

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

Revision: ORIGINAL
Date: 01/15/2003

WASHINGTON, D.C.

M A S T E R M I N I M U M E Q U I P M E N T L I S T

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Highlights of Change

Effective this date the original document for the Lockheed P-3 (Orion) MMEL is issued. This document was prepared by the Seattle Aircraft Evaluation Group (SEA-AEG) on behalf of the Long Beach Aircraft Evaluation Group (LGB-AEG). Questions or comments on this original document may be addressed to the SEA-AEG or directly to the LGB-AEG.

Telephone: LGB-AEG (562) 627-5273
SEA-AEG (425) 227-2273 or 2280

Retain this sheet with your MMEL until the next revision is issued.

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Definitions

1. System Definitions.

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

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

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

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

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

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Certificate Data Sheet.

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

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

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

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

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

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

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

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

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

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

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Definitions

operation with the listed item inoperative.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

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

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

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

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

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

b. DOUGLAS (MD-11)

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

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

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

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

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

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

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

d. FOKKER (FK-100)

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

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

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

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

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

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

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

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Preamble
(Effective 6/14/89)

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

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

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Preamble
(Effective 6/14/89)

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

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

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

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

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

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

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
1.	Vapor Cycle (Freon) Environment Control System (ECS)	C	1	0	(M)May be inoperative provided the cabin exhaust fan and flight station auxiliary vent valve are operative.
2.	Cabin Exhaust Fan	C	1	0	May be inoperative provided the smoke removal hatch is operative.
3.	Flight Station Auxiliary Vent Valve	C	1	0	(M)May be inoperative provided the ECS (Freon) cooling system and the cabin exhaust fan are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
1.	Autopilot System	B	1	0	(M)(O)May be inoperative provided approach minimums or operating procedures do not require its use. NOTE: Any mode that operates normally may be used.
2.	Control Wheel Disengage Switches	C	2	1	One may be inoperative provided autopilot is not used below initial approach altitude.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
23	COMMUNICATIONS				
1.	Communications Systems (VHF, HF, UHF, etc.)	C	-	-	Any in excess of those required by FAR, and not powered by an Emergency bus, may be inoperative.
2.	Flight Deck *** Speakers	C	-	0	May be inoperative provided: a) They are not required for emergency procedures, and b) Headsets are installed and operative for all required flight deck crewmembers.
3.	Radio Rack Cooling Fan	B	1	0	(M) (O) May be inoperative provided: a) Ground operations are limited to 20 minutes, and b) Cockpit cooling (ECS) system is operative.
4.	Audio Amplifier	C	1	0	May be inoperative provided all required flight crew members have operative headsets.
5.	Control Yoke Press to Talk Switches	C	2	1	One may be inoperative provided alternate procedures are established and used.
6.	Cockpit Voice *** Recorder System (CVR)				
	1) With 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 FDR Installed	A	1	0	May be inoperative provided repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
24	ELECTRICAL POWER				
1.	AC Generator Systems	A	3	2	(M)One may be inoperative provided: a) The cause of the malfunction is determined, b) Appropriate action is taken to assure that no hazard exists, and c) Repairs are made within three flight days.
2.	Generator Caution Lights				
	1) Generator OFF Lights	B	-	-	(M)May be inoperative provided: a) Associated generator is inoperative, and b) Associated Mechanical Failure Light is operative.
	2) Mechanical Failure Lights	B	3	2	(M)One may be inoperative provided associated generator is removed or disengaged and secured by an acceptable procedure.
3.	Transformer Rectifier Units (TRU)s	B	3	2	(M)TRU #3 may be inoperative provided TRU #1 and TRU #2 are operative.
4.	External Power	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
			-	0		
25	EQUIPMENT/FURNISHINGS					
1.	Emergency Locator Transmitter (ELT)	A	-	0		(M)May be inoperative provided: a) Affected ELT is deactivated or removed using accepted procedures, and b) Repair is made within FAR time limits.
2.	Cabin Emergency Flashlights/holders	C	-	0		May be inoperative or missing provided cabin crewmember assigned to affected position has an operative flashlight readily available.
3.	Airborne Application System (Retardant/Spray)	D	1	0		(M)May be inoperative provided system is deactivated and secured by an acceptable procedure.
4.	Forward Observer Seat (Including Associated Equipment)	A	1	0		(M)(O)May be inoperative provided: a) An acceptable seat in the main cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days. OR c) Forward Observer's Seat is available with the required minimum safety equipment (safety belt and oxygen) and acceptable to the FAA for the performance of official duties, and d) Repairs are made within two flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
4.	Forward Observer Seat (Including Associated Equipment) (Cont'd)				<p>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.</p> <p>NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat.</p>

