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**Date: 05/11/2007**

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

**MASTER MINIMUM EQUIPMENT LIST**

**ROCKWELL NA-265**

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HIGHLIGHTS OF CHANGE			

Definitions	Updated in accordance with Policy Letter 25, Global Change 142.
Guidelines [(O) & (M)]	Updated IAW applicable Policy Letters.
ATA 21-6	Formatting correction to second proviso IAW PL-31 (GC-83).
ATA 21-7	Formatting correction to second proviso IAW PL-31 (GC-83).
ATA 21-13	Formatting correction to second proviso IAW PL-31 (GC-83).
ATA 22-1-2	Note for RVSM operations added per PL-84 (GC-59).
ATA 22-2	Autopilot Disconnect relief updated to comply with PL-93.
ATA 23-2	Passenger Address System relief updated to comply with PL-9 (GC-119).
ATA 23-3	Item title changed to comply with PL-95 (GC-111).
ATA 23-5	Cockpit Voice Recorder relief updated to comply with PL-29 (GC-128).
ATA 23-6	Boom Microphone relief updated to comply with PL-58 (GC-100).
ATA 23-7	HF Communications System relief updated to comply with PL-106 (GC-135).
ATA 23-8	SELCAL relief added to comply with PL-117 (GC-137).
ATA 23-9	ELT relief relocated from Item 25-10 and updated IAW PL-120 (GC-147).
ATA 25-4	Passenger Seats relief repair category changed from "D" to "C" IAW PL-79 (GC-134).
ATA 25-4-1	Passenger Seat Recline Mechanism relief repair category changed from "D" to "C" IAW PL-79 (GC-134).

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- ATA 25-4-2 Passenger Seat Underseat Baggage Restraining Bar relief added IAW PL-79 (GC-134).
- ATA 25-4-3 Passenger Seat Armrest relief added IAW PL-79 (GC-134).
- ATA 25-5 Word in proviso changed from “readable” to “visible” IAW PL-89.
- ATA 25-6 Passenger Convenience/NEF relief updated to comply with PL-116 (GC-138).
- ATA 25-7 Relocation information reworded to conform to PL-31 (GC-83).
- ATA-25-8 Observer Seat relief updated to comply with PL-56 (GC-127).
- ATA 25-9 Emergency Medical Equipment relief updated to comply with PL-73 (GC-144).
- ATA 25-10 ELT relief relocated to Item 23-9 and updated to comply with PL-120 (GC-147).
- ATA 25-11 Exterior Lavatory Door Ashtray relief added to comply with PL-85 (GC-80).
- ATA 25-12 Galley Waste Receptacles Access Doors/Covers relief added IAW PL-96 (GC-98).
- ATA 25-13 Overhead Storage Bins/Cabin and Galley Storage Compartments and Closets relief added IAW PL-104 (GC-129).
- ATA 25-14 Cargo Restraint Systems relief added to comply with PL-100 (GC-114).
- ATA 26-5 Lavatory Smoke Detection System relief updated IAW PL-24 (GC-106).
- ATA 26-6 Lavatory Fire Extinguisher System relief updated IAW PL-24 (GC-106).

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HIGHLIGHTS OF CHANGE			

- ATA 26-7                      Cargo Compartment Fire Detection/Suppression Systems relief added IAW PL-102 (GC-77).
- ATA 30-14                     Pitot Heat Indicating Systems relief added IAW PL-90.
- ATA 31-2                      Flight Data Recorder relief updated to comply with PL-87 (GC-136).
- ATA 33-1                      Notes added to clarify when Strobe Lights can and cannot be used in lieu of Position Lights per PL-91.
- ATA 33-3                      Wing Ice Detection Light relief updated to comply with PL-72 (GC-54) and AD 98-04-37.
- ATA 33-8                      Passenger Loading Stair Light relief corrected for grammar and structure of the proviso.
- ATA 33-9                      Item title updated to comply with PL-77 (GC-63).
- ATA 33-11                     Corrected for typographical error.
- ATA 34-1-1                    Updated to comply with formatting requirements of PL-31 (GC-83).
- ATA 34-1-2                    Updated to comply with formatting requirements of PL-31 (GC-83).
- ATA 34-1-3                    Updated to comply with formatting requirements of PL-31 (GC-83).
- ATA 34-4                      Standby Attitude Indicator relief updated IAW PL-111.
- ATA 34-6-1                    Updated to comply with formatting requirements of PL-31 (GC-83).
- ATA 34-6-2                    Updated to comply with formatting requirements of PL-31 (GC-83).
- ATA 34-7                      Operational procedure requirement (O) added to comply with PL-10.

