Cooling Fan (55B/C)	C	1	0		
27. Electronic Flight Display (EFD) Fans (55B/C)	C	2	1		One may be inoperative provided aircraft is operated in accordance with AFM Limitations.
28. Multi-Function Display (MFD) Fan (55B/C)	C	1	0		May be inoperative provided aircraft is operated in accordance with AFM Limitations.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
29. Display Processor Unit (DPU) Fans (55B/C)	C	2	1		One may be inoperative provided aircraft is operated in accordance with AFM Limitations.
30. Multi-Function Processor Unit (MPU) Fans (55B/C)	C	1	0		May be inoperative provided aircraft is operated in accordance with AFM Limitations.
31. Autopilot Fan (31A)					DELETED, REVISION 6.
32. Datanav ***	C	1	0		
33. Attitude Heading Reference System (AHRS) (55B/C)	C	2	0		May be inoperative provided aircraft is operated in accordance with AFM Limitations.
34. Airborne Flight Information System (AFIS) ***	C	1	0		
35. Multifunction Display (MFD) Unit (55B/C))	C	1	0		(O) May be inoperative provided all Symbol Generators or all Display Processor Units are operative.  NOTE: Weather Radar is not operative.
36. Standby HSI (55B/C)	C	1	0		May be inoperative provided aircraft is operated in day VMC.
37. Heads-Up Display (HUD) ***	C	1	0		

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION				
38. Terrain Awareness And Warning System (TAWS)				
A. Class A TAWS Equipment Required				
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative and b) Repairs are made within two flight days.
c) Glideslope Deviations (Mode 5)	C	-	1	
	B	-	0	
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION				
38. Terrain Awareness And Warning System (TAWS) (Continued)				
A. Class A TAWS Equipment (Continued)				
1) GPWS (Continued)				
d) Advisory Callouts (Continued)	C	-	0	(O) May be inoperative provided: a) Advisory Callout not required by FAR and b) Alternate procedures are established and used.
e) Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Detection and Avoidance System (Predictive) operates normally.  (Continued)

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	4. REMARKS AND EXCEPTIONS			

34	NAVIGATION				
38.	Terrain Awareness And Warning System (TAWS) (Continued)				
A.	Class A TAWS Equipment (Continued)				
2)	Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3)	Terrain Displays	C	-	1	
		B	-	0	
4)	Runway Awareness And Advisory System (RAAS)	C	1	0	
***					
B.	Class B TAWS Equipment Required				
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
a)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
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34 NAVIGATION					
38. Terrain Awareness And Warning System (TAWS) (Continued)					
B. Class B TAWS Equipment Required (Continued)					
1) GPWS (Continued)					
b) Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative and b) Repairs are made within two flight days.
c) Modes 2, 4 & 5 ***	C	3	0		
d) Advisory Callouts	B	-	0		(O) May be inoperative provided alternate procedures are established and used.
	C	-	0		(O) May be inoperative provided: a) Advisory Callouts not required by FAR and b) Alternate procedures are established and used.
e) Windshear Mode *** (Reactive)	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
					(Continued)

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34 NAVIGATION					
38. Terrain Awareness And Warning System (TAWS) (Continued)					
B. Class B TAWS Equipment Required (Continued)					
2) Terrain System- Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0		
3) Terrain Displays	C	-	0		
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0		
C. Class C TAWS Equipment					
1) TAWS/GPWS ***	C	1	0		(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any mode that operates normally may be used.

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34 NAVIGATION					
39. Windshear Detection, Guidance And Avoidance System (s) (INSTALLATION NOT REQUIRED BY FAR)					
1) Windshear Warning *** And Flight Guidance System (Reactive)	C	-	0		(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedure.
2) Windshear Detection *** And Avoidance System (Predictive)	C	-	0		(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
40. Flight Management System					
1) Navigation Databases	C	-	-		(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight and c) Approach Navigation Radios are manually tuned and identified.

