

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

Revision: 1
Date: 05/30/2000

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

SA-2000

FEDERAL AVIATION ADMINISTRATION
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Highlights of Change

Effective the above date, the Original Issuance of the Saab SA-2000 MMEL has been revised. Revision 1 is the only version of the Saab SA-2000 MMEL which is currently Approved by the FAA for use in development of US operators' MEL's.

The following are the Highlights of Change:

ATA CHAPTER 21 - AIR CONDITIONING

21-21-1 Ambient Air System

Inappropriate "(O)" reference deleted. (M) Procedure added specifying verification of closed position of Ambient Air Valves.

21-21-2 Ambient Air (AMB AIR) FAULT Light

First relief proviso deleted due insufficient technical information to justify loss of Fault Light's use in alerting crew to system malfunction and in the accomplishment of Abnormal Procedure(s).

Second relief proviso expanded, as follows: "(M)" Procedure added specifying that Ambient Air Valves are verified to be in the Closed Position. Wording changed to clarify that relief only extends to Light which fails to illuminate, and only applies to cases in which Ambient Air System is, or is treated as if, it is inoperative. Note added IAW Definition 14, to clarify that the Light for an inoperative Ambient Air System may be inoperative.

21-21-3 Flight Crew Foot Warmer Air Heating Systems

Title expanded for clarity. Number installed revised for correctness.

"(M)" Procedure added to denote requirement to deactivate the affected electrical heater(s). Relief statement expanded to clarify correct positioning of system selector knobs.

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Highlights of Change

21-22-1-1) Recirculation Fans - Two (2) Bottle Cargo Compartment
Fire Extinguisher System

Relief statement expanded to reflect that loss of both Recirculation Fans renders Ambient Air System inoperative. "(O)" Procedure added to assure adequate cabin comfort in hot/cold temperature conditions added. NOTE added for clarification.

21-22-2 Recirculation Fan FAULT Lights

Relief revised to restrict to Light(s) which fails to illuminate. In consideration of Definition 14, relief only granted in event associated Recirculation Fan(s) is considered, or is, inoperative. Relief for both Lights tied to provisions for loss of both Fans.

21-30-1 Cabin Pressure Control System

Relief deleted due to unavailability of FAA Approved, or otherwise published and endorsed, information documenting aircraft configuration, performance restrictions, operational considerations, procedural changes, etc., which must be applied when operating the Saab 2000 in an unpressurized configuration.

21-30-2 Emergency Cabin Pressure Dump Systems

Relief deleted due to unavailability of FAA Approved, or otherwise published and endorsed, information documenting aircraft configuration, performance restrictions, operational considerations, procedural changes, etc., which must be applied when operating the Saab 2000 in an unpressurized configuration.

21-30-3 Outflow Valve

Relief deleted due to unavailability of FAA Approved, or otherwise published and endorsed, information documenting aircraft configuration, performance restrictions, operational considerations, procedural changes, etc., which must be applied when operating the Saab 2000 in an unpressurized configuration.

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Highlights of Change

21-30-4 EICAS Cabin Rate (RATE) Indication

Item title changed for clarity. Inappropriate "(O)" reference dropped.

Minor reformatting and nomenclature changes to first relief option for clarity.

Second relief option deleted due to unavailability of FAA Approved, or otherwise published and endorsed, information documenting aircraft configuration, performance restrictions, operational considerations, procedural changes, etc., which must be applied when operating the Saab 2000 in an unpressurized configuration.

21-30-5 CAB PRESS/ALT Indication

Relief deleted due to unavailability of FAA Approved, or otherwise published and endorsed, information documenting aircraft configuration, performance restrictions, operational considerations, procedural changes, etc., which must be applied when operating the Saab 2000 in an unpressurized configuration.

21-30-6 EICAS Cabin Differential Pressure (DIFF) Indication

Item title changed for clarity.

First relief option: Inappropriate "(O)" reference dropped. Reference to operative Cabin Pressurization Control System added. Minor reformatting and nomenclature changes for clarity.

Second relief option deleted due to unavailability of FAA Approved, or otherwise published and endorsed, information documenting aircraft configuration, performance restrictions, operational considerations, procedural changes, etc., which must be applied when operating the Saab 2000 in an unpressurized configuration.

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Highlights of Change

21-50-1-1) Air Conditioning Packs, Two (2) Bottle Cargo Compartment Fire Extinguisher System

First relief proviso revised as follows:

- 1) Relief restricted to Right Pack to assure that crews can accomplish Aft Cargo Smoke Abnormal Procedures.
- 2) Instructions added to assure that associated Pack Pushbutton, as well as affected side High Pressure and Bleed Valve Pushbuttons are position OFF.
- 3) Due to concerns regarding frozen Main Wheel Brakes, Anti-Skid is required to operate normally, and alternate braking procedures are established and used in certain conditions conducive to freezing of wheel brakes. In addition, NOTE added to remind operators that loss of a Pack renders affected side Main Wheel Brake Heat inoperative.
- 4) Due to reduced heating/cooling capacity with inoperative Pack, requirement added for establishing and using procedures for improving cabin comfort in hot/cold conditions.

Second relief option deleted due to unavailability of FAA Approved, or otherwise published and endorsed, information documenting aircraft configuration, performance restrictions, operational considerations, procedural changes, etc., which must be applied when operating the Saab 2000 in an unpressurized configuration.

21-60-1-1) Cabin Temperature Control System - Automatic Mode

"(O)" reference added to coincide with provisos specifying that Cabin Air Temperature Indications operate normally, and that procedures be established and used to control Cabin Temperature Manually, and to maintain Duct temperatures within specified limits (inappropriate Fahrenheit references dropped). In consideration of crew workload, proviso added specifying that Flight Deck Automatic Temperature Control operate normally.

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Highlights of Change

- 21-60-2-1) Flight Deck Temperature Control System - MAN (Manual) Mode

Parenthetical "Manual" reference added. Wording of second proviso revised for clarity.

- 21-60-2-1) Flight Deck Temperature Control System - Automatic Mode

Parenthetical "(Manual)" reference added for clarity. Proviso specifying that Cabin Automatic Temperature operate normally added in the interests of crew workload. "(O)" reference added to coincide with provisos specifying that Flight Deck Temperature Indication operate normally and that procedures be established and used to control temperature manually.

- 21-60-2-2) Flight Deck Temperature Control System - MAN (Manual) Mode

Parenthetical "Manual" reference added. Wording of second proviso revised for clarity.

- 21-60-3 EICAS Cabin (CAB) Air Temperature Indication

Item Title amended for clarity. Provisos revised to show reciprocity with relief requirements of Cabin Temperature Control System.

- 21-60-4 EICAS Flight Deck (F DECK) Temperature Indication

Item Title amended for clarity. Provisos revised to show reciprocity with relief requirements of Flight Deck Temperature Control System.

- 21-60-5 EICAS Duct (DUCT) Air Temperature Indication

Item Title amended for clarity. Provisos revised to show reciprocity with relief requirements of Cabin Temperature Control System.

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Highlights of Change

22-10-1 Autopilot System

Relief Category reduced to "B," and proviso's revised IAW FOPB Policy Letter #101.

22-10-2 Yaw Damper System

Item deleted due to insufficient technical information regarding such aspects as: Relationship between Yaw Damper and Yaw Damper Auto Trim Functions; Effects on controllability with power and/or speed changes, as well as during engine failure and single-engine operations.

22-10-3 Autopilot Control Wheel Disengage Switches

In appropriate "(O)" deleted. Relief for single component revised IAW FOPB P/L #93.

Relief for dual components revised IAW FOPB Policy Letter # 101.

22-10-4 Autopilot Disconnect Aural Alert

Relief revised IAW FOPB Policy Letter # 101.

ATA CHAPTER 23 - COMMUNICATIONS

23-11-1 VHF Communication Radios

Title amended for clarity. Relief Category amended and provisos revised IAW FOPB Policy Letters #'s 63 & 95.

23-21-1 ACARS System

Reformatted IAW FOPB P/L #31. Additional wording added to clarify nature of use.

23-21-1-1) ACARS System - Printer

Reformatted IAW FOPB P/L #31. Additional wording added to clarify nature of use.

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Highlights of Change

- 23-22-1 Selective Call System (SELCAL)
Reformatted IAW FOPB P/L #31. Additional wording added to clarify nature of use.
- 23-31-1 Passenger Address System
Revised IAW FOPB Policy Letter P/L #09.
- 23-40-1 Crewmember Interphone System
Retitled and revised IAW FOPB P/L #09.
- 23-42-1 Flight Deck to Ground Interphone (Including call and chime function)
IAW FOPB P/L #09, incorporated into Item 23-40-1.
- 23-42-2 Alerting Systems (Chime/Light)
Added IAW FOPB P/L #09, incorporated into Item 23-40-1.
- 23-51-1 Flight Deck Loudspeakers
Proviso wording revised for clarity.
- 23-51-3 Boom Microphones
Outdated FAR 121.139 reference deleted in favor of generic "IAW FAR" reference.
- 23-61-1 Static Dischargers
Deleted and reference made to CDL for determining FAA Approved Limitations regarding flight with missing Static Dischargers.
- 23-81-1 Radio Tuning Unit (RTU)
Deleted due to lack of technical information with which to determine: Effect of differing FMS configurations; Supply bus(es) assignment; How it may relate to requirements of FOPB Policy Letter(s) #'s 63 and/or 95; and, Effects on crew work load during Normal, Abnormal, and Emergency Procedures.

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Highlights of Change

ATA CHAPTER 24 - ELECTRICAL POWER

24-21-1-1) Main AC Generator - Right Generator

Deleted due to considerations of FOPB Policy Letter #27.

24-21-2 Main AC Generator FAULT Lights

Deleted due to potential use in detecting/diagnosing failure(s), and/or executing Abnormal/Emergency procedures.

24-22-1 APU Generator

Deleted IAW FOPB Policy Letter(s) #'s 27, and/or 63.

22-24-2 22-2 APU Generator FAULT Light

Deleted due to potential use in detecting/diagnosing failure(s), and/or executing Abnormal/Emergency procedures.

24-31-2 DC Transformer Rectifiers (TRU's)

Revised to include reciprocal MMEL relief restrictions and requirements resulting from effects of loss of associated Utility Bus.

24-31-3 DC BUS TIE Fault Lights

Deleted due to potential use in detecting/diagnosing failure(s), and/or executing Abnormal/Emergency procedures.

24-32-1 EICAS Battery Temperature Indications

Retitled for clarity. Number Installed, and Required for Dispatch corrected. Proviso's revised to clarify Dispatch conditions, and assure that components required to accomplish "(O)" Procedure operate normally.

24-32-2 Battery Ventilating Systems

Deleted due to lack of sufficient technical description and justification.

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Highlights of Change

- 24-33-1 EICAS DC Voltage Indications
- Number Installed, and Required for Dispatch corrected. Proviso's revised to clarify Dispatch conditions, and assure appropriate reciprocity with MMEL relief for associated items.
- 24-33-2 AC Voltage Indication
- Number Installed corrected. Proviso's revised to clarify Dispatch conditions.
- 24-33-3 EICAS Battery Amperage Indication
- Retitled for clarity. Number Installed, and Required for Dispatch corrected. Proviso's revised to clarify Dispatch conditions, and assure reciprocity with MMEL relief for associated items.
- 24-40-1 AC External Power System
- Retitled for clarity. Proviso's revised to clarify that item's loss will require establishment and use of alternate "(O)" Procedures.
- 24-60-1 DC Utility Busses
- Retitled for clarity. Proviso's revised clarify Dispatch conditions, and assure reciprocity with MMEL relief for associated items.
- ATA CHAPTER 25 - EQUIPMENT/FURNISHINGS
- 25-10-1 Captain and First Officer Seat Armrests
- Proviso's revised to clarify that armrest position must be acceptable to affected flight crewmember(s).
- 25-11-1 Observer's Seat (Including Associated Equipment)
- Revised IAW FOPB P/L #56.