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- ATA 34-10            Transponder relief updated to comply with PL-76 (GC-133).
- ATA 34-11            Variable (-) put in “NUMBER REQUIRED FOR DISPATCH” column.
- ATA 34-15            TAWS relief updated IAW PL-54 (GC-139).
- ATA 34-16            Minor change to Altitude Alerting System relief to comply with PL-39 (GC-95) and RVSM note added IAW PL-84 (GC-59).
- ATA 34-19            Windshear Detection, Guidance and Avoidance System relief updated IAW PL-67 (GC-140).
- ATA 34-20            Minor change to TCAS I relief to comply with PL-32 (GC-145).
- ATA 34-21            TCAS II relief updated to comply with PL-32 (GC-145).
- ATA 34-22            Minor change in REMARKS to comply with PL-31 (GC-83).
- ATA 34-24-1          Minor change to comply with PL-98 (GC-71).
- ATA 34-26-1          Minor change to ADS-B relief to comply with PL-105 (GC-86).
- ATA 35-2             Protective Breathing Equipment relief added to comply with PL-43.
- ATA 46-1             Relief added for IFIS-5000 System.
- ATA 46-2             Electronic Flight Bag relief added.

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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. For 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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DEFINITIONS			

## 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.

## DEFINITIONS

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 (06/14/1989)		

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

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

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

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

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PREAMBLE (06/14/1989)		

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

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

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

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

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

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Guidelines for (O) & (M) Procedures			

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

21-1	(M)	Maintenance procedure to secure the affected Valve(s) CLOSED.
	(M)	Maintenance procedure to secure the affected Valve(s) CLOSED.
	(O)	Operations procedure to ensure aircraft is operated unpressurized and remains at or below 10,000 MSL.
21-2	(O)	Operations procedure to ensure aircraft is operated unpressurized at or below 10,000 feet MSL and not on extended overwater flights.
21-3	(O)	Operations procedure to ensure aircraft is operated unpressurized at or below 10,000 feet MSL and not on extended overwater flights.
21-4	(M)	Maintenance procedure to secure Cabin Air Outflow Valve OPEN.
	(O)	Operations procedure to ensure aircraft is operated unpressurized at or below 10,000 feet MSL and not on extended overwater flights.
21-5	(M)	Maintenance procedure to secure Primary Cabin Air Outflow Valve OPEN.
	(O)	Operations procedure to ensure aircraft is operated unpressurized at or below 10,000 feet MSL and not on extended overwater flights.
21-6	(O)	Operations procedure to utilize chart to convert Cabin differential pressure to Cabin altitude.
	(O)	Operations procedure to operate aircraft unpressurized at or below 10,000 feet MSL.
21-7	(O)	Operations procedure to utilize chart to convert Cabin differential pressure to Cabin altitude.
	(O)	Operations procedure to operate aircraft unpressurized at or below 10,000 feet MSL.
21-8	(M)	Maintenance procedure to secure Cabin Air Outflow Valve OPEN.
21-11	(O)	Operations procedure to operate aircraft unpressurized.
21-12	(O)	Operations procedure to operate aircraft unpressurized.
21-13	(O)	Operations procedure to operate aircraft unpressurized.

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

- |        |     |  |
|--------|-----|--|
| 21-14  | (O) | Operations procedure to operate aircraft unpressurized.  |
| 21-17  | (M) | Procedure to deactivate and secure the System.   |
| 22-1-1 | (M) | Maintenance procedure to determine that Servos do not cause binding of the Control Cables.   |
| 22-1-2 | (M) | Maintenance procedure to determine that Servos do not cause binding of the Control Cables.   |
|        | (M) | Maintenance procedure to determine that Servos do not cause binding of the Control Cables.   |
| 23-2-1 | (O) | Operations procedure to ensure Cabin Interphone is operative and can be utilized for normal and emergency procedures.                        |
| 23-7   | (O) | Operations procedure to determine if coverage exists for entire route.   |
| 23-8   | (O) | Operations procedure to establish alternate procedures.  |
| 23-8-1 | (O) | Operations procedure to establish alternate procedures.  |
| 25-4-2 | (O) | Operations procedure established to alert Cabin Crew of inoperative Restraining Bar.   |
| 25-9-1 | (O) | Operations procedure to ensure used AED is resealed so as not to be mistaken for a fully serviceable Unit.                                   |
| 25-9-2 | (O) | Operations procedure to ensure used EMK is resealed so as not to be mistaken for a fully serviceable Unit.                                   |
| 25-9-3 | (O) | Operations procedure to ensure used FAK is resealed so as not to be mistaken for a fully serviceable Unit.                                   |
| 25-12  | (M) | Maintenance procedure to ensure Waste Container is empty and access is secured to prevent waste introduction into the Compartment.           |
|        | (O) | Operations procedure to ensure sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight. |

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

25-13	(M)	Maintenance procedures established to secure Compartment CLOSED.
25-14	(M)	Maintenance procedure to ensure cargo loading limits are in compliance with acceptable and/or approved data sources.
26-1	(M)	Maintenance procedure to determine Bottle charge prior to each flight.
26-3	(M)	Maintenance procedure to secure and deactivate APU.
26-4	(M)	Maintenance procedure to secure and deactivate APU.
26-5	(M)	Maintenance procedure to ensure Waste Receptacle is empty and associated Lavatory Door is locked CLOSED and placarded.
	(O)	Operations procedure to ensure Lavatory is only used by crewmembers.
26-6	(M)	Maintenance procedure to ensure Waste Receptacle is empty and associated Lavatory Door is locked CLOSED and placarded.
	(O)	Operations procedure to ensure Lavatory is only used by crewmembers.
27-1	(O)	Operations procedure to visually check Aileron Trim Tab prior to each takeoff.
27-2	(O)	Operations procedure to visually check Rudder Trim Tab position prior to each takeoff.
27-3	(O)	Operations procedure to visually check position of the Horizontal Stabilizer prior to each takeoff.
27-4-2	(O)	Operations procedure to check Flaps for proper position prior to each takeoff.
29-1	(M)	Maintenance procedure to deactivate or isolate affected Pump.
30-1	(O)	Operations procedure to plan flight to avoid precipitation within five NM of the airport of takeoff or intended landing.

