



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, DC

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# Master Minimum Equipment List (MMEL)

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Revision: 25  
Date: 02/02/2018

## ATR – GIE Avions de Transport Régional ATR-42

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
25	02/02/2018	Complete revision. All pages.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
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HIGHLIGHTS OF CHANGE			

The following changes are the Highlights of Changes for **Revision 25**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 10/17/2017 through 10/20/2017 in Miami.

PAGE NO.	EXPLANATION OF CHANGE
Multiple	The final FAA type certification basis for the ATR-GIE ATR 42-500 incorporating modification 5948 is commercially called the ATR 42 '-600' version. (Reference TCDS A53EU)  Revision 25 includes the introduction of the -600 version. Items that are only applicable to the -600 are identified with '(-600)'; conversely items that are not applicable to the -600 are identified with 'except (-600)'.
Multiple	Policy Letter 31 Updates for Emphasis using capitalization e.g. 'OPEN, CLOSED'.
Multiple	All references to FAR have been updated to 14 CFR references.
Multiple	All Crossfeed references have been updated to 'X-FEED' for clarification.
21-1	21-23-1 Overboard Valve, Title clarification.
21-1	21-23-3 Extraction Fan, corrected proviso, removed the word closed.
21-6	21-31-9 Ditch Function, new relief added.
21-7	21-61-3 Title updated for clarification.
22-1	22-16-3 Coupling Function updated for clarification.  22-16-4 Control Wheel Disconnect updated as per Policy Letter 93.
22-2	22-18-2 Flight Director Item relief changed from 'C' to 'B' and updated proviso for clarification.  22-36-2 Autopilot Disconnect Aural, title updated for clarification.
22-3 thru 22-4	22-50-1 Flight Guidance and Control Panel (FGCP) new relief added for -600.
22-4	22-60-1 Index Control Panel (ICP) new relief added for -600.
23-1	23-11-1 Communications Systems (VHF, HF, UHF) updated as per Policy Letter 95 and Policy Letter 106.
23-2 thru 23-3	23-31-1 Passenger Address System (PA) updated as per Policy Letter 9.
23-4 thru 23-6	23-44-1 Crewmember/ Service Interphone System updated as per Policy Letter 9.
23-6 thru 23-7	23-44-2 Handset system updated as per Policy Letter 9.
23-7 thru 23-10	23-44-3 Alerting System (Audio/Visual) updated as per Policy Letter 9.

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
23-11	23-50-1 Flight Deck Headsets Earphones/ Headphones updated as per Policy Letter 58.  23-52-1 Radio Management System (RMS) new relief added for -600.
23-12	23-60-1 Headset Boom Microphones updated as per Policy Letter 58.  23-70-1 Flight Deck Door Visual Surveillance Electric System, new relief added for -600.  23-81-1 Flight Deck Hand Microphones updated as per Policy Letter 58.
24-1	24-21-1 AC No.2 Inverter editorial improvement (AC) added for clarification.  24-21-2 AC INV FAULT Light editorial improvement (AC) added for clarification.  24-21-4 AC BUS OFF Light Systems editorial improvement (AC) added for clarification.  24-21-5 ACW External Power System editorial improvement added "connection" for clarification.
24-2 thru 24-3	24-30-1 DC Generator new relief added for the -600 standard 1 and 2.
24-4	24-69-1 DC AMP Indicator (Left Hand Panel), new relief added.
25-2 thru 25-3	25-20-1 Overhead Storage Bins(s)/Cabin and Galley Storage Compartments/ Closets updated as per Policy Letter 104.
25-4 thru 25-5	25-21-1 Flight Attendant Seat Assembly updated as per Policy Letter 97.
25-5 thru 25-6	25-21-2 Flight Attendant Seat Assembly Single or dual position updated as per Policy Letter 97.
25-7 thru 26-8	25-30-1 Passenger Seats updated as per Policy Letter 79.
25-9	25-40-2 Interior Lavatory Door Ashtray new relief added.
25-10	25-64-2 Flotation Equipment new relief added.  25-64-3 Crash Axes or Crowbars new relief added.  25-65-1 Megaphones updated as per Policy Letter 47.
26-1	26-12-4 #1 Engine NAC Overheat System, new relief added.
26-4	26-17-1 Lavatory Smoke Detection System updated as per Policy Letter 24.
26-5	26-27-1 Lavatory Fire Extinguisher System updated as per Policy Letter 24.
27-2	27-32-2 Standby Pitch Trim new relief added for -600.

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
27-2	27-37-1 Pitch Elevators Coupling System new relief added. 27-37-2 Elevators Clutch Reconditioning Device, new relief added.
27-3	27-61-2 Spoiler Position Indicators, correction of number installed, updated to 2.
28-1	28-21-1 FEED LO PR Light updated relief for addition of -600.
28-2	28-21-5 Feeder Tank Jet Pump, new relief added with (O) procedure for Fuel Load awareness. 28-23-3 X FEED Valve, new relief added. 28-25-1 Refueling Control Panel title updated with the word 'Control' for clarification.
28-3	28-25-4 Refueling Panel Door Indication (on SD Cabin Page), new relief added for the -600. 28-25-5 Refueling Panel Preselected Quantity, new relief added for the -600. 28-25-6 Refueling Panel Fuel Pre-selector, new relief added for the -600.
28-4	28-42-3 Fuel LO LVL Alert, new relief added for the -600. 28-42-4 Fuel Quantity Test System, sequence number change for clarification.
29-2	29-32-3 Pressure Indication SD page new relief added for the -600. 29-32-4 Accumulator Pressure Indicator (Hydraulic Bay) new relief added.
29-3	29-33-2 OVHT Light DC AUX Hydraulic Pump the word 'associated' added for clarification. 29-70-1 BRAKE ACCU HYD Maintenance Panel Controls & Indicators new relief added.
30-2	30-30-1 Pitot Heat proviso updated for clarification.
30-5	30-65-2 Wipers Fast Slow Selection, edited remark for clarification. 30-80-3 ICING AOA Light, new relief added for the -600.
31-1 thru 31-2	31-21-1 Clock new relief added for the -600. 31-31-2 Aircraft Performance Monitor (APM), updated sequence number. 31-31-3 Multi-Purpose Computer (MPC), new relief added for the -600.
31-2 thru 31-3	31-31-4 Printer, new relief added for the -600. 31-32-1 Flight Data Recorder System (FDR) Updated as per Policy Letter 87.

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
31-6	31-60-1 Display Unit (DU) new relief added for the -600. 31-60-2 Multi-Function Control Panel (MCP) new relief added for the -600.
31-7 thru 31-8	31-60-3 EFIS Control Panel (EFCP), new relief added for the -600.
31-8	31-60-4 Index Control Panel (ICP), new relief added for the -600. 31-60-5 Multifunction Control Display Unit (MCDU), new relief added for the -600. 31-60-6 Display Unit (DU) Switch Reversion, new relief added for the -600.
32-1	32-45-1 CCAS Parking Brake Light (CAP Panel) added for clarification.
32-2	32-45-2 PRKG BRK ON Indication, new relief added for the -600.
33-1	33-10-1 Cockpit/Flight deck/Fight Compartment and Instrument Light Systems updated as per Policy Letter 77.
33-2	33-16-4 Passenger Lighted Information System updated as per Policy Letter 123.
33-4	33-41-1 Navigation Position Lights updated for clarification and Modification number was corrected. 33-42-1 Landing Light System, proviso updated with night reference.
33-5	33-49-1 Wing Inspection Lights updated as per Policy Letter 72. 33-49-2 Ice Evidence Probe Light, proviso updated with night reference.
33-6	33-50-3 Ceiling Emergency Lightning new relief added. 33-51-1 Exterior Emergency Lights, proviso updated with night reference.
34-1	34-11-1 Air Data Computer (ADC) new relief added for the -600 standard 1 and 2.
34-2	34-13-3 Overspeed Warning System updated for clarification and (M) item added.
34-3	34-29-1 Integrated Electronic Standby Instrument (IESI) new relief added for the -600. 34-36-1 Instrument Landing System (ILS), new relief added.
34-4	34-38-1 Airport Navigation Function, new relief added for the -600.
34-5	34-42-1 Radio Altimeter System, new relief added.
34-7	34-48-1 Ground Proximity Warning System – GPWS updated as per Policy Letter 54.