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Highlights of Change

- 25-12-1 Flight Crew Footwarmer Heat System (Floor Heating Mats)
- Retitled for clarity. Proviso's revised to clarify that inoperative system(s) must be deactivated with a Maintenance Procedure.
- 25-21-1 Passenger Seat
- Revised IAW FOPB P/L #79.
- 25-24-1 Flight Attendant Seat Assembly (Single or Dual Position)
- Revised IAW FOPB P/L #97.
- 25-25-1 First Aid Kits
- Revised IAW FOPB P/L #73.
- 25-26-1 Overhead Bins
- Title revised to show that this is an "if installed" Item. Proviso's revised to clarify that affected Bin Door(s) may be secured or removed. Proviso added to assure that security, distribution, and access to required Emergency Equipment contained in Overhead Bins is maintained.
- 25-64-1 Emergency Locator Transmitter (ELT)
- Inappropriate "if installed" (***) reference removed.
- 25-65-1 Cabin Emergency Flashlight Holder/Flashlight
- Amended to specify that replacement Flashlight must be of equivalent operating characteristics.
- ATA CHAPTER 26 - FIRE PROTECTION
- 26-15-1 Lavatory Smoke Detection System
- Revised IAW FOPB P/L #24.

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Highlights of Change

26-15-2 Cargo Compartment Smoke Detectors

Revised IAW FOPB P/L #102.

26-23-1 Lavatory Fire Extinguisher System

Revised IAW FOPB P/L #24.

26-24-1 Cargo Compartment Fire Extinguisher System

Revised IAW FOPB P/L #102.

ATA CHAPTER 27 - FLIGHT CONTROLS

27-12-1-1) Aileron (ROLL) Trim Systems - Standby (STBY) System

Item title revised for clarity. Proviso's revised to specify that appropriate deactivation and verification Maintenance Procedures for affected and associated systems are employed.

27-13-1 Aileron (ROLL) Trim Position Indications

Title revised for clarity. Proviso set added to account for inoperative Standby Trim System. Existing proviso's revised to specify that appropriate verification Maintenance Procedures for affected and associated systems are employed, and to assure that Trim System with operative Position Indication is used during flight.

27-21-1 Pedal Damper

Deleted due insufficient technical information to justify relief calling for component removal.

27-23-1 YAW Trim Indication

Deleted due to requirement to use Indicator to set Rudder (YAW) Trim to "Takeoff Index" prior to Takeoff. Effect of apparent loss of Auto Trim, and Auto Pilot Trim Position Indications must also be justified and/or accounted for.

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Highlights of Change

- 27-32-1 Elevator Trim Synchronizer System (Aircraft with Mechanical Elevator Control Systems)

Title amended to reflect that it applies to airplanes with Mechanical Elevator Control Systems, only. IAW FAR 121.628(b)(2), and the MMEL Preamble, relief deleted due to requirement that System operate normally in order to comply with the provisions of AD 98-13-36.

- 27-33-1 PITCH Trim Indications

Relief Category revised. Proviso's revised to specify that correct operation of both Pitch Trims must be verified before each departure, and elaborating on methodology of setting correct Pitch Trim for Takeoff Flap and C.G. positions.

- 27-50-1 Flap System

Relief Category revised to reflect MMEL restrictions imposed by rendering GPWS Mode 4 inoperative. Proviso's revised to better reflect appropriate procedural steps and operational restrictions associated with Zero Flap operations.

ATA CHAPTER 28 - FUEL

- 28-21-1 Single Point Pressure Refueling

Proviso added to clarify requirement for establishing/using alternate fueling procedures.

- 28-21-2 Pressure Fueling Cap

Proviso added to require removal of inoperative Cap.

- 28-21-3 Defuel Valve

Proviso revised to reflect "(M)" Procedure requiring that Valve be electrically deactivated, and that Closed Position be verified.

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Highlights of Change

28-21-4 Refuel Valves

Proviso's revised to reflect "(M)" Procedure requirement that Valve be electrically deactivated, and that Closed Position be verified, and to clarify requirement for establishing/using alternate fueling procedures.

28-21-5 Refuel Panel (Wing)

NOTE revised and incorporated into proviso's.

28-22-1 Fuel Interconnect Valve

Title revised for clarity. Proviso's revised to account for Items which must operate normally to accomplish appropriate verification Maintenance Procedures.

28-22-2 EICAS Fuel Crossfeed Indications (FUEL XFEED L/R, Direction Arrows, & Secondary EICAS Valve Position Synoptic)

Title revised for clarity. Proviso's revised to account for Items which must operate normally to accomplish appropriate verification Maintenance Procedures.

28-22-3 Fuel Temperature Indication

Deleted due to lack of sufficient technical information to establish relationship between Fuel Temperature and OAT.

28-41-1 Fuel Quantity Indications (Cockpit)

Deleted due to lack of technical justification. Concerns include possible inability to maintain aircraft within AFM Fuel Balance Limitations - particularly during Engine Out operations; Procedure for verifying normal operation of Fuel Low Level (Caution?) System; and, apparent display of, possibly erroneous EICAS "FUEL UNBALANCE" Caution.

28-41-2 Fueling Panel Fuel Quantity Indicator

Title revised for clarity.

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Highlights of Change

28-41-3 L, R FUEL QTY LO Indications

Deleted due requirement for these Cautions to operate normally in order to make correct diagnosis and take appropriate action during normal and abnormal Fuel System operations - including Engine Out operations.

28-42-1 Dipsticks

Minor correction for consistency.

ATA CHAPTER 29 - HYDRAULIC POWER

29-12-1 Hydraulic Standby Pump Automatic Control Systems

Deleted due to insufficient technical information/justification with which to determine acceptability of relief.

29-30-1 Hydraulic Fluid Quantity Indications (EICAS)

Deleted due to potential use in detecting/diagnosing failure(s), and/or executing Abnormal/Emergency procedures.

29-30-2 Utility Hydraulic Accumulator Pressure Indications (EICAS)

Minor rewording in Title and proviso for clarity.

ATA CHAPTER 30 - ICE AND RAIN PROTECTION

30-10-1 Airfoil De-Icer Boot System

Inappropriate "(O)" reference dropped. Proviso's revised to assure that adequate Maintenance Procedures are employed.

30-11-1 Wing and Stabilizer Air Valves

Relief proviso's revised for clarity. "(M)" Procedure added to coincide with verification proviso.

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Highlights of Change

- 30-12-1 Deicing Timer
- Title revised. Proviso's revised for clarity. "(M)" Procedure added to coincide with deactivation and verification provisos.
- 30-20-1 Engine Air Intake Anti-Ice Systems
- Deleted due to lack of technical information with which to assess configuration, associated effects of Valve remaining (failing) Open, and possible nuisance Caution annunciations.
- 30-20-2 Ice Detection System
- Revised for clarity of intent and compliance with FOPB P/L #31.
- 30-20-3 Ice Indicator
- Minor rewording for clarity.
- 30-31-1 Left and Right (Main) Pitot Tube Heaters
- Retitled for clarity. Proviso's revised for clarity of intent; "(M)" added to coincide with verification reference; Wording added to assure correct handling of nuisance Caution messages.
- 30-31-2 Standby Pitot Tube Heater.
- Retitled for clarity. Proviso's revised for clarity of intent; "(M)" added to coincide with verification reference; Wording added to assure correct handling of nuisance Caution messages.
- 30-31-3 Pitot Heat Fault Indications
- Revised IAW FOPB P/L 90.
- 30-32-1 Angle of Attack Sensor Heaters
- Revised to assure compliance with a Maintenance Procedure is used to verify normal operation of affected AOA Sensor.

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Highlights of Change

30-32-2 Total Air Temperature (TAT) Probe Heater

Minor rewording for clarity.

30-42-1 Windshield Heaters

Deleted due to lack of sufficient technical information to make determinations regarding factors such as bird proofing, possible compensating effects of operating the Left Pack, significance of +5 degree C limitation, and assessment of possible effects of annunciation of associated Faults/Cautions.

30-45-1 Windshield Wipers

First proviso set revised to account for possible effects of inoperative Windshield Wiper on low visibility approach requirements.

Relief for HI Speed and LO/INT Modes deleted due to lack of technical information, including justification basis IAW FAR Part 25, for reciprocity in relief between modes.

ATA CHAPTER 31 - INDICATING RECORDING

31-31-1 Flight Data Recorder (FDR) System

Revised IAW FOPB P/L #87.

31-43-1-1) Engine Indicating Crew Alerting System (EICAS) - Primary (Left) EICAS Display

Retitled and proviso's revised to reflect requirement to establish/use alternate "(O)" Procedures to utilize Secondary EICAS Display for accomplishment of affected Normal, Abnormal, and Emergency procedures.

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Highlights of Change

- 31-43-1-1) Engine Indicating Crew Alerting System (EICAS) -
Secondary (Right) EICAS Display
- Retitled, Relief Category restricted, and proviso's revised to reflect requirement to establish/use alternate "(O)" Procedures to utilize Primary EICAS Display for accomplishment of affected Normal, Abnormal, and Emergency procedures.
- 31-50-1 Master Warning Lights
- Proviso's revised to specify sequence of verification, and to account for possible effect on Low Visibility Approach requirements.
- 31-50-1-1) Master Warning Lights - Master Caution Light(s) and Aural Alerts associated with inoperative equipment deferred IAW the MMEL
- Relief added IAW MMEL Definition 14.
- 31-50-2 Master Caution Lights
- Proviso's revised to specify sequence of verification, and to account for possible effect on Low Visibility Approach requirements.
- 31-50-2-1) Master Caution Lights - Master Caution Light(s) and Aural Alerts associated with inoperative equipment deferred IAW the MMEL
- Relief added IAW MMEL Definition 14.
- 31-50-5 Altitude Aural Alert
- Revised IAW FOPB P/L's 39 & 16, and moved to ATA Chapter 34 Navigation, Item 34-41-2.
- 31-50-6 Overspeed Warning Aural Alert
- Deleted IAW FOPB P/L 63 and standard MMEL policy.

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Highlights of Change

ATA CHAPTER 32 - LANDING GEAR

32-31-1 Landing Gear Control Downlock Latch Solenoid

Deleted due to lack of technical information specifying/describing appropriate Maintenance Procedures for verifying operation of Landing Gear Down Lock Override function, without necessity for repetitive application of Downlock Release Button.

32-31-2 Landing Gear Extension/ Retraction System

Proviso's revised to for clarity.

32-42-1 Parking Brake Indication (EICAS)

According to technical information currently available, this component is part of the Takeoff Configuration Warning System, and is therefore deleted IAW FOPB P/L #5.

32-43-1 Anti-Skid System

Deleted due to apparent necessity to deactivate/override Beta Lockout System, which IAW AD is not granted MMEL relief.

ATA CHAPTER 33 - LIGHTS

33-10-1 Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System

Revised IAW FOPB P/L 77.

33-31-1 Cargo Compartment Light

Revised to clarify that lighting must also be adequate for ground personnel to do their duties.

33-41-1 Taxi Light

Revised to clarify restrictions for night operations, and to reflect reciprocity with relief with Landing Lights.