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

- |        |     |  |
|--------|-----|--|
| 30-2   | (O) | Operations procedure to avoid known or forecast icing conditions.  |
| 30-3   | (O) | Operations procedure to avoid known or forecast icing conditions.  |
| 30-4   | (O) | Operations procedure to avoid known or forecast icing conditions.  |
| 30-6   | (O) | Operations procedure to operate aircraft only in VMC and to avoid known or forecast icing conditions.  |
| 30-8   | (O) | Operations procedure to operate aircraft only in VMC and to avoid known or forecast icing conditions.  |
| 30-9   | (O) | Operations procedure to operate aircraft only in VMC and to avoid known or forecast icing conditions.  |
| 30-11  | (O) | Operations procedure to operate aircraft only in VMC and to avoid known or forecast icing conditions.  |
| 30-12  | (M) | Maintenance procedure to secure Boots.   |
|        | (O) | Operations procedure to avoid known or forecast icing conditions.  |
| 30-13  | (O) | Operations procedure to avoid known or forecast icing conditions.  |
| 32-1   | (O) | Operations procedure to ensure aircraft is operated in accordance with AFM limitations.  |
| 34-1-3 | (M) | Maintenance procedure to deactivate the System.  |
|        | (O) | Operations procedure to ensure airspeed and altitude restrictions are observed.  |
| 34-7   | (O) | Operations procedure to ensure any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.  |
|        | (O) | Operations procedure to ensure any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally and the airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight. |
|        | (O) | Operations procedure to ensure flight(s) 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.              |

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

- |             |     |   |
|-------------|-----|---|
| 34-15-A-1   | (O) | Operations procedure to establish and use alternate procedures.   |
| 34-15-A-1-a | (O) | Operations procedure to establish and use alternate procedures.   |
| 34-15-A-1-d | (O) | Operations procedure to establish and use alternate procedures.   |
|             | (O) | Operations procedure to establish and use alternate procedures and ensure advisory callouts are not required by FAR.                  |
| 34-15-A-1-e | (O) | Operations procedure to establish and use alternate procedures.   |
|             | (O) | Operations procedure to establish and use alternate procedures and ensure Windshear Detection and Avoidance System operates normally. |
| 34-15-A-2   | (O) | Operations procedure to establish and use alternate procedures.   |
| 34-15-B-1   | (O) | Operations procedure to establish and use alternate procedures.   |
| 34-15-B-1-a | (O) | Operations procedure to establish and use alternate procedures.   |
| 34-15-B-1-d | (O) | Operations procedure to establish and use alternate procedures.   |
|             | (O) | Operations procedure to establish and use alternate procedures and ensure advisory callouts are not required by FAR.                  |
| 34-15-B-1-e | (O) | Operations procedure to establish and use alternate procedures.   |
| 34-15-C-1   | (O) | Operations procedure to establish and use alternate procedures.   |
| 34-16       | (O) | Operations procedure to ensure Altitude Hold is operative and enroute operations do not require use of the System.                    |
| 34-19-1     | (O) | Operations procedure to establish and use alternate procedures.   |
|             | (O) | Operations procedure to establish and use alternate procedures and ensure Windshear Detection and Avoidance System operates normally. |

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

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|---------|-----|--|
| 34-19-2 | (O) | Operations procedure to establish and use alternate procedures.  |
|         | (O) | Operations procedure to establish and use alternate procedures and ensure Windshear Warning and Flight Guidance System operates normally.  |
| 34-19-3 | (O) | Operations procedure to establish and use alternate procedures.  |
| 34-19-4 | (O) | Operations procedure to establish and use alternate procedures.  |
| 34-20   | (M) | Maintenance procedure established to deactivate and secure System.   |
|         | (M) | Maintenance procedure established to deactivate and secure System.   |
| 34-21   | (M) | Maintenance procedure established to deactivate and secure System.   |
|         | (M) | Maintenance procedure established to deactivate and secure System.   |
| 34-21-2 | (O) | Operations procedure to ensure Traffic Alert (TA) visual display and audio functions are operative, TA ONLY Mode is selected by the crew and enroute or approach procedures do not require use of the System.  |
| 34-21-3 | (O) | Operations procedure to ensure RA visual display and audio functions are operative and enroute or approach procedures do not require use of the System.  |
| 34-24-1 | (O) | Operations procedure to ensure current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, procedures are established and used to verify status suitability of Navigation Facilities used to define route of flight and Approach Navigation Radios are manually tuned and identified. |
| 34-25-1 | (O) | Operations procedure to ensure current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, procedures are established and used to verify status suitability of Navigation Facilities used to define route of flight and Approach Navigation Radios are manually tuned and identified. |