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
34-8	34-48-2 Terrain System – Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions updated as per Policy Letter 54.  34-48-3 Terrain Displays updated as per Policy Letter 54.
34-9	34-61-1 Flight Management Application (FMA), new relief added for the -600.  34-61-2 Navigation Database, new relief added for the -600.
35-1	35-15-1 Protective Breathing Equipment, updated as per Policy Letter 43.  35-15-2 Bottle Gauge, new relief added.  35-17-2 Supplemental Passenger Oxygen System, Deleted and replaced by item 35-20-1.  35-20-1 Passenger Oxygen System, new relief added.  35-20-3 Passenger Service Unit (PSU), new relief added.  35-65-1 Oxygen Manual Release Tool, new relief added.
42-1	42-11-1 IOM AP, new relief added for the -600.
46-1	46-25-1 Electronic Flight Bag (EFB) new relief added for the -600.
52-1	52-11-1 DOORS Alert Light Systems updated for clarification.  52-12-1 Passenger Door Torque Tube, new relief added.  52-12-2 Passenger Door Kinematics Motorized Function, new relief added.
52-2	52-41-1 Service Door Hold latch activation system updated for clarification.  52-50-1 Flight Deck Door Lock System(s) updated as per Policy Letter 112.
61-1	61-21-1 Note added for clarification in title.  61-21-6 Propeller Interface Unit (PIU) and Associated Propeller Speed Selection, new relief added.  61-42-1 NP Indicating Systems, new relief added for the -600.
73-3	73-23-2 EEC, new relief added for the -600.

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## HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
73-4	<p>73-23-3 Uptrim function, new relief added.</p> <p>73-31-1 Fuel Flow Indication the word (indication) is added in the title for clarification.</p> <p>73-31-2 Fuel Used Indication the word (indication) is added in the title for clarification.</p>
77-1	<p>77-11-1 NH Indicators, new relief added for the -600.</p> <p>77-13-1 Torque Indicators, new relief added for the -600.</p> <p>77-13-2 Torque Target Bugs, new relief added for the -600.</p>
77-2	77-20-1 ITT Indicators, new relief added for the -600.

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DEFINITIONS			

Refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) Web site at:

[FSIMS - Publications - MMEL Policy Letters](#)

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PREAMBLE			

For the MMEL, Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, The Preamble may be found on the FAA Flight Standards Information Management System (FSIMS) Web site at:

[FSIMS - Publications - MMEL Policy Letters](#)

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**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>10-1</b>	Flow Selector					
	1) Normal Position	<b>C</b>	<b>1</b>	<b>0</b>	NORMAL position may be inoperative provided the system operates normally in the HIGH position.	
	2) High Position	<b>C</b>	<b>1</b>	<b>0</b>	HIGH position may be inoperative provided the system operates normally in the NORMAL position.	
<b>22-1</b>	Recirculation Fans	<b>C</b>	<b>2</b>	<b>0</b>		
<b>23-1</b>	Overboard Valve (automatic mode)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Manual mode is verified to operate normally before each departure, and b) Cabin differential pressure is maintained equal to or less than 1 psi.	
<b>23-2</b>	Underfloor Valve	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative CLOSED provided: a) EXHAUST MODE is selected to OVBD, b) Flight is conducted at or below 17,000 MSL, and c) Adequate cooling is provided within 30 minutes after aircraft electrical system is powered on the ground.	
<b>23-3</b>	Extraction Fan	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) EXHAUST MODE is selected to OVBD, b) Flight is conducted at or below 17,000 MSL, and c) Adequate cooling is provided within 30 minutes after aircraft electrical system is powered on the ground.	
<b>23-4</b>	Cockpit Isolation Valve (Cargo Configuration STC ST01189WI)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

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**M MEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-1</b>	Manual Pressurization Controller					
	1) Passenger Configuration	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
	a) MSN # 116 and After	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, and c) Repairs are made within 3 flight days.	
	2) Cargo Configuration					
	a) All Aircraft	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
	b) STC ST01189WI	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Cockpit Isolation Valve is verified to operate normally, and c) Repairs are made within 2 flight days.	

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
31-2	Automatic Pressurization Controller					
	1) Passenger Configuration	C	1	0	(O) May be inoperative provided: a) Manual Pressurization system operates normally, and b) ALT, RATE, and DIFF indicators operate normally.	
		C	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
	a) MSN # 116 and After	C	1	0	(O) May be inoperative provided: a) Manual pressurization system operates normally, and b) ALT, RATE, and DIFF indicators operate normally.	
		A	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, and c) Repairs are made within 3 flight days.	
	2) Cargo Configuration					
	a) STC ST01189WI	C	1	0	(O) May be inoperative provided: a) Manual pressurization system operates normally, and b) ALT, RATE, and DIFF indicators operate normally.	
	b) STC's ST01761NY, ST01189WI	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.						

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**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
31-3	Descent Rate Selector	C	1	0		
31-4	Dump Function	C	1	0	(M)(O) May be inoperative provided: a) Manual pressurization system operates normally, and b) Overboard valve operates normally.	
31-5	Cabin Altimeter (All Configurations)	C	1	0	(M)(O) May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is available to the flight crew which converts cabin differential pressure to cabin altitude.	
	1) Passenger Configuration	C	1	0	(M)(O) May be inoperative provided flight is operated in an unpressurized configuration.	
	2) Cargo Configuration					
	a) STC ST01189WI	A	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Repairs are made within 2 flight days.	
	b) STC's ST01761NY, ST01189WI	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
<p>NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</p>						

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**MMEL TABLE KEY**

SYSTEM &  
SEQUENCE  
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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-6</b>	Cabin Differential Pressure Indicator (All Configurations)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Cabin altimeter operates normally, and b) A chart is available to the flight crew which converts cabin altitude to cabin differential pressure.	
	1) Passenger Configuration	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided flight is operated in an unpressurized configuration.	
	2) Cargo Configuration					
	a) STC ST01189WI	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Repairs are made within 2 flight days.	
	b) STC's ST01761NY, ST01189WI	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
					NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
<b>31-7</b>	Cabin Rate of Climb Indicator	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided cabin altimeter operates normally.	
	1) Passenger Configuration	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided flight is operated in an unpressurized configuration.	
					(Continued)	

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**MMEL TABLE KEY**

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-7</b>	Cabin Rate of Climb Indicator (Cont'd)					
	2) Cargo Configuration					
	a) STC ST01189WI	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Repairs are made within 2 flight days.	
	b) STC's ST01761NY, ST01189WI	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
<b>31-8</b>	CCAS Cabin Altitude Warning except (-600)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided flight remains at or below 10,000 feet MSL.	
<b>31-9</b>	Ditch Function	<b>C</b>	<b>1</b>	<b>0</b>		
<b>50-1</b>	Packs	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided flight remains at or below 17,000 feet MSL.	
<b>51-1</b>	Pack Valves	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Valve is secured CLOSED, and b) Flight remains at or below 17,000 feet MSL.	
<b>51-2</b>	Pack Fault Light System	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided: a) Associated pack is considered inoperative and is selected OFF, b) Flight remains at or below 17,000 feet MSL, and c) Light(s) erroneously ON due to system failure are deactivated.	