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
1.	APU Fire Detection Control and Extinguishing System	C	1	0	(M)(O)May be inoperative provided: a) Visual check of APU compartment is accomplished prior to APU start, a) APU is used for engine starting only, and b) A fire guard is stationed on the ground adjacent to the APU at all times while it is being operated, and for at least 3 minutes after APU shut down. OR c) APU is considered inoperative, and not used.
2.	Portable Fire Extinguishers	D	-	-	(M)Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
3.	Engine Fire Warning Horn	B	1	0	May be inoperative provided all Engine Fire Warning Lights are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
28	FUEL				
1.	Fuel Tank Boost Pumps	B	4	3	(O)One may be inoperative provided aircraft is operated at or below 18,000 feet MSL.
2.	Fuel Quantity Indicators (Flight Station)	C	4	3	(M)(O)One may be inoperative provided: a) Fuel quantity is determined by other approved means after each refueling, b) All Fuel Flow Meters are operative, and c) Fuel consumed is recorded.
3.	Fuel Quantity Indicators (Fueling Panel)	C	4	0	(M)May be inoperative provided fuel quantity is determined by an approved means at each refueling.
4.	Fuel Crossfeed Valve Position Lights	C	4	3	(M)One may be inoperative provided Fuel Manifold Pressure Indicator is operative.
5.	Single Point Refuel System (SPR)	D	1	0	(M)May be inoperative provided alternate refueling procedures are established and used.
6.	Fueling Panel Fuel Cap	B	1	0	(M)May be missing provided: a) Refueling receptacle is verified to be free of contamination prior to each refueling, b) Receptacle is verified to have no leakage afterwards, and c) All Fuel Tank Quantity Indicators are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH	
28	FUEL				
7. ***	Fuel Dump System (P-3B/P-3C)	B	1	0	(O)May be inoperative provided: a) Takeoff weight does not exceed 114,000 pounds, b) All Fuel Dump Valves are verified closed, c) Performance is not predicated on fuel dumping for enroute engine(s) inoperative procedures, and d) AFM Limitations and Procedures are followed.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29		HYDRAULIC POWER			
1.	AC Hydraulic Pumps	B	3	2	(M)Hydraulic Pump #2 may be inoperative provided both Pump #1 and Pump #1A are operative.
2.	Battery Powered DC Pump (1b Pump)	C	1	0	
3.	Hydraulic System Pressure Indications	B	2	1	(M)One may be inoperative provided Hydraulic Low Pressure Warning Lights are operative.
4.	Hydraulic Low Pressure Warning Lights	C	3	0	(M)May be inoperative provided associated system pressure indicator is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30	ICE AND RAIN PROTECTION				
1.	Engine Air Scoop and Inlet Vane Systems	B	8	7	(M) (O) May be inoperative provided: a) Solenoid Valves are verified in the OPEN position, b) Remaining three Engine Anti-Ice Systems are operative, and c) Associated Engine Air Scoop and Inlet Vane Icing Light is operative.
2.	Engine Air Scoop and Inlet Vane Icing Lights	B	4	2	(M) Two may be inoperative provided associated TIT and Horsepower indicators are operative.
3.	Propeller Anti-Icing (Including Spinner and Islands)	C	4	0	(M) (O) May be inoperative provided: a) AFM approved "ICEX" (or equivalent product) anti-icing procedure is used. OR b) Aircraft is not operated in known or forecast icing.
4.	Wing and Empennage De-icing and Anti-icing Systems				
1)	Wing System	C	1	0	(M) (O) May be inoperative provided: a) Valves are verified in the CLOSED position, and b) Aircraft is not operated in known or forecast icing.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30	ICE AND RAIN PROTECTION				
4.	Wing and Empennage De-icing and Anti-icing Systems (Cont'd)				
	2) Empennage System	C	1	0	(M)(O)May be inoperative provided: a) System is secured by an acceptable procedure, and b) Aircraft is not operated in known or forecast icing.
5.	Icing Light ***	C	1	0	
6.	Engine Bleed Air Valve Lights	C	6	5	One may be inoperative provided manifold pressure indicator is operative.
7.	Fuselage Duct Hot Warning Light	B	1	0	(M)May be inoperative provided: a) Both fuselage bleed air valves are verified closed, and b) Aircraft is not operated in known or forecast icing conditions.
8.	Pitot Heaters	B	2	1	One may be inoperative for day VMC provided aircraft is not operated in visible moisture or known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
9.	Electric Windshield Heat (Does Not Apply To Aft Stationary Panels)	B	1	0	(M)(O)May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Maximum speed is limited to 240 kts. IAS below 10,000 feet MSL, and c) The ECS System is operative.
10.	Windshield Wipers	B	2	0	(O)May be inoperative provided aircraft is not operated in precipitation within 5 miles of the airport of takeoff or intended landing.
11.	Anti-Ice Manifold Leakage Test System (Accept Leak Light)	B	1	0	(M)May be inoperative provided system operation is verified by checking the manifold gauge and verifying that leakage decay time is within acceptable limits (from 24.5 PSI to 14.5 PSI in 8 or more seconds).
12.	Pitot Heat Annunciator Lights	B	2	1	(M)One may be inoperative provided: a) Both heaters are verified operative before each departure. OR b) Aircraft is not operated in visible moisture, and c) Aircraft is not operated in known or forecast icing conditions.
		B			