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION				
41. Navigation Management System				
1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight and c) Approach Navigation Radios are manually tuned and identified.
42. Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.  Note: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
1) Link And Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other Aircraft Systems may be used.  (Continued)

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	3. NUMBER REQUIRED FOR DISPATCH				
34. NAVIGATION					
42. Automatic Dependent Surveillance-Broadcast (ADS-B) System (Continued)					
2) Cockpit Display And Traffic Information (CDTI)	D	-	0		
3) CDTI Control Panel	D	-	0		NOTE: ADS-B data transmissions may continue.  May be inoperative provided: a) Flight ID can be set and b) Screen display is acceptable to the flight crew.
4) Data Link Transmitter(s)	D	-	0		
5) Data Link Receivers	D	-	0		
43. Flight Management System (FMS) CDU	B	-	0		May be inoperative provided a suitable NAV source is available.
44. Traffic Advisory System (TAS)	C	1	0		

## DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
35 OXYGEN				
1. Oxygen System (Cabin ONLY)				
1) Passenger Configuration	B	1	-	As required by FAR.
2) Cargo Only Configuration	C	1	0	May be inoperative provided no persons are carried in the Cabin.
2. Portable Oxygen Dispensing Units	B	-	-	As required by FAR.
3. Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
38 WATER/WASTE					
1. Potable Water Systems	C	-	-	(M) Individual Components may be inoperative provided: a) Associated Components are deactivated or isolated and b) Associated System Components are verified not to have leaks.  NOTE: Any portion of a System which operates normally may be used.	
	C	-	-	(M) May be inoperative provided: a) System is drained and b) Procedures are established to ensure that System is not serviced.	
2. Lavatory Waste Systems	C	-	-	(M) Individual Components may be inoperative provided: a) Associated Components are deactivated or isolated and b) Associated System Components are verified not to have leaks.  NOTE: Any portion of a System which operates normally may be used.	
(Continued)					

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE  2. Lavatory Waste Systems (Continued)	C	-	-	<p>(M) Associated Lavatory System(s) may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Associated Components are deactivated or isolated to prevent leaks and</li> <li>b) The Pilot-in-Command will determine if flight duration is acceptable with a Lavatory unusable.</li> </ul> <p>NOTE: These provisions are not intended to prohibit inspections by crewmembers.</p>

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			

46 NEW TECHNOLOGY				
1. Electronic Flight Bag *** Systems (EFBs)				
1) Class 3 EFBs ***	C	-	-	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program or document which operates normally may be used.
	D	-	0	May be operative provided procedures do not require its use.
2) Data Connectivity *** (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
3) Power Connection *** (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
4) Mounting Device *** (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.
(Continued)				

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
46 NEW TECHNOLOGY				
1. Electronic Flight Bag *** Systems (EFBs) (Continued)				
4) Mounting Device *** (Class 2) (Continued)				
	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
52 DOORS				
1. Cabin Door Warning Light Systems	C	-	0	(O) May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated Door is CLOSED and LOCKED.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS	
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
73 ENGINE/ FUEL CONTROLS						
1. Fuel Flow Indicating Systems	B	2	1	(O) One may be inoperative provided: a) Fuel Used Counter System is operative and b) Operations procedures do not require use of affected Fuel Flow Indicating System.		
2. Engine Synchronizer *** System	C	1	0	May be inoperative provided System is secured or deactivated to ensure no interference with Engine Speed Control.		
3. Automatic Performance Reserve System (APR) (55)	B	1	0	May be inoperative provided takeoff performance does not require use of APR System.  NOTE: Refer to AFM Performance Section.		
4. Ground Idle System (55)	B	1	0	May be inoperative provided Flight Idle Schedule is not affected by comparison with opposite Engine.		
5. Optional Red L & R Low *** Oil Pressure Lights	C	2	0			
6. Engine Chip Detector *** Lights (Left and Right )	C	2	0			

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
77 ENGINE INDICATING					
1. N1 Digital Indicators ***	B	2	0	May be inoperative provided associated Analog Pointer is operative.	
2. N2 Digital Indicators ***	B	2	0	May be inoperative provided associated Analog Pointer is operative.	
3. ITT Digital Indicators ***	B	2	0	May be inoperative provided associated Analog Pointer is operative.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
78 EXHAUST				
1. Thrust Reverser *** Systems				
1) Bucket Type (Dee Howard STC)	C	2	0	(M)(O) One or both may be inoperative provided: a) Affected Thrust Reverser(s) is secured in the forward thrust position, b) Procedures are used for operating with reduced reverse thrust, asymmetric reverse thrust or no reverse thrust and c) Dry, hard surfaced runway is used for single Thrust Reverser operation.  NOTE: Refer to Dee Howard Maintenance Manual for procedures to deactivate and secure Thrust Reverser.
2) Cascade Type (Aeronca)	C	2	0	(M) One or both may be inoperative provided both Thrust Reversers are secured in the Forward Thrust Position.  NOTE: Refer to Aeronca Maintenance Manual and AFM for procedures to deactivate and secure Thrust Reversers.