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

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|--------|-----|--|
| 38-1   | (M) | Maintenance procedure to ensure associated components are deactivated or isolated and are verified not to have leaks.  |
|        | (M) | Maintenance procedure to ensure System is drained and not serviced.  |
| 38-2   | (M) | Maintenance procedure to ensure associated components are deactivated or isolated and are verified not to have leaks.  |
|        | (M) | Maintenance procedure to ensure associated components are deactivated or isolated and are verified not to have leaks and Door(s) are secured CLOSED and placarded.   |
| 46-1-1 | (O) | Operations procedure to ensure alternate procedures are established and used and all information from an alternate source associated with the flight is in accordance with an operational approval for use of the Electronic Flight Bag (EFB). |
| 46-1-2 | (O) | Operations procedure to ensure alternate procedures are established and used and all information from an alternate source associated with the flight is in accordance with an operational approval for use of the Electronic Flight Bag (EFB). |
| 46-1-3 | (O) | Operations procedure to establish and use alternate procedures for inoperative ACARS and Universal WX.   |
| 46-1-4 | (O) | Operations procedure to establish and use alternate procedures for inoperative ACARS and Universal WX.   |
| 49-1   | (M) | Maintenance procedure to secure, deactivate and placard the APU.   |
| 52-1   | (O) | Operations procedure to visually inspect Door to ensure it is CLOSED and LOCKED prior to each takeoff.   |
| 73-1   | (O) | Operations procedure to ensure fuel heat is within operating limits.   |
| 78-1   | (M) | Maintenance procedure to ensure affected Reverser is deactivated and SECURED in the forward thrust position.   |

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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. Bleed Air Pressure Shutoff Valves	C	2	1	(M) One may be inoperative provided: a) Affected Valve is secured CLOSED and b) Airplane remains at or below 25,000 feet pressure altitude.	
	C	2	0	(M) (O) May be inoperative provided: a) Affected Valves are secured CLOSED, b) Airplane is operated unpressurized and c) Airplane remains at or below 10,000 feet MSL.	
2. Cabin Air Outflow Valve (-40, -60, -70, 80)	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, b) Airplane remains at or below 10,000 feet MSL and c) Airplane is not operated in extended overwater flight.	
3. Primary Cabin Air Outflow Valve (-65)	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, b) Airplane remains at or below 10,000 feet MSL and c) Airplane is not operated in extended overwater flight.	
4. Cabin Pressure Valve (Air Dump) (-40, -60, -70, -80)	C	1	0	(M) (O) May be inoperative provided: a) Cabin Air Outflow Valve is secured OPEN, b) Airplane is operated unpressurized, c) Airplane remains at or below 10,000 feet MSL and d) Airplane is not operated in extended overwater flight.	

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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. Secondary Cabin Air Outflow Valve/Cabin Pressure Safety Valve (-65)	C	1	0	(M) (O) May be inoperative provided: a) Primary Cabin Air Outflow Valve is secured OPEN, b) Airplane is operated unpressurized, c) Airplane remains at or below 10,000 feet MSL and d) Airplane is not operated in extended overwater flight.	
6. Cabin Altimeter	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Gauge is operative and b) A chart is provided to the crew to convert Cabin differential pressure to Cabin altitude.	
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized and b) Airplane remains at or below 10,000 feet MSL.	
7. Cabin Differential Pressure Gauge	C	1	0	(O) May be inoperative provided: a) Cabin Altimeter is operative and b) A chart is provided to the crew to convert Cabin altitude to Cabin differential pressure.	
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized and b) Airplane remains at or below 10,000 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					
8. Cabin Pressure Controller	C	1	0	(M) May be inoperative provided: a) Cabin Air Outflow Valve is secured OPEN, b) Airplane remains at or below 10,000 feet MSL and c) Airplane is not operated in extended overwater flight.	
9. Automatic Temperature Control System	C	1	0	May be inoperative provided Manual Temperature Control System is operative.	
10. Manual Temperature Control System	C	1	0	May be inoperative provided Automatic Temperature Control System is operative.	
11. Refrigeration System	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized and b) Airplane remains at or below 10,000 feet MSL.	
12. Cabin Altitude Warning System	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized and b) Airplane remains at or below 10,000 feet MSL.	
13. Cabin Rate of Climb Indicating System	C	1	0	May be inoperative provided all other components of the Cabin Pressurization Control and Indicating Systems are operative.	
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized and b) Airplane remains at or below 10,000 feet MSL.	

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SYSTEM  
SEQUENCE &  
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

14. Cabin Pressurization  
Pneumatic Relay

C

1

0

(O) May be inoperative provided:  
a) Airplane is operated  
unpressurized and  
b) Airplane remains at or below  
10,000 feet MSL.