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Highlights of Change

33-41-2 Landing Lights

Revised to clarify restrictions for night operations, and to reflect reciprocity with relief with Landing Lights.

33-42-1-1) 42-1 Navigation Light System - Bulbs

Title revised for clarity. Number Installed and Number Required for Dispatch added. Proviso's revised for clarity of intent.

33-43-1 Wing Tip Strobe Lights

Revised and re-titled to reflect different Modes, and potential for reciprocity with Item 33-43-2-2), Anti-Collision Beacons - Beacon (HI) Mode.

"Day operations" relief option deleted IAW FAR 91.209.

33-43-2 Anti-Collision Beacons (BCN)

Revised and re-titled to reflect different Modes, and potential for reciprocity with Item 33-43-1-2), Wing Tip Strobe Lights - Beacon Mode (B/M).

"Day operations" relief option deleted IAW FAR 91.209.

33-44-1 Wing Inspection Lights

Revised IAW FOPB P/L 72 and AD 96-09-21.

33-44-2 Ice Indicator Light

Revised IAW FOPB P/L 72 and AD 96-09-21.

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Highlights of Change

33-51-1 Cockpit Emergency Instrument Lighting System

IAW FAR 121.628, The MMEL Preamble, and FOPB Policy Letter # 63, this Item has been deleted. Its functions provides lighting to Standby Instruments when normal sources of instrument lighting fails or is deactivated IAW Emergency Procedures. Illumination of Standby Instruments is important any time there are restrictions to visibility, such as Cockpit Smoke Emergency Procedures. Deletion of this relief is consistent with MMEL's of other Transport Category Airplanes.

33-51-2 General Illumination Passenger Cabin Lights (Cove Mounted)

Deleted due to lack of sufficient technical information to justify relief.

33-51-3-1) Emergency Exit Sign - Bulbs

Deleted due to lack of sufficient technical information to justify relief.

33-51-4-1) Emergency Exit Locator Sign - Bulbs

Deleted due to lack of sufficient technical information to justify relief.

33-51-5 Floor Proximity Escape Path Marking System

For purposes of consistency with other MMEL's, standard relief wording for this Item has been restored. Operators are permitted to construct their MEL's IAW the Approved data contained in the documentation of their specific installations.

ATA CHAPTER 34 - NAVIGATION

34-13-1-1) Pitot/Static System - Standby System

Deleted IAW FOPB P/L #63. This System apparently provides input to Standby Attitude and Standby Airspeed Indicators.

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Highlights of Change

- 34-25-1 Standby Compass
Amended IAW FOPB P/L #10.
- 34-31-1 VHF Navigation Receivers (VOR/ILS)
Number Installed changed to "-" (variable).
- 34-41-1 Radio Altimeter
Relief Category and Proviso's amended to reflect the fact that failure of this component also renders GPWs inoperative.
- 34-41-2 Altitude Aural Alert
Item transferred from former position in ATA Chapter 31 - INDICATING/RECORDING SYSTEMS, Item 31-50-5, to more correct position in ATA Chapter 34 - NAVIGATION, Item 34-41-2. Proviso's revised to clarify intent.
- 34-42-1-2) Weather Radar System - Override Function
Proviso's revised to clarify conditions of relief.
- 34-43-1 Ground Proximity Warning System (GPWS)
Amended IAW FOPB P/L #54.
- 34-45-1 Traffic Collision Avoidance System
Amended IAW FOPB P/L #32.
- 34-51-1 Radio Compass System (ADF)
Relief Category revised for standardization.
- 34-52-1 Distance Measuring Equipment (DME)
Relief Category revised for standardization.

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Highlights of Change

34-53-1 ATC Transponders and Automatic Altitude Reporting Systems

Amended IAW FOPB P/L #76, and to account for Enroute Navigation/Operational requirements, such as RVSM.

34-60-1 Flight Management System(s) (FMS)

Number Installed changed to "-" (variable), and Proviso's amended to reflect differing installation options, and system(s) capabilities. Reference to Navigation Data Base added IAW FOPB P/L #98. Formatted IAW FOPB P/L #31.

ATA CHAPTER 35 - OXYGEN

35-12-1 EICAS Flight Deck Oxygen Pressure Indication (OXY PRESS F DECK)

Retitled for clarity. Proviso's revised for clarity.

35-21-1 Passenger Oxygen System

Reformatted IAW FOPB P/L #31.

35-21-1-2) Passenger Oxygen System - Automatic Deployment

Deleted due to lack of technical information.

35-30-1 Portable Oxygen Unit With Smoke Mask

Incorporated into Item 35-31-2, Protective Breathing Equipment (PBE).

ATA CHAPTER 36 - PNEUMATIC

36-11-1 HP Bleed Air Valves

Revised for clarity. NOTE(s) added IAW Definition 14, to clarify that the associated Fault Indication(s) for inoperative Item may be inoperative.

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Highlights of Change

- 36-11-2 Engine Bleed Air Valves (Pressure Regulating and Shutoff Valves)
- Retitled for clarity. Proviso's revised for clarity. NOTE(s) added IAW Definition 14, to clarify that the associated Fault Indication(s) for inoperative Item(s) may be inoperative.
- 36-13-1 Ground Air Supply Connection System
- Retitled for clarity. Proviso added specifying alternate Maintenance and/or Operational Procedures must be established and used.
- 36-13-2 Ground Air Supply Connection Check Valves
- Retitled for clarity. Proviso's added specifying that Ground Air Supply System be considered inoperative, and that alternate Maintenance and/or Operational Procedures must be established and used.
- 36-21-1 HP FAULT Lights
- Retitled for clarity. Proviso's revised to reflect effects/procedures associated with inoperative HP Bleed Valve(s). NOTE(s) added IAW Definition 14, to clarify that the associated Fault Indication(s) for inoperative Item(s) may be inoperative.
- 36-21-2 BLD FAULT Lights
- Proviso's revised to reflect effects/procedures associated with inoperative Bleed Air Valve(s). NOTE(s) added IAW Definition 14, to clarify that the associated Fault Indication(s) for inoperative Item(s) may be inoperative.
- 36-21-4 EICAS Cross Valve (XVLV) Indication
- Retitled for clarity. Proviso's revised for clarity.

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Highlights of Change

38-11-01 Potable Water System

Relief added IAW FOPB P/L #83.

38-31-01 Lavatory System

Relief added IAW FOPB P/L #83.

ATA CHAPTER 49 - AIRBORNE AUXILIARY POWER UNIT

49-11-1 APU Air Intake Door Actuator

Deleted due to lack of technical information regarding concerns about possible consequences of operation in icing conditions, and effects on Fault Warnings and Cautions.

49-30-1-1) APU Fuel System - EICAS Indication

Deleted due to lack of technical information.

49-60-1 APU External Control Panel

Proviso's revised for clarity.

49-70-1 APU TEMP Indication

Deleted due to lack of technical information.

49-70-2 APU RPM Indication

Deleted due to lack of technical information.

49-70-3 APU COWL OPEN Indication

Revised for clarity.

ATA CHAPTER 52 - DOORS

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Highlights of Change

52-70-1 70-1 CREW HATCH OPEN Indication

Deleted due to lack of technical information.

52-70-2 DOOR IND FAULT Indication Switches

Deleted due to lack of technical information.

ATA CHAPTER 73 - ENGINE FUEL AND CONTROL

73-30-1 Fuel Flow Sensors

Relief Category revised, and proviso's revised to reflect necessity to establish and use alternate Engine Performance and Fuel consumption monitoring procedures.

73-30-2 Fuel Used Indication

Proviso's revised to reflect necessity to establish and use alternate Fuel consumption monitoring procedures.

ATA CHAPTER 75 - BLEED AIR

75-10-1 Engine Inlet Duct Anti Ice Pressure Switches

First provisoset deleted due to lack of technical information. Second proviso set revised for clarity.

ATA CHAPTER 77 - ENGINE INDICATING

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Highlights of Change

77-40-1 Compressor Discharge Pressure Sensors

According to available technical information, this component is dedicated to providing input for Status Messages displayed on the Secondary EICAS Display - Engine Maintenance (ENG MAINT) Page. The parameters displayed are apparently intended to be consulted by authorized ground maintenance personnel for use in monitoring engine performance IAW established Maintenance Programs.

Provisions to be taken in the event of failure of this component are appropriately contained in Maintenance Program documentation, rather than the MMEL.

77-40-2 Compressor Discharge Temperature Sensors

According to available technical information, this component is dedicated to providing input for Status Messages displayed on the Secondary EICAS Display - Engine Maintenance (ENG MAINT) Page. The parameters displayed are apparently intended to be consulted by authorized ground maintenance personnel for use in monitoring engine performance IAW established Maintenance Programs.

Provisions to be taken in the event of failure of this component are appropriately contained in Maintenance Program documentation, rather than the MMEL.

77-40-3 Turbine Outlet Pressure Sensors

According to available technical information, this component is dedicated to providing input for Status Messages displayed on the Secondary EICAS Display - Engine Maintenance (ENG MAINT) Page. The parameters displayed are apparently intended to be consulted by authorized ground maintenance personnel for use in monitoring engine performance IAW established Maintenance Programs.

Provisions to be taken in the event of failure of this component are appropriately contained in Maintenance Program documentation, rather than the MMEL.

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Highlights of Change

77-40-4 Power Section Turbine Vibration Sensors

According to available technical information, this component is dedicated to providing input for Status Messages displayed on the Secondary EICAS Display - Engine Maintenance (ENG MAINT) Page. The parameters displayed are apparently intended to be consulted by authorized ground maintenance personnel for use in monitoring engine performance IAW established Maintenance Programs.

Provisions to be taken in the event of failure of this component are appropriately contained in Maintenance Program documentation, rather than the MMEL.

77-40-5 Compressor Vibration Sensors

According to available technical information, this component is dedicated to providing input for Status Messages displayed on the Secondary EICAS Display - Engine Maintenance (ENG MAINT) Page. The parameters displayed are apparently intended to be consulted by authorized ground maintenance personnel for use in monitoring engine performance IAW established Maintenance Programs.

Provisions to be taken in the event of failure of this component are appropriately contained in Maintenance Program documentation, rather than the MMEL.

77-40-6 Propeller Gearbox Vibration Sensors

According to available technical information, this component is dedicated to providing input for Status Messages displayed on the Secondary EICAS Display - Engine Maintenance (ENG MAINT) Page. The parameters displayed are apparently intended to be consulted by authorized ground maintenance personnel for use in monitoring engine performance IAW established Maintenance Programs.

Provisions to be taken in the event of failure of this component are appropriately contained in Maintenance Program documentation, rather than the MMEL.

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Highlights of Change

77-45-1 Nacelle Interface Units

Deleted due to lack of technical information.

ATA CHAPTER 79 - ENGINE OIL

79-25-2 L, R ENG CHIP Indication

According to available technical information, this component is dedicated to providing input for Status Messages displayed on the Secondary EICAS Display - Engine Maintenance (ENG MAINT) Page. The parameters displayed are apparently intended to be consulted by authorized ground maintenance personnel for use in monitoring engine performance IAW established Maintenance Programs.

Provisions to be taken in the event of failure of this component are appropriately contained in Maintenance Program documentation, rather than the MMEL.

79-31-1 Engine Magnetic Indicating Plug Sensors

According to available technical information, this component is dedicated to providing input for Status Messages displayed on the Secondary EICAS Display - Engine Maintenance (ENG MAINT) Page. The parameters displayed are apparently intended to be consulted by authorized ground maintenance personnel for use in monitoring engine performance IAW established Maintenance Programs.