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**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-3</b>	Ground Cooling Fans					
	1) Electric (-300)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated pack remains OFF during ground operations, b) Duct OVHT alert operates normally on inoperative side, and c) Associated Duct Temperature Indicator operates normally.	
	2) Turbo (-500 & -600)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated pack remains OFF during ground operations, b) Duct OVHT alert operates normally on inoperative side, c) Associated Duct Temperature Indicator operates normally, and d) Enroute cruise level is planned to allow a minimum 150 Kt. IAS with one engine inoperative.	
<b>61-1</b>	Pack Auto Temperature Controls	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided associated manual control operates normally.	
		<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Associated pack is considered inoperative and is selected OFF, and b) Flight remains at or below 17,000 feet MSL.	
<b>61-2</b>	Pack Manual Temperature Control	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided associated auto control operates normally.	
		<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Associated pack is considered inoperative and is selected OFF, and b) Flight remains at or below 17,000 feet MSL.	
<b>61-3</b>	OVHT Alert	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Associated duct temperature indication operates normally, and b) Light(s) erroneously ON due to system failure are deactivated.	

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**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>63-1</b>	COMPT/DUCT Temperature Indication System					
	1) COMPT Temperatures	<b>C</b>	<b>2</b>	<b>0</b>		
	2) DUCT Temperatures	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided AUTO temperature control(s) for associated zone(s) operates normally.	
		<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided: a) COMPT temperature indication for the associated zone(s) operates normally, and b) MAN temperature control(s) for the associated zone(s) operates normally.	
<b>70-1</b> ***	Vent Fan System	<b>C</b>	<b>1</b>	<b>0</b>		

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**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
16-1	Pitch Wheel	C	1	0	Autopilot function may be inoperative provided both TCS functions operate normally.	
16-2	Touch Control Steering (TCS)	C	2	0		
16-3	Coupling Function (CPL)	C	1	0		(O) May be inoperative provided the pilot flying is on the selected side.
16-4	AFCS Control Wheel Disconnect	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	
18-1	Autopilot Function	B	1	0	May be inoperative provided: a) Approach minimums do not require its use, b) Enroute operations do not require its use, and c) Number flight segments and segment duration is acceptable to the flight crew.	
					NOTE 1: Operators should make every effort to repair the autopilot early in the repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density, and the effect of other inoperative systems.	
					NOTE 2: Any mode which operates normally may be used.	
	1) Quick Disconnect Push Button	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	

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**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
18-2	Flight Director	B	1	0	(O) May be inoperative provided procedures do not require its use.	
18-3	Yaw Damper Function	B	1	0	May be inoperative provided rudder releasable centering unit operates normally.	
		A	1	0	May be inoperative provided: a) One pilot monitors rudders with feet on pedals, and b) Repairs are made within two flight legs.	
36-1	Mode Annunciators (On ADI) except (-600)	B	2	0	(O) One or both may be inoperative provided: a) Advisory Display Unit operates normally, b) Autopilot function is not used, and c) Associated flight director display is considered inoperative, and is not used.	
36-2	Autopilot Disconnect Aural	B	1	0	May be inoperative provided autopilot is considered inoperative and is not used.	
36-3	AP OFF Light except (-600)	C	2	1	(O) One may be inoperative provided aural alert is verified to operate normally before each departure.	
		B	2	0	(M) both may be inoperative provided: a) Autopilot is not used, and b) Light(s) erroneously on due to system failure are deactivated.	
36-4 ***	Guidance Light except (-600)	C	1	0	May be inoperative provided approach minimums do not require its use.	

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**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
<b>50-1</b>	Flight Guidance Control Panel (FGCP) (-600)					
	1) VS Push Button	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided IAS is operative and used.	
		<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided FD is not used	
	2) ALT Push Button	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided ALT SEL knob is operative	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided VS mode with 0ft/min selection target is used for ALT HOLD	
		<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided FD is not used	
	3) ALT SEL Knob	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided ALT Push Button is operative	
	4) STBY Push Button	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative	
	5) HDG SEL Push Button	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) AP Basic Modes are operative, and b) HDG knob and HDG bug are operative	
		<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided FD is not used.	
	6) HDG Knob	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
	7) APP Push Button	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
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**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
<b>50-1</b>	Flight Guidance Control Panel (FGCP) (-600) (Cont'd)					
	8) NAV Push Button	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
	9) BC Push Button	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
	10) FD Push Button	<b>B</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
	11) VNAV Push Button	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>60-1</b>	Index Control Panel (ICP) (-600)					
	1) ICP SPD TGT Knob	<b>B</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided alternate procedures are established and used	
	2) ICP AUTO MAN Push Button	<b>B</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided alternate procedures are established and used	
<b>70-4</b>	AFCS Maintenance Panel Controls & Indicators except (-600)	<b>C</b>	<b>-</b>	<b>0</b>		

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Sequence No.	Item	1	2	3	4	Change Bar
11-1	Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
	1) VHF Communication Control Panels except (-600)					
	a) Active Frequency Indicator (T or ACT)	C	-	0		
	b) Frequency Transfer Switch	C	-	0		
	c) Frequency Selector Knobs	C	-	2		
	d) Frequency Indication	C	-	2		
***	2) High Frequency Communication System (HF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as LRCS over the intended route of flight, c) The ICAO Flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	

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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>22-1</b> ***	Selective Call System (SELCAL)	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
		<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>22-2</b> ***	ACARS System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
***	1) ACARS Printer	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>31-1</b>	Passenger Address System (PA)					
		<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio or visual) operates normally.	
NOTE: Any station function(s) that operate normally may be used.						
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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-1</b>	Passenger Address System (PA) (Cont'd)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
	a) Lavatory Speaker(s)	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
	2) Cargo Configuration (Courier/Supernumerary Address System)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
	a) Lavatory Speakers	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>31-2</b> ***	Automated Passenger Address/Music System	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative if used exclusively for passenger entertainment purposes.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative if alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>44-1</b>	Crewmember/ Service Interphone System					
	1) Passenger configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	<b>B</b>	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communications procedures between the affected flight attendants station(s) are established and used.  NOTE: Any station function(s) that operate normally may be used.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used  NOTE: Any station function(s) that operate normally may be used.	
	b) Cabin to Cabin Functions	<b>B</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided alternate communications procedures between the affected flight attendants stations are established and used.  NOTE: Any station function(s) that operate normally may be used.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>44-1</b>	Crewmember/ Service Interphone System (Cont'd)	<b>B</b>	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communications procedures between the affected flight attendants stations are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
	c) Flight Deck to Ground Function	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	(O) May be inoperative provided procedures do not require its use.	
	2) Cargo configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
	b) Cabin to Cabin Function	<b>D</b>	<b>1</b>	<b>0</b>		
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Sequence No.	Item	1	2	3	4	Change Bar
<b>44-1</b>	Crewmember/ Service Interphone System (Cont'd)					
	c) Flight Deck to Ground Function	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>44-2</b>	Handset system(s)					
	1) Passenger Configuration					
	a) Flight Deck	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
	b) Cabin	<b>B</b>	-	-	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, and b) Alternate communications procedures between the affected flight attendants station(s) are established and used.	
					NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement.	
					NOTE 2: Any handset(s) function(s) that operate normally may be used.	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>44-2</b>	Handset system(s) (Cont'd)					
	3) Cargo Configuration					
	a) Flight Deck	<b>C</b>	-	<b>0</b>	May be inoperative provided flight deck to courier/supernumerary communication operates normally.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
	b) Courier/ Supernumerary	<b>D</b>	-	<b>1</b>		
		<b>D</b>	-	<b>0</b>	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
<b>44-3</b>	Alerting System (Audio/Visual)					
	1) Passenger Configuration					
	a) Flight Deck Call Visual Alerting System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Audio alerting system operates normally, and b) Audio alerting system differentiates between normal and emergency calls.	
	b) Flight Deck Call Audio Alerting System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Flight deck visual alerting system operates normally, and b) Flight deck visual alerting system differentiates between normal and emergency calls.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>44-3</b>	Alerting System (Audio/Visual) (Cont'd)					
	c) Flight Attendant Visual Alerting system	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).  NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
		<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Audio alerting system operates normally, b) Audio alerting system differentiates between normal and emergency calls, c) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).  NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>44-3</b>	Alerting System (Audio/Visual) (Cont'd)					
	d) Flight Attendant Audio Alerting System	<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used.	
		<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Visual alerting system operates normally, b) Visual alerting system differentiates between normal and emergency calls, c) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used.	
					NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).  NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
					NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).  NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>44-3</b>	Alerting System (Audio/Visual) (Cont'd)					
	2) Cargo Configuration					
	a) Flight Deck Call Visual Alerting System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided the flight deck audio alerting system operates normally.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
	b) Courier / Supernumerary Visual Alerting System	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
					NOTE: Any visual alerting system function(s) that operates normally may be used.	
	c) Courier / Supernumerary Audio Alerting System	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.	
		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
					NOTE: Any audio alerting system function(s) that operates normally may be used.	