15. Cabin Flood Flow Valve

C

1

0

16. Nose Pressurization  
\*\*\* System (-40, -60, -70,  
-80)

C

1

0

May be inoperative provided the Airplane  
remains at or below 29,000 feet pressure  
altitude.17. Freon Air Conditioning  
\*\*\* System

C

1

0

(M) May be inoperative provided the  
System is deactivated and secured.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
1. Autopilot Systems				
1) Aircraft With Only One Autopilot Installed	B	1	0	(M) Except where enroute operations require its use, may be inoperative provided Autopilot is deactivated or secured.
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.
	B	-	0	(M) Except where enroute operations require its use, may be inoperative provided Autopilots are deactivated and secured.
				NOTE: Autopilot with Altitude Hold must be operative for RVSM operations.
2. Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL and b) Approach minimums do not require the use of the Autopilot.
	B	2	0	May be inoperative provided Autopilot is not used.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
<b>23 COMMUNICATIONS</b>					
1. Flight Deck Speaker	C	2	0	May be inoperative provided: a) Procedure do not require their use and b) An operative and usable Headset is provided to each crewmember on Flight Deck duty.	
2. Passenger Address System (PA)					
1) Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by FAR and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.  NOTE: Any station function(s) that operate normally may be used.	
2) Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	
3. 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.	
4. Audio Selector Panel	C	-	-	Any in excess of those required for Flight Deck crewmembers may be inoperative.	

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
5. 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.
6. 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), 121.359(g) or 125.227(e)	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.
					(continued)

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23 COMMUNICATIONS				
6. Boom Microphones (Continued)				
COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER INSTALLED				
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151(d), 121.359(g) or 125.227(e)	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.
7. 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.
				(continued)

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
7. High Frequency (HF) Communication System (Continued)					NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.
8. 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 use.
	D	-	0		May be inoperative provided procedures do not require its use.
9. 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	-	-		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

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

1. AC Generators (-40, -60,  
\*\*\* -70, -80)

B

2

0

May be inoperative provided the airplane  
is not operated in known or forecast icing  
conditions.2. DC GENERATOR-OFF  
Caution Light Systems

B

2

0

May be inoperative provided both DC  
Loadmeters are operative.

3. DC Loadmeters

B

2

1

One may be inoperative provided both  
DC GENERATOR-OFF Caution Light  
Systems are operative.

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25 EQUIPMENT/ FURNISHINGS				
1. Flight Deck Crewmember Shoulder Harness	B	-	-	Any in excess of those required for Flight Deck crew members (including official observer in Forward Observer Seat) may be inoperative.
2. Flight Deck Observer Shoulder Harness				Included in Flight Deck Crewmember Shoulder Harness.
3. Passenger Seat Belt				Included in Passenger Seat(s).
4. Passengers Seat(s)	C	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft Aisle and c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.  NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.
1) Recline Mechanism	C	-	-	May be inoperative and Seat occupied provided Seat is secured in the UPRIGHT position.  (continued)

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25 EQUIPMENT/ FURNISHINGS				
4. Passenger Seats (Continued)				
2) Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under Seat with inoperative Restraining Bar, b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT" and c) Procedures are established to alert Cabin Crew of inoperative Restraining Bar.
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.
5. "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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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
6. Passenger Convenience/ NEF Items				
1) Passenger Convenience *** Items (Expires on December 31, 2007)	-	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.	
			NOTE: Exterior Lavatory Door Ash Trays are not considered Passenger Convenience Items.	
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 NEF items.	

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25 EQUIPMENT/ FURNISHINGS				
7. Passenger Seat Ash Tray				RELOCATED TO ITEM 6, PASSENGER CONVENIENCE ITEM, REVISION 7.
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.
				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(s).

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
9. Emergency Medical Equipment				
1) Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(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.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.
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 cannot 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.
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	3. NUMBER REQUIRED FOR DISPATCH			
25 EQUIPMENT/ FURNISHINGS				
9. Emergency Medical Equipment (Continued)				
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.
10. Aircraft Emergency Locator Transmitter (ELT)				RELOCATED TO ITEM 23-9, REVISION 7.
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 10 calendar days.
2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 calendar days.

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25 EQUIPMENT/ FURNISHINGS				
12. Galley Waste Receptacles Access Doors/Covers	C	-	-	(M) (O) May be inoperative provided: a) The Container is empty and the access 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. Overhead Storage Bin(s)/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.  NOTE: If no Partitions are installed, the entire Overhead Storage Compartment is considered one Bin.
14. 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.

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	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
1. Fire Extinguisher Thermal and Discharge Discs	C	2	0	(M) May be missing provided associated Bottle charge is verified to be adequate before each flight by weighing or Gauge reading.
2. Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative Fire Extinguisher is tagged INOPERATIVE, removed from its installed location, and placed out of sight so that it cannot be mistaken for a functional Unit and b) Required distribution is maintained.
3. APU Fire Detection System	C	1	0	(M) May be inoperative provided the APU is secured and deactivated.
4. APU Fire Extinguisher System	C	1	0	(M) May be inoperative provided the APU is secured and deactivated.
5. 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, b) Associated Lavatory Door is locked CLOSED and placarded, "INOPERATIVE-DO NOT ENTER" and c) Lavatory is used only by crewmembers.
(continued)				

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	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
5. Lavatory Smoke Detection System (Continued)				<p>NOTE 1: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.</p> <p>NOTE 2: Lavatory Smoke Detection System is not required for all-cargo operations.</p>
6. Lavatory Fire Extinguisher System	C	-	-	For each Lavatory, the Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector System operates normally.
	C	-	-	<p>(M) (O) For each Lavatory, the Lavatory Fire Extinguisher System may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Lavatory Waste Receptacle is empty,</li> <li>b) Associated Lavatory Door is locked CLOSED and placarded, "INOPERATIVE-DO NOT ENTER" and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> <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>

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26 FIRE PROTECTION					
7. Cargo Compartment Fire Detection/Suppression Systems	C	-	0		May be inoperative provided associated Cargo Compartment remains empty.  NOTE 1: Does not preclude the carriage of empty Cargo Containers, Pallets, Ballast, etc.  NOTE 2: Class E Cargo Compartments require only the installation of Smoke or Fire Detection Systems (not Suppression).