Provisions to be taken in the event of failure of this component are appropriately contained in Maintenance Program documentation, rather than the MMEL.

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Highlights of Change

79-31-2 Propeller Gearbox Magnetic Indicating Plug Sensors

According to available technical information, this component is dedicated to providing input for Status Messages displayed on the Secondary EICAS Display - Engine Maintenance (ENG MAINT) Page. The parameters displayed are apparently intended to be consulted by authorized ground maintenance personnel for use in monitoring engine performance IAW established Maintenance Programs.

Provisions to be taken in the event of failure of this component are appropriately contained in Maintenance Program documentation, rather than the MMEL.

79-31-3 Propeller Gearbox Accessory Drive Magnetic Indicating Plug Sensors

According to available technical information, this component is dedicated to providing input for Status Messages displayed on the Secondary EICAS Display - Engine Maintenance (ENG MAINT) Page. The parameters displayed are apparently intended to be consulted by authorized ground maintenance personnel for use in monitoring engine performance IAW established Maintenance Programs.

Provisions to be taken in the event of failure of this component are appropriately contained in Maintenance Program documentation, rather than the MMEL.

79-33-1 Engine Oil Level Sensors

Relief Category revised. Proviso's revised for clarity.

79-34-2 Engine Low Oil Pressure Switches

Deleted IAW the intent of FOPB P/L #63.

79-34-4 Propeller Gearbox Low Oil Pressure Switches

Deleted IAW the intent of FOPB P/L #63.

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Definitions

1. System Definitions.

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

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

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

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

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

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Certificate Data Sheet.

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

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

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

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

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

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

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

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

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

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

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operation with the listed item inoperative.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

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

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

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

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

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

b. DOUGLAS (MD-11)

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

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

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

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

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

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

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

d. FOKKER (FK-100)

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

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

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

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

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

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

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

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Preamble

(Effective 6/14/89)

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

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

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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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21	AIR CONDITIONING					
21-1	Ambient Air System	C	1	0		(M)May be inoperative provided:] a) Ambient Air Valves are] verified to be in the closed] position, and] b) Both Air Conditioning Packs] operate normally.]
21-2	Ambient Air (AMB AIR) FAULT Light	C	1	0		(M)Light may fail to illuminate] provided:] a) Ambient Air System is] considered inoperative and] not used,] b) Ambient Air Valves are] verified to be in the closed] position, and] c) Both Air Conditioning Packs] operate normally.] NOTE: May be inoperative for an] inoperative Ambient Air] System.]
21-3	Flight Crew Footwarmer Heat Systems	C	2	0		(M)May be inoperative provided:] a) Affected Foot Warmers'] Electric Air Heater(s) is] deactivated, and] b) Affected FOOT WARMER Air] Regulator and TEMP Selector] Knob(s) remain in the] Closed/OFF Positions.]

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21	AIR CONDITIONING					
22-1	Recirculation Fans					
1)	Two (2) Bottle Cargo Compartment Fire Extinguisher System	C	2	1		
		C	2	0	(O)May be inoperative provided:]
					a) Both Air Conditioning Packs]
					operate normally,]
					b) Ambient Air System is]
					considered inoperative,]
					c) Ambient Air Valves are]
					verified to be in the closed]
					position, and]
					d) Alternate procedures are]
					established and used to]
					assure cabin comfort during]
					hot or cold conditions.]
]
					NOTE: When both Recirculation Fans]
					are inoperative, Ambient Air]
					System will not function.]

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21	AIR CONDITIONING				
22-2	Recirculation Fan FAULT Lights	C	2	1	One may fail to illuminate provided associated Recirculation Fan is considered inoperative and not used. NOTE: May be inoperative for an inoperative Recirculation Fan.
		C	2	0	Both may fail to illuminate provided: a) Both Recirculation Fans are considered inoperative and not used, b) Both Air Conditioning Packs operate normally, c) Ambient Air System is considered inoperative, d) Ambient Air Valves are verified to be in the closed position, and e) Alternate procedures are established and used to assure cabin comfort during hot or cold conditions. NOTE: May be inoperative for inoperative Recirculation Fan(s).
24-1	Avionic Rack Fans	C	2	1	One may be inoperative provided both Air Conditioning Packs operate normally.
30-1	Cabin Pressure Control System				Deleted, Revision 1.

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21	AIR CONDITIONING				
30-2	Emergency Cabin Pressure Dump Systems				Deleted, Revision 1.]
30-3	Outflow Valve				Deleted, Revision 1.]
30-4	EICAS Cabin Rate (RATE) Indication	C	1	0	May be inoperative provided:] a) Cabin Pressure Control] System operates normally,] and] b) EICAS Cabin Altitude (ALT)] and Cabin Differential] Pressure (DIFF) Indications] operate normally.]]
30-5	CAB PRESS/ALT Indication				Deleted, Revision 1.]
30-6	EICAS Cabin Differential Pressure (DIFF) Indication	C	1	0	May be inoperative provided:] a) Cabin Pressure Control] System operates normally,] a) EICAS Cabin Altitude (ALT)] and Cabin Rate (RATE)] Indications operate] normally, and] b) A chart is provided to the] flight crew to convert] Pressure Altitude to Cabin] Altitude.]]

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21	AIR CONDITIONING				
50-1	Air Conditioning Packs				
1)	Two (2) Bottle Cargo Compartment Fire Extinguisher System	C	2	1	(O)Right Pack may be inoperative provided: a) Associated PACK Pushbutton remains in the OFF Position, b) Affected side HP and BLD Valve Pushbuttons remain OFF, c) Affected side Recirculation Fan operates normally, d) Ambient Air System operates normally, e) Both Avionic Rack Fans operate normally, f) Flight remains at or below FL 200, g) Anti-Skid System operates normally, h) Alternate Braking Procedures are established and used when operating in snow, slush or standing water, and i) Alternate procedures are established and used to assure cabin comfort during operations in hot or cold conditions.
					NOTE: An inoperative Air Conditioning Pack renders the affected side Main Wheel Brake Heat System inoperative.

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21	AIR CONDITIONING					
60-1	Cabin Temperature Control System					
	1) Automatic Mode	C	1	0	(O)May be inoperative provided:]
					a) Manual (MAN) Mode operates normally,]
					b) Flight Compartment Automatic Temperature Control operates normally,]
					c) EICAS Cabin Air and Duct Temperature Indications (CAB & DUCT) operate normally, and]
					d) Procedures are established and used to control Cabin Temperature Manually, and to assure that EICAS Cabin Air DUCT Temperature remains between 0 and 75 degrees C.)]
	2) MAN (Manual) Mode	C	1	0	May be inoperative provided:]
					a) Automatic Mode operates normally, and]
					b) EICAS Cabin Air (CAB & DUCT) Temperature Indications operate normally.]

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21	AIR CONDITIONING				
60-2	Flight Deck Temperature Control System				
	1) Automatic Mode	C	1	0	(O)May be inoperative provided: a) MAN (Manual) Mode operates normally, b) Cabin Automatic Temperature Control operates normally, c) EICAS Flight Deck (F DECK) Temperature Indication operates normally, and d) Procedures are established and used to control Cabin Temperature Manually.
	2) MAN (Manual) Mode	C	1	0	May be inoperative provided: a) Automatic Mode operates normally, and b) EICAS Flight Deck (F DECK) Temperature Indication operate normally.
60-3	EICAS Cabin (CAB) Air Temperature Indication	C	1	0	May be inoperative provided Cabin Air Temperature Control System [Automatic and MAN (Manual) Modes] operate normally.
60-4	EICAS Flight Deck (F DECK) Temperature Indication	C	1	0	May be inoperative provided Flight Deck Temperature Control System [Automatic and MAN (Manual) Modes] operate normally.
60-5	EICAS Cabin DUCT Temperature Indication	C	1	0	May be inoperative provided Cabin Temperature Control System [Automatic and MAN (Manual) Modes] operate normally

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22 AUTO FLIGHT						
10-1	Autopilot System	B	1	0		May be inoperative provided:] a) Enroute procedures (i.e.,] RVSM) and approach minimums] do not require its use, and] b) Unavailability of Autopilot] is acceptable to the crew.]
10-2	Yaw Damper System					Deleted, Revision 1.]
10-3	Autopilot Control Wheel Disengage Switches	C	2	1		One may be inoperative provided] Autopilot System is not used at] less than Initial Approach] Altitude.]
		B	2	0		May be inoperative provided:] a) Autopilot System is] considered inoperative and] is not used,] b) Enroute procedures (i.e.,] RVSM) and approach minimums] do not require its use, and] c) Unavailability of Autopilot] is acceptable to the crew.]
10-4	Autopilot Disconnect Aural Alert	B	1	0		May be inoperative provided:] a) Autopilot System is] considered inoperative and] is not used,] b) Enroute procedures (i.e.,] RVSM) and approach minimums] do not require its use, and] c) Unavailability of Autopilot] is acceptable to the crew.]

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23 COMMUNICATIONS						
11-1	VHF Communications Radios	D	-	-	-	Any in excess of those required by FAR may be inoperative, provided: a) They are not powered by an Emergency Bus, and b) Their use is not required for accomplishment of Emergency Procedures.
12-1	HF System	D	1	0	0	May be inoperative provided procedures do not require its use.
21-1	ACARS System	C	1	0	0	(O)May be inoperative provided alternate communications and/or reporting procedures are established and used.
		D	1	0	0	May be inoperative provided communications and reporting procedures do not require its use.
***	1) Printer	C	1	0	0	(O)May be inoperative provided alternate communications and/or reporting procedures are established and used.
		D	1	0	0	May be inoperative provided communications and reporting procedures do not require its use.
22-1	Selective Call System (SELCAL)	C	1	0	0	(O)May be inoperative provided alternate crew calling/alerting procedures are established and used.
		D	1	0	0	May be inoperative provided crew calling/alerting procedures do not require its use.

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23	COMMUNICATIONS				
31-1	Passenger Address System				
1)	Passenger Configuration	B	1	0	(O)May be inoperative provided:] a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and] b) Flight Deck/Cabin Interphone System and Aural Alerting (Chime) operates normally.]
					NOTE: Any Station that operates normally may be used.]
2)	Cargo Configuration	D	1	0	(O)May be inoperative provided alternate communication procedures are established and used whenever persons other than required crewmembers are carried.]
35-1	Active Noise Control System				
1)	Passenger Configuration	C	1	0	(M)May be inoperative provided system is deactivated.
2)	Cargo Configuration	D	1	0	

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23	COMMUNICATIONS			
40-1	Crewmember Interphone System			
1)	Flight Deck to B Cabin, Cabin to Flight Deck, Cabin to Cabin	1	0	(O)May be inoperative provided: a) Passenger Address (PA) System operates normally and can be used as an alternate communications link between the Flight Deck and the Cabin, and b) Alternate communication procedures between the affected Flight Attendants Station(s) and the Flight Deck are established and used. NOTE: Any Station that operates normally may be used.
2)	Flight Deck to C Ground	1	0	(O)May be inoperative provided alternate procedures are established and used.

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23	COMMUNICATIONS			
42-1	Flight Deck to Ground Interphone (Including call and chime function)			Incorporated into Item 23-40-1, Revision 1.]