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4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
45-1	Mechanic Horn	C	1	0	May be inoperative provided: a) Aircraft is not left unattended with GPU powering aircraft electrical system, and b) Overboard extraction fan operates normally.	
50-1	Headsets Earphones / Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
50-2	Flight Deck Speakers (Communications Function)	C	2	0	(M) May be inoperative provided: a) Operative headsets are available to each flight deck crewmember, and b) Aural alert functions of both speakers operate normally.	
51-3	Push to Talk Switches (PTT)	C	-	2	(M) May be inoperative provided: a) Yoke mounted or audio panel PTT switch must operate normally at each pilot's station, and b) Inoperative switch is verified failed OPEN, or deactivated.	
52-1	Radio Management System (RMS) (-600)	C	2	1	One may be inoperative provided: a) IESI is operative, b) VHF 1 is operative, c) VOR 1 is operative, and d) ILS 1 is operative.	

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4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>60-1</b>	Boom Microphones					
	1) Headset Boom Microphones	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	
		<b>D</b>	-	-	Any in excess of those required by regulation may be inoperative.	
	2) Headset Earphones/Headphones	<b>C</b>	-	<b>1</b>	May be inoperative provided associated flight deck speakers operate normally.	
		<b>D</b>	-	-	Any in excess of those required by regulation may be inoperative.	
<b>70-1</b>	Flight Deck Door Visual Surveillance Electric System (-600)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight days.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>71-1</b>	Cockpit Voice Recorder (CVR)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
<b>81-1</b>	Flight Deck Hand Microphones	<b>C</b>	-	<b>0</b>	May be inoperative provided associated boom microphone operates normally.	
		<b>D</b>	-	<b>0</b>	Any in excess of those required by regulation may be inoperative.	
<b>***</b>	1) Touchtone Type (DTMF)	<b>C</b>	-	<b>0</b>	May be inoperative provided associated boom microphone is operative.	
<b>***</b>	a) Touchtone Keypad Functions (DTMF)	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use	

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4. REMARKS OR EXCEPTIONS

**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
21-1	AC No.2 Inverter	B	1	0		
	1) (-300)	B	1	0	(O) May be inoperative provided: a) Flight is conducted in day VMC only, and b) Autopilot is not used below 1000 feet AGL.	
	2) (-500 & -600)	B	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in day VMC only, b) Autopilot is not used below 1000 feet AGL, and c) TLU manual mode operates normally.	
21-2	AC INV FAULT Light Systems	C	2	0	(M)(O) One or both may be inoperative provided: a) Associated inverter(s) is verified to operate normally before each departure, and b) Light(s) erroneously ON due to system failure is deactivated.	
21-3	AC Bus Tie Contactor	B	1	0	(M) May be inoperative provided DC generation Bus Tie Contactor is considered inoperative, refer to item 32-2.	
21-4	AC BUS OFF Light Systems	C	2	0	(M) May be inoperative provided light(s) erroneously ON due to system failure are deactivated.	
21-5	ACW External Power Connection System	C	1	0		
22-1	ACW GEN FAULT Light Systems	C	2	1	(M)(O) One may be inoperative provided: a) ACW BUS OFF light systems operate normally b) ACW BTC operates normally, and c) Light(s) erroneously ON due to system failure is deactivated.	
22-2	ACW BTC	B	1	0	(O) May be inoperative so that it remains OPEN provided: a) All other components of both ACW systems operate normally, and b) Hydraulic X-FEED valve operates normally and is selected ON before takeoff and landing.	
22-3	ACW BUS OFF Light Systems	C	2	0	(M) May be inoperative provided light(s) erroneously ON due to system failure are deactivated.	

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4. REMARKS OR EXCEPTIONS

**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
22-4	ACW Generator Systems	B	2	1	(O) One may be inoperative for day operations only provided: a) Flight remains at or below FL 200 (-300 Only), b) Airplane is not operated in known or forecast icing conditions, c) Airplane does not depart from or to an airport with wet or contaminated runways, d) DC Auxiliary hydraulic pump operates normally, e) Both ACW hydraulic pumps operate normally, f) All wheel brakes operate normally, g) Nose wheel steering operates normally, and h) AFM performance penalties are applied.  NOTE: ACW Service BUS "SHED" light will be illuminated on FA panel or Forward Cargo/Crew Door panel (STC ST01189WI).	
22-5	ACW SHED Indicator (Flight Attendant's Panel or Forward Cargo/Crew Door panel, STC ST01189WI)	C	1	0		
22-6	ACW Service Bus	C	1	0	May be inoperative provided switch remains OFF.  NOTE: Switch on F/A or Forward Cargo/Crew Door, STC ST01189WI.	
30-1	DC Generator  1) (-500)	A	2	1	(M)(O) May be inoperative provided: a) TRU is checked operative prior to each departure, b) Single engine taxi is not conducted, c) Operative DC GEN is on line at least 6 minutes prior to departure, and d) Repairs are made within 2 flight days.	

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**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-1</b>	DC Generator (Cont'd)					
	2) (-600) Standard 1	<b>A</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative provided: a) Autopilot and Yaw Damper are deactivated, b) TRU is checked operative prior to each departure, c) Single engine taxi is not conducted, d) Aircraft does not line up until 6 min elapsed after operative generator comes on line, and e) Repairs are made within two flights days.	
	3) (-600) Standard 2 and/or 3 (with Mod. 06977 and/or 7474 incorporated)	<b>A</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) TRU is checked operative prior to each departure, b) Single engine taxi is not conducted, c) Aircraft does not line up until 6 min elapsed after operative generator comes on line, d) Operations are conducted in accordance with AFM AFCS limitations, and e) Repairs are made within two flights days.	
<b>30-2</b> ***	TRU (Transfer Rectifier Unit)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>32-1</b>	DC GEN FAULT Light Systems	<b>C</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided: a) DC BTC system is verified to operate normally before each departure, and b) Lights erroneously ON due to system failure are deactivated.	