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
27 FLIGHT CONTROLS						
1. Aileron Trim Position Indicator	C	1	0		(O) May be inoperative provided: a) Aileron Trim operates normally and b) Aileron Trim Tab is verified to be NEUTRAL before each departure.	
2. Rudder Trim Position Indicator	C	1	0		(O) May be inoperative provided: a) Rudder Trim operates normally and b) Rudder Trim Tab is verified to be NEUTRAL before each departure.	
3. Horizontal Stabilizer Position Indicator	C	1	0		(O) May be inoperative provided: a) Horizontal Stabilizer operates normally and b) Horizontal Stabilizer is verified to be in proper position before each departure.	
4. Flap Position Indicating System (-40, -60, -70, -80)						
1) Three Position System					DELETED REVISION 6.	
2) Two Position System	C	1	0		(O) May be inoperative provided a visual check is made before each takeoff that Flaps Follow Lever selection, are in proper takeoff position and no asymmetry exists.	

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28 FUEL				
1. Fuel Jettison System *** (-40, -60, -70)	C	1	0	May be inoperative provided: a) Takeoff gross weight is not more than 105% of maximum landing weight and b) Enroute Engine performance does not require the use of Fuel Jettison.
2. Single Point Fueling System	C	1	0	

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29 HYDRAULIC POWER				
1. Hydraulic Pump Power	C	2	1	(M) One may be inoperative provided affected Pump is either electrically deactivated or hydraulically isolated as necessary.

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	3. NUMBER REQUIRED FOR DISPATCH				
	1.	2.	3.	4.	
30 ICE AND RAIN PROTECTION					
1. Windshield Wiper Systems	C	2	0	(O) May be inoperative provided the airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.	
2. Windshield Heating Systems	C	2	0	(O) May be inoperative provided the airplane is not operated in known or forecast icing conditions.	
3. Pitot-Static Heater Systems	B	2	1	(O) One may be inoperative provided: a) Airplane is not operated in visible moisture with static air temperature (SAT) below +4 degrees C and b) Airplane is not operated in known or forecast icing conditions.  NOTE: If the Pitot or either Static Heater on the same System is inoperative, that System is considered inoperative.	
4. Stall Warning Vane Heater Systems (-40, -60, -70, -80)	C	2	1	(O) One may be inoperative provided the airplane is not operated in known or forecast icing conditions.	
5. Angle of Attack Heater System (-65)				DELETED REVISION 6.	
6. EPR Pitot Heater Systems (-40, -60, -70, -80)	C	2	1	(O) One may be inoperative provided: a) Airplane is operated in VMC only and b) Airplane is not operated in known or forecast icing conditions.	

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30 ICE AND RAIN PROTECTION					
7. PT2 TT2 Engine Probes (-65)					DELETED REVISION 6.
8. Engine Inlet Duct Anti-Ice Valves	B	2	1		(O) One may be inoperative provided: a) Engine Guide Vane Anti-Ice Valve (if installed) on both Engines is operative, b) Airplane is operated in VMC only and c) Airplane is not operated in known or forecast icing conditions.
9. Engine Guide Vane Anti-Ice Valve (-40, -60, -70, -80)	C	2	1		(O) One may be inoperative provided: a) Engine Inlet Duct Anti-Ice Valve on both Engines is operative, b) Airplane is operated in VMC only and c) Airplane is not operated in known or forecast icing conditions.
10. Engine Anti-Ice Fail Caution Light Systems	C	2	1		One may be inoperative provided: a) Airplane is operated in VMC only and b) Airplane is not operated in known or forecast icing conditions.
11. Ram Air Inlet Heater Systems	C	1	0		(O) May be inoperative provided: a) Airplane is operated in VMC only and b) Airplane is not operated in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION						
12. Pneumatic De-Icing Boot System (-40, -60, -70, -80,	C	1	0	(M) (O) May be inoperative provided:	a) System is secured to ensure that Boots will remain deflated and b) The airplane is not operated in known or forecast icing conditions.	
13. Wing Leading Edge De-Icing System (-65)	C	1	0	(O) May be inoperative provided the airplane is not operated in known or forecast icing conditions.		
14. Pitot Heat Indicating Systems						
1) System Required by the Certification or Operating Rules	B	-	0	May be inoperative provided:	a) All other elements of the Pitot Heat System operate normally and b) The airplane is not operated into known or forecast icing conditions.	
2) System Not Required by the Certification or Operating Rules	C	-	0	May be inoperative provided:	c) All other elements of the Pitot Heat System operate normally and d) The airplane is not operated into known or forecast icing conditions.	