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23	COMMUNICATIONS				
42-2	Alerting Systems Chime/Light(s))				
1)	Flight Deck Call Light	B	1	0	May be inoperative provided the Flight Deck Chime operates normally. NOTE: The Flight Deck Chime must always be operative.
2)	Flight Attendant Call Lights	B	-	0	May be inoperative provided: a) Passenger Address (PA) System operates normally, and b) Affected Light is not used for Lavatory Smoke Detector Alerting.
3)	Flight Attendant Chime	B	-	0	May be inoperative provided: a) Passenger Address (PA) System operates normally, and b) Affected Chime is not used for Lavatory Smoke Detector Alerting.
51-1	Flight Deck Loudspeakers	C	2	0	May be inoperative provided: a) Normal, Alternate, Abnormal and/or Emergency procedures do not require their use, b) Flight Deck Interphone System operates normally, and c) Headsets are installed, operate normally and are used.

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23	COMMUNICATIONS				
51-2	Headsets/ Microphones	C	-	-	Any in excess of those required for Flight Deck Crewmembers (including Official Observer in Observer Seat) may be inoperative.
51-3	Boom Microphones				
	1) Cockpit Voice Recorder Equipped to Record Boom Microphone IAW FAR	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	
61-1	Static Dischargers				Deleted, Revision 1. Approved Limitations regarding flight with missing Static Dischargers are contained in the Configuration Deviation List (CDL).
71-1	Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.

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----- 23	COMMUNICATIONS			
	81-1 Radio Tuning Unit (RTU)			Deleted, Revision 1.]

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24	ELECTRICAL POWER			
21-1	Main AC Generator			
	1) Right Generator			Deleted, Revision 1.]
21-2	Main AC Generator			Deleted, Revision 1.]
	Fault Lights			
22-1	APU Generator			Deleted, Revision 1.]
22-2	APU Generator			Deleted, Revision 1.]
	Fault Light			
23-1	AC Inverters	B 2	1	

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24	ELECTRICAL POWER				
31-2	DC Transformer Rectifiers (TRU's)				
1)	Center TRU	B	1	0	(M)May be inoperative provided: a) Left and Right TRU's are verified to operate normally before the first flight of each flight day, b) DC Bus Tie function is verified to operate normally before the first flight of each flight day, c) Left DC Utility Bus is considered inoperative, d) Taxi Light is considered inoperative, e) For night operations both Landing Lights operate normally, f) Backup (spare) Navigation Lights are considered inoperative, and g) For night operations, four (4) appropriately colored Navigation Lights operate normally at all positions (one on each Wingtip, and two on either side of the Rear Fuselage).

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24	ELECTRICAL POWER			
31-2	DC Transformer Rectifiers (TRU's) (Cont'd)			
2)	Right TRU	B 1	0	(M)May be inoperative, for Day operations only, provided: a) Left and Center TRU's are verified to operate normally before the first flight of each flight day, b) DC Bus Tie function is verified to operate normally before the first flight of each flight day, c) Right DC Utility Bus is considered inoperative, d) Wing Inspection Lights are considered inoperative, e) Ground De-Icing Procedures do not require use of Wing Inspection Lights, f) Flight Crew Foot Warmer Air Heating Systems are considered inoperative, g) On Aircraft Serial Numbers #19 and previous, Right Windshield Wiper is considered inoperative, and h) On Aircraft Serial Numbers #19 and previous, approach minimums do not require Windshield Wipers' use, and airplane is not operated in precipitation within 5 nautical miles of airport of takeoff or intended landing.
31-3	DC BUS TIE Fault Lights			Deleted, Revision 1.

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24	ELECTRICAL POWER				
32-1	EICAS Battery Temperature Indications	C	4	3	(M)(O)One may be inoperative] provided:] a) Affected Battery's EICAS BAT] OVTEMP Aural and Visual] Warnings are verified to] annunciate normally before] the first flight of each] flight day,] b) Affected Battery's Battery] Overheat connector is] verified to be correctly] installed before the first] flight of each flight day,] c) Affected Battery's] Ventilating System operates] normally,] d) Affected Battery's DC] Voltage and Amperage] Indications operate] normally, and] e) Procedures are established] and used to monitor affected] Battery's condition (Voltage] and Amperage) throughout] flight.]
32-2	Battery Ventilating Systems				Deleted, Revision 1.]

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24	ELECTRICAL POWER				
33-1	EICAS DC Voltage Indications	C	4	2	(M)Left (L BAT), and Right (R BAT) Indications may be inoperative provided: a) Associated Batteries' EICAS Temperature Indications operate normally, b) Associated Batteries's Amperage Indications operate normally, and c) Associated DC Busses are verified to operate normally.
33-2	AC Voltage Indication	C	2	0	(M)May be inoperative provided: a) Associated AC Generator(s), and both DCU's are verified to operate normally, b) Associated AC Busses are verified to operate normally before the first flight of each flight day, and c) EICAS AC GEN BUS FAULT Aural and Visual Indications for associated AC Generator(s) is verified to annunciate normally.
33-3	EICAS Battery Amperage Indications	C	4	2	(M)Left (L BAT), and Right (R BAT) Indications may be inoperative provided: a) Associated Batteries' EICAS Temperature Indications operate normally, b) Associated Batteries's Voltage Indications operate normally, and c) Associated DC Busses are verified to operate normally.

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			3.	NUMBER REQUIRED FOR DISPATCH	
24	ELECTRICAL POWER				
40-1	AC External Power System	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
60-1	DC Utility Buses				
	1) Left DC Utility Bus	B	1	0	(M)May be inoperative provided: a) Right DC Utility Bus operates normally, b) Left and Right TRU's operate normally and are verified to operate normally before the first flight of each flight day, c) DC Bus Tie function is verified to operate normally before the first flight of each flight day, d) Taxi Light is considered inoperative, e) For night operations both Landing Lights operate normally, f) Backup (spare) Navigation Lights are considered inoperative, g) For night operations, Navigation Lights operate normally at all positions (both Wings, and Tail).

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24	ELECTRICAL POWER			
60-1	DC Utility Buses (Cont'd)			
2)	Right DC Utility Bus	B 1	0	(M)May be inoperative provided: a) Left DC Utility Bus operates normally, b) Left and Center TRU's are verified to operate normally before the first flight of each flight day, c) DC Bus Tie function is verified to operate normally before the first flight of each flight day, d) Wing Inspection Lights are considered inoperative, e) Ground De-Icing Procedures do not require use of Wing Inspection Lights, f) Flight Crew Foot Warmer Air Heating Systems are considered inoperative, g) On Aircraft Serial Numbers #19 and previous, Right Windshield Wiper is considered inoperative, and h) On Aircraft Serial Numbers #19 and previous, approach minimums do not require Windshield Wipers' use, and airplane is not operated in precipitation within 5 nautical miles of airport of takeoff or intended landing.

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25	EQUIPMENT/FURNISHINGS				
10-1	Captain and First Officer Seat Armrests				
1)	Outboard Armrests	C	2	0	May be inoperative provided armrest position is suitable to affected flight crewmember(s).
2)	Inboard Armrests	C	2	0	(M)May be inoperative provided: a) Affected Armrest(s) is secured in stowed position, and b) Armrest position is suitable to affected flight crewmember(s).
11-1	Observer's Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A Passenger Seat in the Passenger Cabin is made available and is acceptable to the an FAA Inspector for the performance of official duties, and b) Operations are limited to not more than two (2) flight days before repairs are made.

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25	EQUIPMENT/FURNISHINGS				
11-1	Observer's Seat (Including Associated Equipment) (Cont'd)	A	1	0	May be inoperative provided: a) The Primary Observer Seat is available with the required minimum safety equipment (i.e. Safety Belt/Shoulder Harness, Oxygen), and is acceptable to an FAA Inspector for the performance of official duties, and] b) Operations are limited to not more than two (2) flight days before repairs are made.] NOTE 1: These provisos are intended to provide for occupancy of the above Seat by an FAA Inspector when minimum safety equipment (i.e. Safety Belt/Shoulder Harness, Oxygen) 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.
12-1	Flight Crew Footwarmer Heat System (Floor Heating Mats)	C	2	0	(M)May be inoperative provided: a) Affected System(s) are deactivated, and] b) Associated Switches remain in the OFF position.]

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25	EQUIPMENT/FURNISHINGS				
21-1	Passenger Seat(s)	C	-	-	May be inoperative provided:] a) Seat(s) does not block an] Emergency Exit,] b) Seat(s) does not restrict] any passenger from access to] the Main Aisle, and] c) Affected Seat(s) are blocked] and placarded, "DO NOT] OCCUPY."]] NOTE 1: A Seat with an inoperative] Seat Belt is considered] inoperative.]] NOTE 2: Inoperative Seats do not] affect the required number] of Flight Attendants.]] NOTE 3: Affected Seat(s) may] include the Seat(s) behind] and/or adjacent outboard] Seat(s).]

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25	EQUIPMENT/FURNISHINGS				
21-1	Passenger Seat(s) (Cont'd)				
1)	Recline Mechanism	C	-	-	(M)May be inoperative, and Seat occupied, provided Seat Back is secured in the upright position.
2)	Head Injury Criteria (HIC) Damper	C	-	-	(M)May be inoperative, and Seat occupied, provided the Seat behind is blocked and placarded, "DO NOT OCCUPY."
3)	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 and used to alert Cabin Crew of inoperative Restraining Bars.
4)	Electrical/ Electronic Systems/ Components	C	-	-	(M)May be inoperative, and Seat occupied, provided associated component(s) is deactivated.
21-3	Seat Table	C	-	-	(M)May be inoperative provided the table(s) is secured in the stowed position or removed.
21-4	FASTEN SEAT BELT WHILE SEATED Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.

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25	EQUIPMENT/FURNISHINGS			
24-1	Flight Attendant Seat Assembly (Single or Dual Position)			
1)	Required Flight B Attendant Seats	-	-	(M)(O)One Seat or Seat Assembly (Dual Position) may be inoperative provided: a) Affected Seat or Seat Assembly is not occupied, b) Flight Attendant(s) displaced by inoperative Seat(s) occupies the Passenger Seat most accessible to the inoperative Seat(s), c) Alternate procedures are established as published in Crewmember Manuals, d) Folding type Seat is stowed or secured in the RETRACTED position, and e) Passenger Seat assigned to Flight Attendant(s) is placarded "FOR FLIGHT ATTENDANT ONLY."
				NOTE 1: A automatically folding Seat that will not stow automatically is considered inoperative.
				NOTE 2: A Seat Position with an inoperative or Lap Belt and/or Shoulder Harness is] considered inoperative.
				(Continued)

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25	EQUIPMENT/FURNISHINGS				
24-1	Flight Attendant Seat Assembly (Cont'd)				NOTE 3: The above provisos apply] only to required Flight] Attendant Seats.] Individual operators, when] operating with inoperative] Seat(s) will consider the] locations and combinations] of Seats to ensure that] the proximity to Exits and] distribution requirements] of the applicable FAR are] met.]
(Continued)					

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25	EQUIPMENT/FURNISHINGS				
24-1	Flight Attendant Seat Assembly (Cont'd)				
***	2) Excess Flight Attendant Seats	C	-	-	(M)May be inoperative provided: a) Affected Seat or Seat Assembly is not occupied, b) Folding type Seat is stowed or secured in the RETRACTED position. NOTE 1: A automatically folding Seat that will not stow automatically is considered inoperative. NOTE 2: A Seat Position with an inoperative or Lap Belt and/or Shoulder Harness is considered inoperative. NOTE 3: The above provisos apply only to required Flight Attendant Seats. Individual operators, when operating with inoperative Seat(s) will consider the locations and combinations of Seats to ensure that the proximity to Exits and distribution requirements of the applicable FAR are met.