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS					
1.	Clocks with Sweep Second Hand (Or Equivalent)	D	-	1		Any in excess of those required by FAR may be inoperative.
		D	1	0		May be inoperative provided operations are conducted under VFR only.
2.	Digital Flight *** Data Recorder System (DFDRS)	A	-	0		May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport where repairs or replacements can be made, and c) Repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
1.	Air Brake Pressure Indicator	C	2	1	(M)May be inoperative provided Cockpit Indicator is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
1.	Cockpit and Instrument Lighting Systems	C	-	-	May be inoperative provided: <ul style="list-style-type: none"> a) Flight Station Lighting on Essential Busses is operative, b) Sufficient lighting is operative to make each instrument, control, and other device for which it is provided easily readable, c) Direct rays and reflections do not impair visibility either inside or outside the aircraft, d) Lighting intensity can be controlled or is preset to a satisfactory level for the expected flight conditions, and e) Lighting configuration at dispatch is acceptable to the flight crew.
2.	Cabin Interior Illumination System	C	-	-	May be inoperative provided: <ul style="list-style-type: none"> a) Cabin Emergency Lighting is operative, b) Sufficient lighting is operative for the crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to flight crew.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
33	LIGHTS				
3.	Anti-Collision Beacon Lights	C	2	1	One may be inoperative provided: a) A Strobe Light System meeting the requirements of FAR 25.1401 (Anti-Collision Beacon System) is installed and operative. OR b) Aircraft is not operated at night.
		C			
4.	Landing Lights	C	2	1	One may be inoperative provided aircraft has dual taxi lights installed and both are operative.
		C	2	0	Both may be inoperative provided aircraft is not operated at night.
5.	Taxi Lights	C	2	0	
6.	Position Lights System	C	1	0	May be inoperative provided aircraft is not operated at night.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
1.	Standby Attitude *** Gyro (Third Indicator)	C	1	0	May be inoperative for day VMC operations only.
2.	Turn & Bank *** Indicators	C	2	1	One may be inoperative for day VMC operations only.
		C	2	0	May be inoperative provided three independent attitude indicators are operative.
3.	Compass System Sensors (Directional Gyro, AHRS, IRS, etc.)	D	-	2	May be inoperative provided: a) Both Pilot's Directional Compass Systems are operative from independent sources, and b) Each pilot's panel has independent heading indications.
4.	Non-Stabilized Magnetic Compass	B	1	0	(O)May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems operate normally.
		B	1	0	(O)May be inoperative provided: a) Any combination of two gyro stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC during the enroute flight phase.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
4.	Non-Stabilized Magnetic Compass (Cont'd)	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, operative, and used in conjunction with approved free gyro navigation techniques.
5.	Flight Director *** System	C	1	0	May be inoperative provided approach minimums do not require its use.
6.	Distance Measuring Equipment (DME)	C	-	-	Any in excess of those required by FAR may be inoperative.
7.	Marker Beacon Systems	C	-	0	May be inoperative provided approach minimums do not require its use.
8.	Long Range *** Navigation Systems (INS, LORAN, GPS, etc.)	C	-	-	Any in excess of those required by FAR may be inoperative.
9.	Weather Radar ***	C	-	-	Any in excess of those required by FAR may be inoperative.
10.	Radio Compass (ADF) System	C	-	-	Any in excess of those required by FAR may be inoperative.
11.	VHF Navigation Systems (VOR/ILS)	C	-	-	Any in excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
12.	ATC Transponders/ Automatic Altitude Reporting System	C	-	-	As required by FAR.
		D	-	-	Any in excess of those required by FAR may be inoperative.
13.	Ground Proximity *** Warning System				
	1) Modes 1-4	A	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	2) Test Mode Function	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	3) Glideslope Deviation Lights (Mode 5)	B	2	0	
***	4) Advisory Callouts	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
***	5) Windshear Mode	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
***	6) Enhanced GPWS (TAWS)	C	-	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
14.	Traffic Collision and Avoidance System (TCAS)				