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**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
32-2	DC generation Bus Tie Contactor (BTC)	B	1	0	(M)(O) May be inoperative in the ISOL position provided: a) Both DC generator channels are operative, b) DC BUS OFF lights are operative, c) Both inverters are operative, and d) HYD X FEED is operative and is selected ON before takeoff, then OFF during cruise and reselected ON before landing.	
32-3	DC SVCE & UTLY BUS Control System	C	1	0	May be inoperative provided switch remains OFF.	
32-4	DC BUS OFF Lights	C	2	0	(M) May be inoperative provided that Light(s) erroneously ON due to system failure are deactivated.	
32-5	DC SHED Indicator	C	1	0	NOTE: Indicator on F/A or Forward Cargo/Crew Door, STC ST01189WI.	
46-1	DC External Power System	C	1	0		
69-1	DC AMP Indicator (Left Hand Panel)	C	1	0		

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
11-0	Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA Inspector for the performance of official duties, and b) Repairs are made within 2 flight days.	
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA Inspector for performance of official duties, and c) Repairs are made within 2 flight days.  NOTE 1: These provisos are intended to provide for occupancy of the seat by an FAA Inspector when the minimum safety equipment (oxygen & safety belt) is functional and the inspector determines the conditions to be acceptable.  NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.	
12-1	Flight Crew Seat  1) Vertical Adjustment	A	-	0	(M) May be inoperative provided: a) Seat position is acceptable to affected crewmember, b) Fore/Aft adjustment operates normally, and c) Repairs are made within 3 flight days.	

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>12-1</b>	Flight Crew Seat (Cont'd)					
	2) Recline	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Seat is acceptable to affected crewmember, and b) Repairs are made within 3 flight days.	
<b>***</b>	3) Lumbar and Thigh Supports	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Seat is acceptable to affected crewmember, and b) Repairs are made within 3 flight days.	
	4) Arm Rest	<b>A</b>	-	<b>0</b>	(M) May be inoperative provided: a) Associated armrest is removed or secured in the stowed position, and b) Repairs are made within 3 flight days.	
<b>20-1</b>	Overhead Storage Bins(s)/Cabin and Galley Storage Compartments/ Closets	<b>C</b>	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the CLOSED position, b) Affected bin, compartment, or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed.	
					NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.	
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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
20-1	Overhead Storage Bins(s)/Cabin and Galley Storage Compartments/ Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully OPEN) position, c) Affected bin, compartment, or closet is not used for storage of any items, except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded DO NOT USE, e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments, or closets and f) Passengers are briefed that affected bin, compartment, or closet is not used.  NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.  NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	
***	1) Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
21-1	Flight Attendant Seat Assembly					
	1) Flight Attendant Seat Assembly	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant displaced by inoperative seat occupies either an adjacent flight attendant seat or the passenger seat most accessible to the inoperative seat, so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within 2 flight days.	
					NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.	
					NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
					NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that proximity to exits and distribution requirements of the applicable 14 CFR are met.	
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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
21-1	Flight Attendant Seat Assembly (Cont'd)	D	1	0	(M) May be inoperative provided: a) Flight Attendant is not required by 14 CFR, b) Affected seat is not occupied, and c) Folding type seat stows automatically or is secured in the retracted position.  NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.  NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
21-2	Flight Attendant Seat Assembly (Single or dual position)					
***	1) Required Attendant Seats	B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY."  (Continued)	

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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
21-2	Flight Attendant Seat Assembly (Single or dual position)					
***	1) Required Attendant Seats (Cont'd)				<p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that proximity to exits and distribution requirements of the applicable 14 CFR are met.</p> <p>NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.</p>	
***	2) Excess Flight Attendant Seats	<b>C</b>	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected seat position or seat assembly is not occupied, and</li> <li>b) Folding type seat stows automatically or is secured in the retracted position.</li> </ul> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p>	
	3) All Cargo Configuration	<b>D</b>	-	-	<p>May be inoperative provided affected seat or seat assembly is not occupied.</p>	

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
25-4	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded DO NOT STOW BAGGAGE UNDER THIS SEAT, and c) Procedures are established to alert cabin crew of inoperative restraining bar.	
30-1	Passenger Seats	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) 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 seats.	
	1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.	

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-1</b>	Passenger Seats (Cont'd)					
	2) Armrest					
	a) Armrest with Recline Mechanism	<b>D</b>	-	-	(M) May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, b) Arm rest does not restrict any passenger from access to main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.	
	b) Armrest without Recline Mechanism	<b>D</b>	-	-	May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, and b) Arm rest does not restrict any passenger from access to main aircraft aisle.	
	3) All Cargo Configuration	<b>D</b>	-	-	May be inoperative provided affected seat or seat assembly is not occupied.	
<b>30-2</b>	FASTEN SEAT BELT WHILE SEATED Signs or Placards	<b>C</b>	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
<b>36-1</b> ***	Non-Essential Equipment & Furnishings (NEF)		-	-	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.  NOTE: EXTERIOR LAVATORY DOOR ASH TRAYS ARE NOT CONSIDERED CONVENIENCE ITEMS.	

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
40-1	Exterior Lavatory Door Ashtray	A	-	0	May be missing provided it is replaced within three calendar days.	
40-2	Interior Lavatory Door Ashtray	A	1	0	May be inoperative or missing provided: a) Lavatory fire extinguishing system is operative, and b) Repairs are made within 3 calendar days.	
52-1	Cargo Restraint Systems	A	-	-	(M) May be inoperative, or missing provided: a) Acceptable cargo loading limits from an approved source, i.e. an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
56-1	Sunvisors	C	-	-	May be inoperative, or missing provided cargo compartment remains empty.	
64-1	Emergency Medical Equipment	C	-	0		
	1) First Aid Kit (FSK) and/or Associated Equipment	A	-	-	(O) If more than one is required by CFR, only one of the required FAKs may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.	
	2) Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
		A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.	

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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>64-1</b>	Emergency Medical Equipment (Cont'd)					
	2) Emergency Medical Kit (EMK) and/or Associated Equipment	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
	3) Automated External Defibrillators (AED) and/or Associated Equipment	<b>A</b>	-	<b>0</b>	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with-in one flight.	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
<b>64-2</b>	Flotation Equipment (Crew and Passengers)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
<b>64-3</b>	Crash axes or crowbars	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
<b>65-1</b>	Megaphones	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.	
<b>66-1</b>	Emergency Locator Transmitters (ELT)					
	1) Survival Type ELTs	<b>D</b>	-	-	Any in excess of those required by 14 CFR maybe inoperative or missing.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>66-1</b>	Emergency Locator Transmitters (ELT) (Cont'd)					
	2) Fixed ELTs	<b>A</b>	-	<b>0</b>	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		<b>A</b>	-	<b>0</b>	May be missing provided repairs are made within 90 days	
		<b>D</b>	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be missing.	
<b>77-1</b>	Cabin Emergency Flashlight(s)	<b>C</b>	-	<b>0</b>	May be inoperative or missing provided crewmember in affected position has an equivalent operating flashlight readily available.	