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25	EQUIPMENT/FURNISHINGS				
25-1	First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided: a) Required distribution is maintained, and b) Incomplete First Aid Kits are clearly marked, "INCOMPLETE."
26-1	Overhead Bins ***	C	-	-	(M)May be inoperative provided: a) No unsecured items are carried in affected Bin(s), b) Associated Bin Door(s) is secured closed, or removed, and c) Security, distribution of, and access to required Emergency Equipment is maintained.
64-1	Emergency Locator Transmitter (ELT)	C	-	-	Any in excess of those required by FAR may be inoperative.
65-1	Cabin Emergency Flashlight Holder/Flashlight	C	-	0	May be inoperative or missing provided the crewmember assigned to the associated position has a normally operating Flashlight, of equivalent characteristics, readily available.

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25	EQUIPMENT/FURNISHINGS				
81-1	Passenger Convenience Items	-	-	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, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. NOTE: Lavatory door ash trays and trolley turn buttons are not considered passenger convenience items.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
15-1	Lavatory Smoke Detection System	C	-	-	For each Lavatory, the Lavatory Smoke Detection System may be inoperative provided associated Lavatory Fire Extinguisher System operates normally.
		C	-	-	(M)(O)For each Lavatory, the Lavatory Smoke Detection System may be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Lavatory Door is locked closed and placarded "INOPERATIVE- DO NOT ENTER," and c) Lavatory is not used for any purpose.
					NOTE 1: These provisos are not intended to prohibit Lavatory inspections by crewmembers.
					NOTE 2: A lavatory Smoke Detection System is not required for all-cargo operations.
15-2	Cargo Compartment Smoke Detectors	C	-	0	May be inoperative provided Cargo compartment remains empty.
					NOTE: These provisions are not intended to preclude the carriage of empty Cargo Containers, Pallets, Ballast, etc.

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26	FIRE PROTECTION				
23-1	Lavatory Fire Extinguisher System	C	-	-	For each Lavatory, the Lavatory Fire Extinguisher System may be inoperative provided associated Lavatory Smoke Detector System operates normally.
		C	-	-	(M) (O) For each Lavatory, the Lavatory Fire Extinguisher System may be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Lavatory Door is locked closed and placarded "INOPERATIVE - DO NOT ENTER," and c) Lavatory is not used for any purpose.
					NOTE 1: These provisos are not intended to prohibit Lavatory inspections by crewmembers.
					NOTE 2: A Lavatory Fire Extinguisher System is not required for all-cargo operations.
24-1	Cargo Compartment Fire Extinguisher System	C	-	0	May be inoperative provided Cargo compartment remains empty.
					NOTE: These provisions are not intended to preclude the carriage of empty Cargo Containers, Pallets, Ballast, etc.

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26	FIRE PROTECTION				
24-2	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative Fire Extinguisher(s) is tagged "INOPERATIVE," removed from installed location, and placed out of sight so it cannot be mistaken for an operative unit, and b) Required distribution is maintained.

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27		FLIGHT CONTROLS				
12-1	Aileron (ROLL) Trim Systems					
1)	Standby (STBY) System	C	1	0	(M) (O) May be inoperative provided:	
					a) Standby Trim System is deactivated,	
					b) Main Aileron (ROLL) Trim Position Indication operates normally,	
					c) Right Trim Tab is verified to be in the neutral position before each departure,	
					d) Main Aileron (ROLL) Trim System is verified to operate normally through full range of travel before each departure, and	
					e) Rudder (YAW) Trim System is verified to operate normally through full range of travel before each departure.	

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27	FLIGHT CONTROLS					
13-1	Aileron (ROLL) Trim Position Indications	C	2	1		Standby Aileron Trim Position Indication may be inoperative for an inoperative Standby (STBY) Aileron Trim System.
		C	2	1		(M)Either Standby or Main Aileron Trim Position Indication may be inoperative provided: a) Both Aileron (ROLL) Trim Systems operate normally, and are verified to operate normally through full range of travel before each Departure, b) Associated Trim Tab is verified to be in the neutral position before each departure, and c) Aileron (ROLL) Trim System with operative Position Indication is used throughout the flight.
21-1	Pedal Damper					Deleted, Revision 1.
23-1	YAW Trim Indication					Deleted, Revision 1.

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27	FLIGHT CONTROLS				
32-1	Elevator Trim Synchronizer System (Aircraft with Mechanical Elevator Control Systems)				Deleted, Revision 1.]
33-1	PITCH Trim Indications	B	2	1	(M) (O) One may be inoperative provided:] a) Both Pitch Trims are verified to operate normally through full range of travel before each departure, and] b) Procedures utilizing EICAS Flight Control Synoptic Page, are established and used before each takeoff, to assure that Pitch Trim is set correctly for selected Takeoff Flap and C.G. position.]

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27	FLIGHT CONTROLS				
50-1	Flap System	A	1	0	(M)(O)May be inoperative in Zero Flap position provided: a) Flap Control Valve is deactivated and secured, b) Flaps are verified to be in the Zero degree position before each departure, c) Flap Handle remains in the "0" (Zero) degree Position, d) Crew Operating Procedures are established and used to assure that GPWS FLAP Pushbutton is selected to OFF before commencement of each approach/landing, e) Only Pilots-in-Command who are qualified and current to perform Zero Flap Approach and Landing are permitted to conduct approach and landing operations, and f) Appropriate AFM Zero Flap Limitations, Procedures and performance adjustments are applied.

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28 FUEL					
21-1	Single Point Pressure Refueling	C	1	0	(M)May be inoperative provided acceptable alternate fueling procedures are established and used.]
21-2	Pressure Fueling Cap	C	1	0	(M)May be inoperative provided Cap is removed.]
21-3	Defuel Valve	C	1	0	(M)May be inoperative provided valve is deactivated, and verified to be, in the Closed Position.]
21-4	Refuel Valves	C	2	0	(M)May be inoperative provided: a) Affected Valve(s) is deactivated, and verified to be, in the Closed Position, and] b) Acceptable alternate fueling procedures are established and used.]
21-5	Refuel Panel (Wing)	C	1	0	(M)May be inoperative provided: a) Panel is deactivated, and] b) Acceptable alternate fueling procedures are established and used.]

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28	FUEL				
22-1	Fuel Interconnect Valve	C	1	0	(M)May be inoperative provided: a) Interconnect Valve is deactivated, and verified to be in the Closed Position, b) Cockpit Fuel Quantity Indications operate normally, c) All EICAS Fuel Crossfeed Indications (FUEL XFEED L/R, Direction Arrows, & Secondary EICAS Valve Position Synoptic) are verified to operate normally, d) Crossfeed Valve is verified to operate normally, and e) Both Electrical Fuel Boost pumps are verified to operate normally.
22-2	EICAS Fuel Crossfeed Indications (FUEL XFEED L/R, Direction Arrows, & Secondary EICAS Valve Position Synoptic)	B	-	0	(M)May be inoperative provided: a) Cockpit Fuel Quantity Indications operate normally, b) Crossfeed Valve is verified to operate normally before each departure, and c) Both Electrical Fuel Boost pumps are verified to operate normally before each departure.
22-3	Fuel Temperature Indication				Deleted, Revision 1.
41-1	Fuel Quantity Indications (Cockpit)				Deleted, Revision 1.

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28	FUEL				
41-2	Fueling Panel Fuel Quantity Indicator	C	1	0	(M)May be inoperative provided fuel quantity is verified by an acceptable alternate procedure.
41-3	L & R FUEL QTY LO Indications				Deleted, Revision 1.
42-1	Dipsticks	C	4	0	(O)May be inoperative provided the fuel quantity for associated tank(s) is verified by an acceptable alternate procedure.

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29	HYDRAULIC POWER				
12-1	Hydraulic Standby Pump Automatic Control Systems				Deleted, Revision 1.]
30-1	Hydraulic Fluid Quantity Indications (EICAS)				Deleted, Revision 1.]
30-2	Utility Hydraulic Accumulator Pressure Indications (EICAS)	C	2	1	(M)One may be inoperative provided Pressure of associated Accumulator is verified to be normal before each departure.]

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30	ICE AND RAIN PROTECTION					
10-1	Airfoil Deicer Boot System	B	1	0		(M)May be inoperative provided: a) Deicing Timer is] deactivated,] b) ICE PROTECTION Panel L/R AIR] SPLY Switches remain in the] SUPPLY OFF Position,] c) Suction hold down is verified to operate normally, and d) Airplane is not operated in known or forecast icing conditions.
11-1	Wing and Stabilizer Air Valves	C	2	1		(M)(O)One may be inoperative] provided: a) Both Air Conditioning Packs operate normally, and b) Affected Valve is verified] to be in the Closed] Position,] c) APU and Pneumatic Crossover] Valve (XVLV) are verified to] operate normally before the] first flight of the flight] day, and] d) Alternate crew operating] procedures are established] and used to assure adequate] Deicing Air supply during] low power and/or high] altitude operations in icing] conditions.]

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30	ICE AND RAIN PROTECTION				
12-1	Deicing Timer	B	1	0	(M)May be inoperative provided:] a) Deicing Timer is] deactivated,] a) ICE PROTECTION Panel L/R AIR] SPLY Switches remain in the] SUPPLY OFF Position,] b) Suction hold down is] verified to operate] normally, and] c) Airplane is not operated in] known or forecast icing] conditions.]
20-1	Engine Air Intake Anti-Ice Systems				Deleted, Revision 1.]
20-2	Ice Detection *** System	C	1	0	(M)(O)May be inoperative provided:] a) System is deactivated, and] b) Alternate ice recognition] and actioning procedures are] established and used.]
20-3	Ice Indicator	C	1	0	(O)May be damaged or missing] provided alternate ice recognition] procedures are established and] used.]

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30	ICE AND RAIN PROTECTION				
31-1	Left and Right (Main) Pitot Tube Heaters	B	2	1	(M)(O)Except as required for RVSM] operations, one may be inoperative] provided:] a) Remaining Main Pitot Tube] Heater is verified to] operate normally,] b) Standby Pitot Tube Heater is] verified to operate] normally,] c) Flight is conducted during] day VMC conditions,] d) Airplane is not operated in] visible moisture or known or] forecast icing conditions,] and] e) Crew operating procedures] are established and used to] assure that, after Engine] Start, Master Caution is] reset following annunciation] of associated PITOT HEAT] FAULT Caution.]

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30	ICE AND RAIN PROTECTION				
31-2	Standby Pitot Tube B Heater	B	1	0	(M)(O)Except as required for RVSM Operations, may be inoperative provided: a) Both Left and Right (Main) Pitot Tube Heaters are verified to operate normally, b) Flight is conducted during day VMC conditions, c) Airplane is not operated in visible moisture or known or forecast icing conditions, and d) Crew operating procedures are established and used to assure that, after Engine Start, Master Caution is reset following annunciation of associated PITOT HEAT FAULT Caution.
31-3	Pitot Heat Fault Indications	B	3	0	(M)May be inoperative provided: a) All Main and Standby Pitot Heaters are verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.
32-1	Angle of Attack Sensor Heaters	C	2	1	(M)May be inoperative provided: a) Associated Angle of Attack Sensor is verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.