1)	TCAS System	C	-	0	(M)May be inoperative provided the system is deactivated and secured.

2)	Combined TA and RA Dual Displays	C	2	1	(O)One may be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on the flying pilot side.
3)	Resolution Advisory (RA) Display System(s)	C	-	0	(O)One may be inoperative on the non-flying pilot side.
		C	-	0	(O)May be inoperative provided: a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and b) TA only mode is selected by the crew.
4)	TA Display System(s)	C	-	0	(O)May be inoperative provided all installed RA displays and audio functions are operative.
15.	Altitude Alerting/ Pre-selector System	A	-	0	(O)Except where enroute operations require their use, may be inoperative provided: a) Autopilot with altitude hold is operative, and b) Repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
16.	Radio Altimeter (Radar Altimeter)	A	-	0	(O)May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, and c) Repairs are made within three flight days.
17.	Traffic Collision *** Avoidance and Detection (TCAD) System	C	1	0	(M)May be inoperative provided system is secured.
18.	Flight Watch *** (Tracker) System	D	1	0	
19.	Angle of Attack *** (AOA) System	D	1	0	(M)May be inoperative provided system is secured.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
1. Crew Portable Oxygen System	D	-	0		Any in excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
49	AIRBORNE AUXILIARY POWER				
1.	Auxiliary Power Unit (APU)	C	1	0	(M)May be inoperative provided APU is secured by an acceptable procedure.
	1) APU Generator	C	1	0	(M)May be inoperative provided the Generator is secured by an acceptable procedure.
	2) APU Bleed Air	C	1	0	May be inoperative provided the APU Bleed valve remains closed.
2.	APU Advisory Lights				
	1) Doors Open	C	1	0	(M)May be inoperative provided the Exhaust Door is verified closed.
	2) Generator Off	C	1	0	(M)May be inoperative provided the Generator is considered inop- erative.
	3) Armed	C	1	0	
3.	APU Exhaust Door System				
	1) Failed Closed	C	1	0	(M)May be inoperative provided APU is not used.
	2) Failed Open	C	1	0	(M)May be inoperative provided operations are limited to 225 KIAS or less.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
1. Main Cabin Door Caution Light System	C	1	0		(O)May be inoperative provided Door(s) are verified closed prior to each departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS				
1.	Propeller Synchronizing System				
	1) Synchronizing/ Syncrophase Function	C	1	0	(M)May be inoperative provided the switch(s) remain in the OFF position.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
73	ENGINE FUEL & CONTROL				
1.	Temperature Datum System	C	4	0	(M)May be inoperative provided: a) Associated Fuel Flow and TIT indicating systems are operative, and b) Associated TD control valve switch remains in null.
2.	Fuel Flow Indicators	B	4	3	One may be inoperative provided: a) Associated Engine Instruments are operative, and b) All Fuel Quantity Indicators are operative.
3.	Fuel Flow Indicators Power Supply	A	1	0	(O)May be inoperative provided: a) All remaining Engine Instruments are operative, b) All Fuel Low Pressure Lights are verified Out after engine start and are monitored during flight, c) All fuel quantity indicators are operative, and b) Repairs are made within two flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
74	IGNITION				
1.	Speed Sensitive Control (65% Switch)	A	4	3	(M) (O) One may be inoperative provided: a) It is verified to be the 65% Switch by an acceptable procedure, and b) Repairs are made within one flight day.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
77	ENGINE INDICATING				
1.	TIT Indicators *** (Digital Function)	B	4	0	
2.	Torque (Horse- power) Indicators	A	4	3	(M)One may be inoperative provided: a) Associated fuel flow, TIT, and tachometer indicating systems are operative, and b) Repairs are made within one flight day.

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