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4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
12-1	Engine Fire Detection systems (Loops)	C	4	2	One loop on each engine system may be inoperative provided the affected loop(s) is selected OFF.	
12-2	FUEL SO Lights (In Condition Levers)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
12-3	#2 Engine NAC Overheat system	C	1	0	May be inoperative provided Hotel mode operation is restricted to 10 knot tailwind maximum.	
12-4 ***	#1 Engine NAC Overheat system	C	1	0		
15-1	Forward Cargo Compartment Smoke Detection System (Passenger Configuration)	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
	1) Dual Detector System	C	2	1	(M) May be inoperative provided cargo compartment contains no smoke curtains, or smoke curtains remain in the OPEN position throughout the flight.	
		C	2	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

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4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
15-2	Aft Cargo Compartment Smoke Detection System (Passenger Configuration)					
	1) With Mod. 2000 Incorporated	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
	2) Without Mod. 2000 Incorporated	C	1	0	(M) May be inoperative provided: a) Procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, b) Aft lavatory is considered inoperative, c) Aft lavatory is locked CLOSED and placarded "INOPERATIVE – DO NOT ENTER", and d) Lavatory is used only by crewmembers.  NOTE 1: Above proviso is not intended to prohibit lavatory use or inspections by crewmembers.  NOTE 2: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

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4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>15-3</b>	Cargo compartment Smoke Detection System (Cargo Configurations ST01761NY and ST01189WI)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
	1) Smoke Detectors	<b>C</b>	<b>7</b>	<b>0</b>	May be inoperative provided Smoke Detection System is considered inoperative.	
	a) STC ST01761NY	<b>B</b>	<b>7</b>	<b>6</b>	One may be inoperative provided detectors #1 and #7 operate normally.	
	b) STC ST01189WI	<b>B</b>	-	-	One may be inoperative.	
	2) Warning Lights (SDP)	<b>C</b>	<b>7</b>	<b>0</b>	May be inoperative provided Smoke Detection system is considered inoperative.	
	a) STC ST01761NY	<b>B</b>	<b>7</b>	<b>6</b>	One may be inoperative provided detectors #1 and #7 operate normally.	
	b) STC ST01189WI	<b>B</b>	<b>8</b>	<b>7</b>	One may be inoperative.	
	3) Test Function	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Smoke Detection system is considered inoperative.	
	a) STC ST01189WI	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided alternate procedures of determining individual smoke detector operation are established and used.	

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4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
17-1	Lavatory Smoke Detection System					
	1) Passenger Configuration	C	-	0	(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 used by crewmembers only.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
	2) Cargo Configuration	D	-	0	Any in excess of that required for 14 CFR may be inoperative.	
18-1	Lavatory Smoke Fans	C	2	1	(O) One may be inoperative provided the remaining fan is checked and operates normally before each departure.	
		C	2	0	(O) May be inoperative provided the lavatory is considered inoperative and door is locked CLOSED and placarded, "INOPERATIVE – DO NOT ENTER."  NOTE: This proviso is not intended to prohibit lavatory use or inspections by crewmembers.	
21-1	AGENT DISCH Lights (Engine)	C	4	2	(M) May be inoperative provided: a) Inoperative lights are not on the same fire extinguisher bottle, b) Adequate bottle pressure is verified once each flight day, and c) Light(s) erroneously ON due to system failure are deactivated.	

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4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
25-1	Portable Fire Extinguishers	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	
27-1	Lavatory Fire Extinguisher System					
	1) Passenger Configuration	C	-	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided associated lavatory smoke detection system operates normally.	
		C	-	0	(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 used by crewmembers only.	
					NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		D	-	0	Any in excess of that required for 14 CFR may be inoperative.	
	2) Cargo Configuration	D	-	0		
67-1 ***	Emergency Vision Assurance System (EVAS) (STC ST00892LA)	D	-	0	May be inoperative provided procedures do not require its use.	
		C	-	0	May be inoperative provided alternate procedures are established and used.	

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4. REMARKS OR EXCEPTIONS

**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
20-1	Rudder Damper	C	1	0	(O) May be inoperative provided: a) Maximum crosswind does not exceed 15 knots, b) Maximum total wind velocity does not exceed 30 knots, and c) Nosewheel steering operates normally.	
20-2	Rudder Releasable Centering Unit	C	1	0	(O) May be inoperative provided Yaw Damper operates normally and is used throughout the flight.	
		A	1	0	(O) May be inoperative provided: a) One pilot monitors rudder with feet on pedals, and b) Repairs are made within two flight legs.	
23-1	TLU (Travel Limit Unit) (-500 & -600)					
	1) Automatic Mode	C	1	0	(M) May be inoperative provided manual mode operates normally.	
	2) High Speed Mode	C	1	0	(O) High speed function may be inoperative provided airspeed is limited to 195 KIAS or less.	
23-2	TLU FAULT Light (-500 & -600)	C	1	0	(O) May be inoperative provided: a) Aural alert is verified to operate normally prior to each departure, and b) MAN MODE is used.	
25-1	Yaw Trim Position Indicator	A	1	0	(M) May be inoperative provided: a) Rudder tab is visually verified in neutral position before each departure, b) Aircraft is re-trimmed in flight prior to engaging Yaw Damper or Autopilot, and c) Repairs are made within 3 flight days.	

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4. REMARKS OR EXCEPTIONS

**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
32-1	Control Wheel Trim Switch Systems	B	2	1	(O) Copilot's may be inoperative provided the pitch trim system operates normally using the pilot's control wheel trim switch.	
32-2	Standby Pitch Trim (-600)	C	1	0	May be inoperative provided both pitch and trim rocking levers are operative	
36-1	Stall Warning (Stick Shaker Only)					
	1) Stall Warning Channels	A	2	1	(O) One channel may be inoperative provided: a) The remaining channel operates normally, and b) Repairs are made within 2 flight days.	
37-1	Pitch Elevators Coupling System	A	1	0	(M)(O) May be inoperative provided: a) Operations are conducted in compliance with applicable AFM section, b) Operations are limited to one ferry flight, and c) Steep Slope Approach is prohibited (> 4.5 °).	
37-2	Elevators Clutch Reconditioning Device	A	1	0	(M)(O) May be inoperative provided: a) PITCH DISC alert is displayed, b) Operations are conducted in compliance with applicable AFM section, c) Operations are limited to one ferry flight, and d) Steep Slope Approach is prohibited (> 4.5 °).	
		D	1	0	(M) May be inoperative provided: a) The elevator clutch reconditioning device is deactivated, and b) Steep Slope Approach is prohibited (> 4.5 °).	

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**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
55-1	Flap Position Indicator	A	1	0	(O) May be inoperative provided: a) External Flap Position placards are installed, b) Correct takeoff flap position is visually verified before each takeoff, c) Operation Take Off Configuration Warning is verified before each take off, and d) Repairs are made within 2 flight days.	
61-1	Spoiler Control System	B	1	0	(M)(O) May be inoperative provided: a) Spoilers are secured in the retracted position, and b) AFM performance penalties are applied.	
61-2	Spoiler Position Indicators	C	2	0	(O) May be inoperative provided both spoilers are checked to operate normally before each departure.	
		B	2	0	(M)(O) May be inoperative provided Spoiler Control System is considered inoperative.  NOTE: Not required for an inoperative spoiler control system.	
70-1	Gust Lock System	C	1	0	(M)(O) May be inoperative provided an alternate method of securing or protecting the flight controls is utilized.	
71-1	Flight Controls Maintenance Panel Controls and Indicators	C	-	0	(M) May be inoperative provided proper FLAP operation is verified by alternate procedures.	

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4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
21-1	FEED LO PR Light	B	2	1	(M)(O) One may be inoperative provided: a) All associated alert(s) operate normally, b) Light(s) erroneously ON due to system failure are deactivated, and c) Associated pump is operative.	
21-2	Electric Pumps	C	2	1	(M)(O) One may be inoperative provided: a) X-FEED valve operates normally, b) Both jet pumps operate normally, c) Inoperative electric pump control circuit is secured OPEN, and d) Fuel pump switch operates normally and remains selected ON, except as required for normal and abnormal operations.	
21-3	PUMP RUN Light Systems	C	2	0	(M)(O) One or both may be inoperative provided: a) Associated electric pump operates normally before each departure, b) X-FEED valve operates normally, c) Associated FEED LO PR light operates normally, d) Associated fuel pump switch operates normally and is selected ON, except as required for normal and abnormal operations, and e) Light(s) erroneously ON due to system failure are deactivated.	
21-4	Jet Pump Systems (Engine Fuel System)	C	2	1	One may be inoperative provided: a) Both electric pumps operate normally, and b) X-FEED operates normally.	