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30	ICE AND RAIN PROTECTION				
32-2	Total Air Temperature (TAT) Probe Heater	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.]
42-1	Windshield Heaters				Deleted, Revision 1.]
45-1	Windshield Wipers	C	2	1	One may be inoperative provided: a) Airplane is not operated in precipitation within 5 nautical miles of airport of takeoff or landing, and b) Approach minimums do not require it use.]
	1) HI Speed Modes				Deleted, Revision 1.]
	2) LO/INT Speed Modes	C	4	0	Deleted, Revision 1.]
60-1	Propeller De-Ice Systems	B	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.

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31	INDICATING/RECORDING SYSTEMS			
21-1	Clock	C -	1	May be inoperative provided at least one operates normally at either the pilot's or copilot's station.

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31	INDICATING/RECORDING SYSTEMS				
31-1	Flight Data Recorder (FDR) System				
***	1) Analog Flight Data Recorder (FDR)	A	1	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 b) Repairs are made within three flight days.
***	2) Digital Flight Data Recorder System (DFDR)				
	a) Parameters A required by FAR	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 b) Repairs are made within three flight days.
***	b) Parameters C not required by FAR	C	-	0	

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31	INDICATING/RECORDING SYSTEMS				
43-1	Engine Indicating Crew Alerting System (EICAS)				
1)	Primary (Left) EICAS Display	B	1	0	(O)May be inoperative provided: a) Secondary EICAS Display operates normally and is configured to serve as primary EICAS Display, and b) Alternate procedures are established and used, as appropriate, to utilize Secondary EICAS Display for accomplishment of relevant portions of Normal, Abnormal, and Emergency Procedures.
2)	Secondary (Right) EICAS Display	B	1	0	(O)May be inoperative provided: a) Primary EICAS Display operates normally, and b) Alternate procedures are established and used, as appropriate, to utilize Primary EICAS Display for accomplishment of relevant portions of Normal, Abnormal, and Emergency Procedures.

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31	INDICATING/RECORDING SYSTEMS					
50-1	Master Warning Lights	A	2	1		One may be inoperative provided: a) Master Warning Aural Alert] is verified to operate] normally before each] departure, b) EICAS Warnings operate normally, c) Approach minimums do not] require its use, and] d) Repairs are made within two flight days.
	1) Master Warning Light(s) and Aural Alerts associated with inoperative equipment, deferred IAW the MMEL	-	-	-		May be inoperative for the duration] specified for the subject Item.]]]]]]

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31	INDICATING/RECORDING SYSTEMS					
50-2	Master Caution Lights	A	2	1		One may be inoperative provided: a) Master Caution Aural Alert is verified to operate] normally before each flight,] b) EICAS Cautions operate normally,] c) Approach minimums do not] require its use, and] d) Repairs are made within two flight days.
	1) Master Caution Light(s) and Aural Alerts associated with inoperative equipment deferred IAW the MMEL	-	-	-		May be inoperative for the duration] specified for the subject Item.]]]]]]]
50-5	Altitude Aural Alert					Moved to Item 34-41-2, Revision 1.]
50-6	Overspeed Warning Aural Alert					Deleted, Revision 1.]

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR			
31-1	Landing Gear Control Downlock Latch Solenoid			Deleted, Revision 1.]
31-2	Landing Gear Extension/ Retraction System	A 1	0	(M) (O) May be inoperative provided:] a) Landing Gear Handle remains] in the Down/Locked Position,] and Landing Gear are pinned] in the Extended Position,] b) Appropriate AFM "Operations] with Landing Gear Extended,"] Limitations, Procedures, and] performance adjustments are] applied,] c) Overwater operations are] prohibited,] d) Airplane is not operated in] known or forecast icing] conditions, and] e) Repairs are made within two] flight days.
42-1	Parking Brake Indication (EICAS)			Deleted, Revision 1.]
43-1	Anti-Skid System			Deleted, Revision 1.]

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33	LIGHTS			
10-1	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 they are 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.
20-1	Cabin Interior Illumination System	C -	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their assigned duties.

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33	LIGHTS				
22-1	Passenger Notice System ("No Smoking/Fasten Seat Belt/Return to Cabin") Signs	C	-	-	(M)No passenger seat, cabin attendant seat, or lavatory may be occupied from which a "No Smoking/Fasten Seat Belt/Return to Cabin" sign(s) is not readily legible or that seat or lavatory must be blocked and placarded: "DO NOT OCCUPY".
		C	-	-	(O)"No Smoking/Fasten Seat Belt/Return to Cabin" sign(s) may be inoperative, and associated passenger seat(s), cabin attendant(s) seat(s) or lavatory may be occupied provided: a) Passenger Address System operates normally, and can be clearly heard throughout the cabin during flight, and b) PA System is used to alert cabin crew and to notify passengers when seat belts should be fastened, smoking is prohibited, and return to cabin is required.
31-1	Cargo Compartment Light	C	-	0	May be inoperative provided acceptable alternate lighting is sufficient for crewmembers, and/or ground personnel to perform their duties.
41-1	Taxi Light	C	1	0	May be inoperative for night operations provided Both Landing Lights operate normally.
		C	1	0	May be inoperative for day operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
43-2	Anti-Collision Beacons (BCN)				
	1) Low Intensity (LO) Mode	C	1	0	May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	2) Beacon Mode (HI)	C	1	0	May be inoperative provided Wing Tip Strobe Lights are installed and operate normally in the Beacon (B/M) Mode.
44-1	Wing Inspection Lights	C	2	0	May be inoperative for Day operations provided Ground De-Icing Procedures do not require their use.
44-2	Ice Indicator Light	C	1	0	(O)May be inoperative provided for Day operations provided: a) Ground De-Icing Procedures do not require their use, and b) An alternate procedures for identifying airfoil icing are established and used.
45-1	Logo *** Lights	D	2	0	
46-1	Stair Light System	C	1	0	May be inoperative provided acceptable alternate lighting is used to board and/or deplane passengers.

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33	LIGHTS				
51-1	Cockpit Emergency Instrument Lighting System				Deleted, Revision 1.]
51-2	General Illumination Passenger Cabin Lights (Cove Mounted)				Deleted, Revision 1.]
51-3	Emergency Exit Sign				
	1) Bulbs				Deleted, Revision 1.]
51-4	Emergency Exit Locator Sign				
	1) Bulbs				Deleted, Revision 1.]
51-5	Floor Proximity Escape Path Marking System	C	1	1	Individual Lights may be inoperative provided FAA Approved Minimum Acceptable Lighting Levels specified in one of the following Documents are complied with:] a) FAA Engineering Approval Letter, or] b) FAA Approved Report of the Type Design Holder, or] c) Limitations and Conditions Section of the applicable Supplementary Type Certificate (STC), or] d) An FAA Approved Report incorporated in the Master Drawing List of the applicable STC.]

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33	LIGHTS				
51-6	Exterior Emergency C Lights		6	0	May be inoperative for day operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
13-1	Pitot/Static System				
	1) Standby System				Deleted, Revision 1.]
23-1	Flight Directors	C	2	0	May be inoperative provided approach minimums do not require their use.
25-1	Standby 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 Gyros or INS (IRU) stabilized Compass Systems operate normally, and] b) The airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on enroute portion of flight.]
		B	1	0	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 are used in conjunction with Approved Free Gyro Navigation Techniques.]

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34	NAVIGATION				
31-1	VHF Navigation Receivers (VOR/ILS)	C	-	-	Any in excess of those required by FAR may be inoperative provided: a) System or component is not powered by an emergency power source, and b) System or component is not required to accomplish an emergency procedure.
31-4	Marker Beacon Systems	C	2	0	May be inoperative provided approach minimums do not require their use.
41-1	Radio Altimeter	A	-	0	May be inoperative provided: a) Ground Proximity Warning System (GPWS) is considered inoperative, b) Approach Minimums and/or operating procedures do not require its use, and c) Operations are limited to not more than two flight days before repairs are made.
41-2	Altitude Aural Alert	A	-	0	(0) Except as required by RVSM Operations, may be inoperative provided: a) Autopilot with Altitude Hold operates normally, b) Procedures for maintaining altitude within required limits are established and used, and c) Operations are limited to not more than three flight days before repairs are made.

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34	NAVIGATION				
42-1	Weather Radar System	C	-	-	May be inoperative provided Weather Radar is not required by FAR.]
		D	-	1	May be inoperative provided one Weather Radar System operates normally.]
	1) Stabilization	C	1	0	(M)May be inoperative, and Radar used, provided: a) Tilt Controls operate normally, and b) Antenna is verified to scan in a horizontal plane with the tilt at 0 (zero) degrees.]
***	2) Override Function	C	1	0	(M)(O)May be inoperative in non-Override Mode, provided: a) Radar Weight-on-Wheels Protection System is verified to operate normally, b) Weather Radar is verified to operate normally, and c) Alternate crew operating procedures for activating and deactivating Radar are established and used.]
		D	1	0	May be inoperative provided: a) Weather Radar System is not required by FAR, and b) Mode "S" Switch remains in the OFF Position.]

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34 NAVIGATION					
43-1	Ground Proximity Warning System (GPWS)	A	- 0	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	1) Modes 1 - 4	A	- 0	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	A	- 0	0	May be inoperative provided: a) GPWS is considered inoperative, b) Alternate procedures are established and used, and c) Repairs are made within two flight days.
	3) Glideslope Deviation (Mode 5)	B	2 0	0	
***	4) Advisory Callouts	C	- 0	0	(O)May be inoperative provided alternate procedures are established and used.
***	5) Windshear Mode	C	- 0	0	(O)May be inoperative provided alternate procedures are established and used.
***	6) Enhanced GPWS	C	- 0	0	
45-1	Traffic Collision Avoidance System I(s) (TCAS-I)	C	- 0	0	(M)May be inoperative provided the system is deactivated and secured.

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34	NAVIGATION				
45-1	Traffic Collision	C	-	0	(M)May be inoperative provided the]
***	Avoidance System				system is deactivated and secured.]
	II(s) (TCAS-II)]]
***	1) Combined	C	2	1	(O)One may be inoperative on the]
	Traffic Alert				non-flying pilot side provided TA]
	(TA) and				and RA elements and audio functions]
	Resolution				operate normally on flying pilot]
	Advisory (RA)				side.]
	Dual Display(s)]]
	2) Resolution	C	2	1	(O)One may be inoperative on the]
	Advisory (RA)				non-flying pilot side.]
	Display]]
	System(s)	C	-	0	(O)May be inoperative provided:]
					a) All Traffic Alert (TA)]
					display elements and voice]
					command audio functions]
					operate normally, and]
					b) TA Only mode is selected by]
					the crew.]
	3) TA Display	C	-	0	(O)May be inoperative provided all]
	System(s)				Resolution Advisory (RA) display]
					elements and audio functions]
					operate normally.]
51-1	Radio Compass	D	-	-	Any in excess of those required by]
	System (ADF)				FAR may be inoperative.]
52-1	Distance Measuring	D	-	-	Any in excess of those required by]
	Equipment (DME)				FAR may be inoperative.]