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31 INDICATING/ RECORDING SYSTEMS					
1. Clock	C	-	-		As required by FAR.
2. Flight Data Recorder (FDR) System	C	-	-		Any in excess of those required by FAR may be inoperative.
	A	-	0		May be inoperative provided: a) Cockpit Voice Recorder (CVR) 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.
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31 INDICATING/ RECORDING SYSTEMS				
2. 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	-	1	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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32 LANDING GEAR				
1. Anti-Skid System	C	1	0	(O) May be inoperative provided the airplane 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	
33 LIGHTS					
1. Position Lights (Wing Tips & Tail)	C	3	0		<p>May be inoperative provided the airplane is operated day only.</p> <p>NOTE 1: Strobe Lights may not be used in place of the red and/or green Wing Tip Position Light(s) during night operations.</p> <p>NOTE 2: A Strobe Light may be used in lieu of a white Tail Position Light when it is in close proximity.</p>
2. Strobe Light System	C	1	0		
3. Wing Ice Detection Light	C	1	0		<p>May be inoperative provided:</p> <p>a) Aircraft is not operated in known or forecast icing conditions at night and,</p> <p>b) A portable lamp/light of adequate capacity for Wing and/or Control Surface inspection is available for night operations.</p>
4. Landing Lights	C	2	0		May be inoperative provided the airplane is operated day only.
5. Taxi Light	C	1	0		May be inoperative provided the airplane is operated day only.
6. Anti-Collision Light Systems	B	2	0		May be inoperative provided the airplane is operated day only.
7. Recognition Lights	C	2	0		

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
33 LIGHTS					
8. Passenger Loading Stair Light	C	1	0		May be inoperative provided airplane is operated day only.
	C	1	0		May be inoperative provided lighting sufficient to adequately illuminate Steps is operative.
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	C	-	-		May be inoperative provided: a) Cabin Emergency Lighting is operative, b) Sufficient lighting is operative for crew to perform required duties and c) Lighting configuration at dispatch is acceptable to the flight crew.
11. Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT/RETURN TO CABIN ") Signs					MOVED TO ATA 25, REVISION 7.

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	4. REMARKS AND EXCEPTIONS			

33 LIGHTS				
12. Floor Proximity *** Emergency Escape Path Marking System Lights	C	-	0	Individual Lights may be inoperative provided FAA Approved Minimum Acceptable Lighting Levels specified in one of the following documents are complied with: <ul style="list-style-type: none"> <li>a) FAA Engineering Approval Letter,</li> <li>b) FAA Approved Report of the Type Design Holder,</li> <li>c) Limitations and Conditions Section of the applicable Supplemental Type Certificate (STC) or</li> <li>d) An FAA Approved Report incorporated in the Master Drawing List for the applicable STC.</li> </ul>

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

34 NAVIGATION				
1. Speed Indicating and Warning Systems				
1) Airspeed Indicating				DELETED REVISION 6.
2) Mach Indicating				DELETED REVISION 6.
3) Airspeed/Mach Aural Overspeed Warning	B	1	0	(M) (O) May be inoperative provided: a) System is deactivated to prevent erroneous warning, b) A maximum operating speed limit (Vmo) of 285 KIAS is observed, c) Aircraft remains at or below 25,000 feet pressure altitude, d) Both Airspeed Indicators are marked with a red radial line at 285 KIAS and e) Suitable placards are installed in front of and in clear view of both pilots stating the speed and altitude limits.
2. Directional Gyro Compass System				DELETED REVISION 6.
3. Attitude Indicating System (Gyro Horizon Indicator)				DELETED REVISION 6.
4. 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.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
5. Instrument Panel Vibrator (-40, -60, -70, -80)	C	2	1		May be inoperative provided the airplane is operated in VMC only within 5 NM of the airport of takeoff or landing.
6. Turn and Bank (Slip) Instrument					
1) Bank (Slip) Indicator					DELETED REVISION 6.
2) Turn Indicator	B	2	1		May be inoperative provided: a) Both Attitude Indicating Systems are operative and b) One Standby Attitude Indicator is operative.
7. Non-Stabilized Magnetic Compass	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 enroute 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.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
34 NAVIGATION				
8. Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
9. Weather Radar System	C	-	-	As required by FAR.
10. 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 heavy maintenance visit.
11. Automatic Direction Finding (ADF) System	C	-	-	As required by FAR.
12. Navigation Equipment (VOR/ILS, Loran, RNAV, INS, Omega/VLF, GPS, Doppler)	C	-	-	As required by FAR.
13. Marker Beacon System	C	-	0	May be inoperative provided approach procedures do not require its use.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION					
14. Radio Altimeter System	C	-	0		
15. Terrain Awareness and Warning System (TAWS)					NOTE: May affect GPWS.
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 Deviation(s) (Mode 5)	C	-	1		
	B	-	0		
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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION				
15. Terrain Awareness and Warning System (TAWS) (Continued)				
1) Ground Proximity Warning System (GPWS) (Continued)				
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 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.
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.
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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION					
15. Terrain Awareness and Warning System (TAWS) (Continued)					
A. Class A TAWS Equipment (Continued)					
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.	
b) Test Mode	A	1	0	May be inoperative provided:	
				a) GPWS is considered inoperative and	
				b) Repairs are made within two flight days.	
				(continued)	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
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34 NAVIGATION					
B. Class B TAWS Equipment Required (Continued)					
1) Ground Proximity Warning System (GPWS) (Continued)					
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.
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		
					(continued)