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4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
21-5	Feeder Tank Jet Pump	C	2	1	(O) One may be inoperative provided: a) Fuel X FEED valve is operative, b) Both associated electrical pumps are operative, c) Both fuel quantity indication systems are operative, and d) Unusable Fuel quantity in each tank must be raised from 20 kg / 44 lbs. to 130 kg / 287 lbs.	
23-1	X-FEED Indication (Flow Bar)	C	1	0	(O) May be inoperative provided X FEED valve is verified CLOSED before each departure.	
23-2	FUEL X-FEED Memo Light except (-600)	C	1	0		
23-3	X FEED VALVE	C	1	0	(O) May be inoperative provided: a) X FEED valve is verified CLOSED before each departure, and b) Both fuel quantity indications are operative.	
25-1	Refueling Control Panel	C	1	0	May be inoperative provided pressure fueling is not used.	
		C	1	0	(M) May be inoperative provided a manual mode pressure fueling procedure is established and used.  NOTE: Refueling valve switches may be used provided they function normally.	
25-2	Refueling Panel Quantity Repeater System except (-600)	C	2	0	(M) May be inoperative provided associated fuel quantity indicator in the cockpit operates normally.	
		C	2	0	(M) May be inoperative provided fuel quantity in associated tank(s) is verified by an alternate procedure.	
25-3	Pressure Refueling Cap	A	1	0	(M) May be inoperative provided: a) Refuel valves are confirmed CLOSED, b) There is no leakage from the refuel coupling, and c) Operations are limited to no more than 3 calendar days.	

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4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
25-4	Refueling Control Panel Door Indication (-600)	C	-	0	(M)(O) May be inoperative provided: a) Refueling Control Panel Door is checked CLOSED before each flight, and b) Refueling Control panel is deactivated after each refueling operation.	
25-5	Refueling Control Panel Preselected Qty (-600)	C	1	0	(M)(O) May be inoperative provided manual refueling is performed.  NOTE: Maximum certified fuel unbalance must never exceed 550 kg (1212 lbs.)	
25-6	Refueling Control Panel Fuel Preselector (-600)	C	1	0	(M)(O) May be inoperative provided manual refueling is performed.	
26-1	LP VALVE Position Lights	C	2	0	(M) May be inoperative provided light(s) erroneously ON due to system failure are deactivated.	
41-1	Fuel Tank Temperature Indicator	C	1	0	(O) May be inoperative provided aircraft is flown at an OAT that is at least 4 degrees above the freezing point of the fuel on board.	
42-1	Fuel Quantity Indicators	C	2	1	(M)(O) One may be inoperative provided: a) Fuel quantity in associated tank is verified at each refueling by an alternate procedure, b) Associated Fuel Flow/Fuel Used indicator operates normally, c) Opposite tank low level warning system operates normally, and d) Associated Fuel Quantity Repeater is considered inoperative and not used.	
42-2	FUEL Low Level Lights except (-600)	C	2	0	(M) May be inoperative provided light(s) erroneously ON due to system failure are deactivated.	

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4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
42-3	FUEL LO LVL Alert (Mod 4650 or 4686)	B	2	1	(M)(O) One may be inoperative provided: a) Associated Fuel Used indication is operative, b) Opposite side fuel LO LVL alert is checked operative, c) Opposite side fuel quantity indication is operative, and d) Associated tank fuel quantity is checked using manual (magnetic) indicators after each refueling.	
42-4	Fuel Quantity Test System except (-600)	C	1	0		
43-1	Fuel Level Sticks	C	4	0		

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4. REMARKS OR EXCEPTIONS

**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
11-1	ACW Driven Pumps	C	2	1	One may be inoperative provided: a) X-FEED valve is OPEN, b) ACW BTC operates normally, c) DC AUX pump operates normally, and d) Both ACW generator systems operate normally.	
11-2	DC AUX Pump					
	1) Passenger Configuration, and Cargo Configuration STC STC01189WI	C	1	0	(M) May be inoperative provided the following are checked before each departure: a) Both ACW driven pumps operate normally, b) Hydraulic X-FEED valve operates normally, c) Both ACW generator systems operate normally, and d) Wheels are chocked until ACW BUS is powered.	
	2) Cargo Configuration STC ST01761NY	C	1	0	(M)(O) May be inoperative provided the following are checked before each departure: a) Both ACW driven pumps operate normally, b) Hydraulic X-FEED valve operates normally, c) Both ACW generator systems operate normally, d) Wheels are chocked until ACW BUS is powered, and e) Alternate procedures for operating the Cargo Door are established and used.	
21-1	X-FEED Valve	C	1	0	(O) May be inoperative so as to remain CLOSED provided both ACW driven pumps operate normally.	

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**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
31-1	LO LVL Light Systems	C	2	1	(M) One may be inoperative provided: a) Hydraulic fluid quantity is verified adequate before each departure, b) X-FEED valve is CLOSED and placarded "DO NOT USE DURING FLIGHT", and c) Light(s) erroneously ON due to system failure are deactivated.	
32-1	LO PR Light Systems	C	2	1	(M) One may be inoperative provided: a) Associated hydraulic system pressure indication operates normally, and b) Light(s) erroneously ON due to system failure are deactivated.	
32-2	Flight Deck Pressure Gauges except (-600)					
	1) System	C	2	1	One may be inoperative provided the associated LO PR light operates normally.	
	2) Brake Accumulator	C	1	0	(M) May be inoperative provided: a) Accumulator pressure gauge in hydraulic bay operates normally, and b) Accumulator pressure is verified adequate before each departure.	
32-3	Pressure Indication on SD page (-600)					
	1) HYD SYS	C	2	0	May be inoperative provided the associated LO PR alert is operative.	
	2) BRAKE ACCU	C	1	0	May be inoperative provided the brake accumulator pressure is checked on the hydraulic bay indication prior to each flight.	
32-4	Accumulators Pressure Indicator (Hydraulic Bay)	C	3	0		

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4. REMARKS OR EXCEPTIONS

**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
33-1	OVHT Light Systems	C	2	1	(M) May be inoperative provided: a) The associated ACW driven pump is considered inoperative and is not used, and b) Light(s) erroneously ON due to system failure are deactivated.	
33-2	OVHT Light DC AUX Hydraulic Pump	C	1	0	(M)(O) May be inoperative provided: a) Both ACW driven pumps operate normally, b) X-FEED valve operates normally, c) Both ACW generator systems operate normally, d) Associated AUX hydraulic pump is considered inoperative, e) Both EEC's operate normally, f) Light(s) erroneously ON due to system failure are deactivated. g) Wheels are chocked until ACW BUS is powered.	
70-1	BRAKE ACCU HYD Maintenance Panel controls and indicators (-600)	D	1	0		

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4. REMARKS OR EXCEPTIONS

**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
11-1	De-Ice Valves	B	2	0	(O) May be inoperative CLOSED provided the airplane is not operated in known or forecast icing conditions.	
11-2	Airframe De-Icing System	B	1	0	(O) May be inoperative provided the airplane is not operated in known or forecast icing conditions.	
***	1) Auxiliary De-Icing System					
	a) Vertical Fin	C	-	0	(O) May be inoperative provided the airplane is not operated in known or forecast icing conditions.	
	b) Inner Wing	C	-	0	(O) May be inoperative provided the airplane is not operated in known or forecast icing conditions.	
11-4	De-Icing Mode Selector					
	1) Manual	C	1	0	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) (-500 & -600) AUTO Mode operates normally.	
	2) Automatic (-500 & -600)	C	1	0	May be inoperative provided MAN mode operates normally.	
11-5	AIRFRAME Airbleed FAULT Light System	B	1	0	(M) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure are deactivated.	
11-6	DE-ICE ON Memo Light except (-600)	C	1	0		
11-7 ***	De-Icing OVRD System	A	1	0	May be inoperative provided: a) All other de-icing system functions operate normally, b) (-500 & -600) All MFC channels operate normally, and c) Repairs are made within 2 flight days.	