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34		NAVIGATION				
53-1	ATC Transponders and Automatic Altitude Reporting Systems	C	-	-		As required by FAR.]
		D	-	-		Any in excess of those required by FAR may be inoperative, provided Enroute Navigation/Operating requirements (i.e., RVSM) do not require its use.]
60-1	Flight Management System(s) (FMS)	C	-	0		May be inoperative provided Alternate Enroute and Terminal Navigation Procedures, and, with Dual FMS installed, Non-Precision Approach Procedures are established and used.]
						NOTE: Single FMS is not Approved for Approach Procedures. Dual FMS Installations can be Approved for Non-Precision Approach Procedures, only.]
		D	-	0		Procedures do not require its use.]
***	1) Navigation Data Base	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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35	OXYGEN				
12-1	EICAS Flight Deck Oxygen Pressure Indication (OXY PRESS F DECK)	C	1	0	(M)May be inoperative provided: a) Crew Oxygen Bottle Supply Valve is verified to be in the Open Position before each departure, and b) An acceptable alternate procedure is established and used, before each departure, to ensure the oxygen supply is adequate for the proposed flight.
21-1	Passenger Oxygen System	B	1	0	(O)May be inoperative provided: a) Flight is conducted where minimum enroute altitude (MEA) is at or below 14,000 feet MSL, b) Both Air Conditioning Packs operate normally, c) All other components of the pressurization system operate normally, d) Portable Passenger Oxygen Units are provided for 10% of the passengers, e) Passengers are appropriately briefed, and f) Flight remains at or below FL 250.
		C	1	0	(O)May be inoperative provided flight remains at or below 10,000 feet MSL.

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35	OXYGEN				
21-1	Passenger Oxygen System (Cont'd)				
	1) PSU's	C	-	-	(M)(O)May be inoperative without flight altitude restriction provided: a) Associated Seats are blocked and placarded "DO NOT OCCUPY", and b) Units operate normally for all usable Lavatories and Flight Attendant locations.
	2) Automatic Deployment				Deleted, Revision 1.]
30-1	Portable Oxygen *** Unit With Smoke Mask				Relief incorporated into Item 35-31-2, Protective Breathing Equipment (PBE), Revision 1.]
31-1	Portable Passenger D Oxygen (Bottle and Mask)		-	-	(M)Any in excess of those required by FAR may be unserviceable or removed provided: a) Required distribution of serviceable bottles is maintained throughout the aircraft, b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility, and c) Placarding indicating location of the associated inoperative bottle is removed or obscured.

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35	OXYGEN				
31-2 Protective Breathing Equipment (PBE)	D	-	-	-	(M)Any in excess of those required by FAR may be inoperative or removed provided: a) Required distribution of serviceable PBE is maintained throughout aircraft, and b) Placarding indicating location of the associated inoperative or missing PBE is removed or obscured.

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36	PNEUMATIC				
11-1	HP Bleed Air Valves	C	2	1	(M)One may be inoperative provided:] a) Failed Valve is secured and] verified to be in the Closed] Position,] b) Associated HP Valve] Pushbutton remains in the] OFF Position, and] c) All remaining Components and] Indications associated with] the Bleed Air System operate] normally.]]] NOTE: HP FAULT Indication for an] inoperative HP Bleed Air] Valve may be inoperative.]
		C	2	0	(M)Both may be inoperative] provided:] a) Both Failed Valves are] secured and verified to be] in the Closed Position,] b) Both HP Valve Pushbuttons] remain in the OFF Position,] c) All remaining Components and] Indications associated with] the Bleed Air System operate] normally,] d) APU Bleed Air remains ON] throughout flight,] e) Pneumatic Crossover Valve] remains in the Open Position] throughout flight, and] f) Flight remains at or below] FL 250.]]] NOTE: HP FAULT Indications for an] inoperative HP Bleed Air] Valves may be inoperative.]

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36	PNEUMATIC				
11-2	Engine Bleed Air Valves (Pressure Regulating and Shutoff Valves)				
1)	Left Valve	C	1	0	(M)May be inoperative provided:] a) Failed Valve is secured and] verified to be in the Closed] Position,] b) Left Bleed Valve and HP] Valve Pushbuttons remain in] the OFF Position,] c) All remaining Components and] Indications associated with] the Bleed Air System operate] normally,] d) APU Bleed Air remains ON] throughout flight,] e) Pneumatic Crossover Valve] (XVLV) remains in the Open] Position throughout flight,] and] f) Flight remains at or below] FL 250.] NOTE: BLD FAULT Light associated] with for an inoperative Left] Engine Bleed Air Valve may] be inoperative.] (Continued)

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36	PNEUMATIC				
11-2	Engine Bleed Air Valves (Pressure Regulating and Shutoff Valves) (Cont'd)				
	2) Right Valve	C	1	0	(M)May be inoperative provided: a) Failed Valve is secured and verified to be in the Closed Position, b) Right Bleed Valve and HP Valve Pushbuttons remain in the OFF Position, c) All remaining Components and Indications associated with the Bleed Air System operate normally, d) APU Bleed Air remains ON throughout flight, and e) Flight remains at or below FL 250. NOTE: BLD FAULT Light associated with for an inoperative Right Engine Bleed Air Valve may be inoperative.
13-1 ***	Ground Air Supply Connection System	C	1	0	(M)(O)May be inoperative provided alternate procedures are established and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC					
13-2 ***	Ground Air Supply Connection Check Valves	C	2	0		(M)May be inoperative provided:] a) Ground Air Supply Connection] System is considered] inoperative,] b) Ground Connection Duct is] sealed closed with an] acceptable Plug, and] c) Alternate procedures are] established and used.]
21-1	HP FAULT Lights	C	2	1		(M)One may be inoperative provided:] a) Associated HP Bleed Valve is] considered inoperative,] b) Associated HP Bleed Valve is] secured and verified to be] in the Closed Position,] c) Associated HP Valve] Pushbutton remains in the] OFF Position, and] d) All remaining Components and] Indications associated with] the Bleed Air System operate] normally.] NOTE: HP FAULT Indication for an] inoperative HP Bleed Air] Valve may be inoperative.]

(Continued)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
21-1	HP FAULT Lights (Cont'd)	C	2	0	(M)Both may be inoperative] provided:] a) Both HP Bleed Valves are] considered to be] inoperative,] b) Both HP Bleed Valves are] secured and verified to be] in the Closed Position,] b) Both HP Valve Pushbuttons] remain in the OFF Position,] c) All remaining Components and] Indications associated with] the Bleed Air System operate] normally,] d) APU Bleed Air remains ON] throughout flight,] e) Pneumatic Crossover Valve] remains in the Open Position] throughout flight, and] f) Flight remains at or below] FL 250.] NOTE: HP FAULT Indications for an] inoperative HP Bleed Air] Valves may be inoperative.]

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
21-2	BLD FAULT Lights				
	1) Left Light	C	1	0	(M)May be inoperative provided: a) Associated Bleed Air Valve is considered to be inoperative, b) Associated Bleed Air Valve is secured and verified to be in the Closed Position, c) Left Bleed Valve and HP Valve Pushbuttons remain in the OFF Position, d) All remaining Components and Indications associated with the Bleed Air System operate normally, e) APU Bleed Air remains ON throughout flight, f) Pneumatic Crossover Valve (XVLV) remains in the Open Position throughout flight, and g) Flight remains at or below FL 250. NOTE: BLD FAULT Light associated with for an inoperative Left Engine Bleed Air Valve may be inoperative.

(Continued)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
21-2	BLD FAULT Lights (Cont'd)				
2)	Right Light	C	1	0	(M)May be inoperative provided: a) Associated Bleed Air Valve is considered to be inoperative, b) Failed Valve is secured and verified to be in the Closed Position, c) Right Bleed Valve and HP Valve Pushbuttons remain in the OFF Position, d) All remaining Components and Indications associated with the Bleed Air System operate normally, e) APU Bleed Air remains ON throughout flight, and f) Flight remains at or below FL 250. NOTE: BLD FAULT Light associated with for an inoperative Right Engine Bleed Air Valve may be inoperative.
21-4	EICAS Cross Valve (XVLV) Indication	C	1	0	(M)May be inoperative provided; a) Cross Valve is verified to operate normally, and b) All remaining Components and Indications associated with the Bleed Air System operate normally.

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38-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38	WATER/WASTE				
11-01 ***	Potable Water System	C	-	-	(M)May be inoperative provided appropriate procedures are established to deactivate applicable System components (i.e. Tank drained) to prevent its servicing, inspect System for leaks, and to provide for crewmember inspection.
31-01	Lavatory System	C	-	-	(M)May be inoperative provided appropriate procedures are established to deactivate applicable System components (i.e. drain waste), secure Door closed, placard inoperative, and to provide for crewmember inspection.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
11-1	APU Air Intake Door Actuator				Deleted, Revision 1.]
30-1	APU Fuel System				
	1) EICAS Indication				Deleted, revision 1.]
60-1	APU External Control Panel	C	1	0	(M)May be inoperative provided a] person qualified to operate the APU] remains in the cockpit to monitor] APU operations during all ground] APU use.]
70-1	APU TEMP Indication				Deleted, Revision 1.]
70-2	APU RPM Indication				Deleted, Revision 1.]
70-3	APU COWL OPEN Indication	C	1	0	(M) (O)May be inoperative provided:] a) APU Access Cowling is Closed] and verified to be Locked by] qualified Maintenance] Personnel, before each] flight day, and following] any maintenance action] requiring access to the APU,] and] b) Access Cowl is visually] verified to be Closed and] Locked before each] departure.]

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS			
70-1	CREW HATCH OPEN Indication			Deleted, Revision 1.]
70-2	DOOR IND FAULT Indication Switches			Deleted, Revision 1.]

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73-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH	
73	ENGINE FUEL & CONTROL				
30-1	Fuel Flow Sensors	B	2	1	(O)May be inoperative provided:] a) Associated PWR, ITT & NG] Indications operate] normally,] b) Both Fuel Quantity] Indications operate] normally, and] c) Alternate Engine Performance] and Fuel Consumption] monitoring procedures are] established and used.]
30-2	Fuel Used Indication	C	1	0	(O)May be inoperative provided] alternate Fuel Consumption] monitoring procedures are] established and used.]

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75-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
75	BLEED AIR					
10-1	Engine Inlet Duct Anti Ice Pressure Switches	C	2	0		May be inoperative provided:] a) Both Engine (L & R ENG) Ice] Protection Pushbuttons] remain in the OFF Position,] and] b) Aircraft is not operated in] known or forecast icing] conditions.]

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SYSTEM & SEQUENCE NUMBERS	1.	ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77		ENGINE INDICATING			
40-1	Compressor	Discharge Pressure Sensors		Deleted, Revision 1.]
40-2	Compressor	Discharge Temperature Sensors		Deleted, Revision 1.]
40-3	Turbine Outlet	Pressure Sensors		Deleted, Revision 1.]
40-4	Power Section	Turbine Vibration Sensors		Deleted, Revision 1.]
40-5	Compressor	Vibration Sensors		Deleted, Revision 1.]
40-6	Propeller Gearbox	Vibration Sensors		Deleted, Revision 1.]
45-1	Nacelle Interface	Units		Deleted, Revision 1.]

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79-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
25-2	L, R ENG CHIP Indication				Deleted, Revision 1.]
31-1	Engine Magnetic Indicating Plug Sensors				Deleted, Revision 1.]
31-2	Propeller Gearbox Magnetic Indicating Plug Sensors				Deleted, Revision 1.]
31-3	Propeller Gearbox Accessory Drive Magnetic Indicating Plug Sensors				Deleted, Revision 1.]
33-1	Engine Oil Level Sensors	B	2	1	(M)One may be inoperative provided:] a) Adequate Oil Quantity is] verified before each] departure,] c) Associated Engine is] visually inspected to verify] that there is no evidence of] abnormal Oil consumption or] leakage, before the first] flight of the flight day,] and] c) Associated Oil Temperature] Indication operates] normally.]
34-2	Engine Low Oil Pressure Switches				Deleted, Revision 1.]

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79-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

79	ENGINE OIL			
34-4	Propeller Gearbox			Deleted, Revision 1.]
	Low Oil Pressure			
	Switches			