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
15. Terrain Awareness and Warning System (TAWS) (Continued)					
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.
16. 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.
17. Flight Director System	C	2	0		May be inoperative provided weather minimums do not require its use.
18. Instrument Comparator *** Warning System	B	1	0		May be inoperative provided weather minimums do not require its use.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION				
19. WIND SHEAR DETECTION, GUIDANCE AND AVOIDANCE SYSTEM				
INSTALLATION REQUIRED BY FAR				
1) Windshear Warning and *** Flight Guidance System (Reactive)	B	-	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.
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2) Windshear Detection and *** Avoidance System (Predictive)	B	-	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.
				(continued)

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
19. WIND SHEAR DETECTION, GUIDANCE AND AVOIDANCE SYSTEM (Continued)					
INSTALLATION REQUIRED BY FAR (Continued)					
2) Windshear Detection and *** Avoidance System (Predictive) (Continued)	C	-	0		(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Warning and Flight Guidance System (Reactive) operates normally.
WIND SHEAR DETECTION, GUIDANCE AND AVOIDANCE SYSTEM					
INSTALLATION NOT REQUIRED BY FAR					
3) Windshear Warning and *** Flight Guidance System (Reactive)	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
4) Windshear Detection and *** Avoidance System (Predictive)	C	-	0		(O) May be inoperative provided alternate procedures are established and used.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION				
20. 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.
21. 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.
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 non-flying pilot side.
(continued)				

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
	1.	2.	3.		
34 NAVIGATION					
21. Traffic Alert and Collision Avoidance System (TCAS II) (Continued)					
2) Resolution Advisory (RA) Display System(s) (Continued)	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.
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		
22. TCAS 1 ***					MOVED TO ITEM 34-20, REVISION 7
23. Number 2 Air Data *** Computer (ADC) (-65)	B	1	0		

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
24. 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.
25. 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.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
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34 NAVIGATION					
26. 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.
2) Cockpit Display and Traffic Information (CDTI)	D	-	0		NOTE: ADS-B data transmissions may continue.
3) CDTI Control Panel	D	-	0		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		

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	4. REMARKS AND EXCEPTIONS			

35 OXYGEN				
1. Oxygen System and Supply	C	-	-	As required by FAR.
2. 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			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
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 (Including Wheelchair Accessible Lavatories)	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			
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	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,</li> <li>b) The Pilot-in-Command will determine if flight duration is acceptable with a Lavatory unusable and</li> <li>c) Associated Lavatory Door(s) is secured CLOSED and placarded, "INOPERATIVE – DO NOT ENTER".</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				4. REMARKS AND EXCEPTIONS	
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
46 INFORMATION SYSTEMS						
1. Integrated Flight Information System (Pro Line 21 IFIS-5000)						
1) File Server Unit (FSU) (FSU INOP message)	C	1	0			
***	C	2	0		(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available from an alternate source in accordance with an operational approval for use of Electronic Flight Bag (EFB).	
2) Cursor Control Panel (CCP)	C	2	0		(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available from an alternate source in accordance with an operational approval for use of Electronic Flight Bag (EFB).	
3) Communications Management Unit (CMU)	C	1	0		(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
*** 4) Third VHF Communications Radio	C	1	0		(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
5) XM Satellite Weather System	C	1	0			

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

46 INFORMATION SYSTEMS				
2. Electronic Flight Bag *** System (EFB)	C	-	0	<p>May be inoperative provided an alternate source of associated information required for the flight is available.</p> <p>NOTE: If alternate source is electronic, dual redundancy is required for operation.</p>

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMINISTRATION					
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	4. REMARKS AND EXCEPTIONS				
49 AIRBORNE AUXILIARY POWER	C	1	0	(M) May be inoperative provided the APU is secured, deactivated and placarded to prevent use.	
1. Auxiliary Power Unit *** (APU) (-40, -60, -65, -70, -80)					

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	4. REMARKS AND EXCEPTIONS			

52 DOORS				
1. Door Warning Light System	C	1	0	(O) May be inoperative provided Door is verified by visual inspection to be CLOSED and LOCKED before each departure.

DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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	4. REMARKS AND EXCEPTIONS				
73 ENGINE FUEL & CONTROL					
1. Fuel Temperature Indicating System (-40, -60, -70)	C	1	0	(O)	

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	4. REMARKS AND EXCEPTIONS			

77 ENGINE INDICATING				
1. Fuel Flow Indicating System	B	2	1	

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

78 ENGINE EXHAUST				
1. Thrust Reverser System ***	C	2	0	(M) May be inoperative provided the affected Reverser is deactivated and secured in the forward thrust position.  NOTE: Reverser "Flyaway Locks" may be used to secure the Reverser.