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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
21-1	Engine Anti-Icing Systems	C	2	1	One may be inoperative provided the airplane is not operated in known or forecast icing conditions.	
21-2	Engine/Airframe FAULT Light Systems	B	3	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure are deactivated.	
30-1	Pitot Heater Systems	B	3	2	One may be inoperative provided the airplane is not operated in known or forecast icing conditions.	
30-2	Static Heater Systems	B	6	5	(M) One may be inoperative provided the standby static system heaters operate normally.	
		B	6	0	(O) May be inoperative provided: a) The airplane is not operated in known or forecast icing conditions, and b) Neither taxiway nor runway is covered with standing water or slush.	
31-1	TAT Heater System					
	1) (-300)	B	-	0	(O) May be inoperative provided: a) The airplane is not operated in known or forecast icing conditions, and b) FDAU indicated torque values are to be cross-checked against table values.	
	2) (-500 & -600)	B	2	1	(O) One may be inoperative provided: a) ADC associated with valid probe is selected, and b) FDAU indicated torque values are to be cross-checked against table values.	

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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-2</b>	PITOT Fault Light Systems (Capt. & F/O)	<b>B</b>	<b>2</b>	<b>1</b>	(M)(O) Captain's or First Officer's light may be inoperative provided: a) The heater element operates normally, b) The airplane is not operated in known or forecast icing conditions, and c) Light(s) erroneously ON due to system failure are deactivated.	
<b>31-3</b>	Standby PITOT, TAT, ALPHA Fault Light Systems	<b>B</b>	<b>4</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Associated heater elements operate normally before departure, and b) Light(s) erroneously ON due to system failure are deactivated.	
<b>53-1</b>	Horn Anti-Icing Systems	<b>A</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided: a) The airplane is not operated in known or forecast icing conditions, and b) Repairs are made within 3 flight days.	
<b>53-2</b>	Horn Anti-Icing FAULT Light Systems	<b>A</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Associated system(s) is considered inoperative, b) Light(s) erroneously ON due to system failure are deactivated, and c) Repairs are made within 3 flight days.	
<b>60-1</b>	Windshield Heat Systems	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided the airplane is not operated in known or forecast icing conditions.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative provided: a) Both packs operate normally, b) OAT is above +5 degrees C, and c) The airplane is not operated in known or forecast icing conditions.	

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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>60-2</b>	Side Window Systems	<b>C</b>	<b>2</b>	<b>1</b>	Right hand side may be inoperative provided both windshield systems operate normally.	
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided the airplane is not operated in known or forecast icing conditions.	
<b>60-3</b>	Window HTG FAULT Lights	<b>C</b>	<b>3</b>	<b>2</b>	(O) One may be inoperative provided associated heating system is verified to operate normally before each departure into known or forecast icing conditions.	
		<b>C</b>	<b>3</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) The associated heating system is not used, and c) Light(s) erroneously ON due to system failure are deactivated.	
<b>61-1</b>	Propeller Anti-Icing Systems	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
<b>61-2</b>	Propeller Anti-Icing ON Light Systems	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) One or both may be inoperative provided: a) Associated FAULT alert(s) operates normally, and b) Light(s) erroneously ON due to system failure are deactivated.	
<b>61-3</b>	Propeller Mode Selector	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided AUTO SEL MODE operates normally.	
<b>***</b>	1) AUTO MODE	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided MAN mode operates normally.	

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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
61-4	Propeller Anti-Ice FAULT Light Systems	C	2	0	(M) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure are deactivated.	
65-1	Windshield Wiper Systems	C	2	0	(O) May be inoperative provided the airplane is not flown in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
65-2	Wipers FAST / SLOW Selection	C	4	2	SLOW function may be inoperative	
		C	4	0	May be inoperative provided associated windshield wiper system is considered inoperative.	
70-1	Ice & Rain Protection System Maintenance Panel Controls and Indicators	C	-	0	(M) May be inoperative provided ice and rain protection systems are verified to operate normally by alternate procedures.	
80-1	Ice Detector	B	1	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure are deactivated.	
80-2	Icing FAULT Light except (-600)	B	1	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Light(s) erroneously ON due to system failure are deactivated.	
80-3	ICING AOA Light (-600)	C	1	0	(O) May be inoperative provided ICING AOA green label on FMA is checked operative.	   

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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-1</b>	Clocks					
	1) Except (-600)	<b>C</b>	-	<b>1</b>		
	2) (-600)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided the digital clock presentation is operative on EWD page.	
<b>31-1</b>	Multipurpose Computer (MPC)/Multifunction Computer (MFC) APM FAULT Only (fitted with Mod 5567; 8392; 8442 or STC 02647NY) except (-600)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative.	
<b>31-2</b>	Aircraft Performance Monitor (APM) (fitted with Mod 5567; 8392; 8442 or STC 02647NY)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided flight is not conducted in icing conditions.	
<b>31-3</b>	Multipurpose Computer (MPC) (-600)					
	1) FDAU Function	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) FDR is considered inoperative (refer to Flight Data Recorder), b) NL indication is inoperative (refer to NL Indicator), c) APM FAULT and EWD Flight Time functions are inoperative (refer to MPC - APM FAULT and MPC - EWD Flight Time), and d) Repairs are made within 3 flight days	
	2) APM Fault	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative.	
					NOTE: Operator MELs must define procedures in compliance with the AFM.	
					(Continued)	

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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-3</b>	Multipurpose Computer (MPC) (-600) (Cont'd)					
	3) EWD Flight Time	<b>D</b>	<b>1</b>	<b>0</b>		
	4) DMU ACMS (Maintenance)	<b>D</b>	<b>1</b>	<b>0</b>		
<b>31-4</b>	Printer (-600)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided operational procedures do not require its use.	
<b>32-1</b>	Flight Data Recorder System (FDR)	<b>C</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR function of Combined Voice and Flight Data recorder (CVFDR)	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.	
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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>32-1</b>	Flight Data Recorder System (FDR) (Cont'd)					
	1) FDR Recording Parameters required by 14 CFR	<b>A</b>	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.	
	2) FDR Recording Parameters not required by 14 CFR	<b>A</b>	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
<b>32-2</b> ***	ERMS	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>48-1</b>	MFC Modules (-500)					
	1) Module 1A	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Modules 2A, 1B, and 2B operate normally, b) Avionics Vent OVBD manual mode operates normally, c) Right air conditioning pack operates normally, d) AC BTC operates normally, e) No. 2 inverter operates normally, f) De-Icing OVRD system operates normally, g) Following warnings are tested, and operate normally before each departure: 1) Flaps UNLOCK, 2) Stick Pusher inhibition, and h) Repairs are made within 2 flight days.	
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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>48-1</b>	MFC Modules (-500) (Cont'd)  2) Module 2A	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Aircraft remains at or below 17,000 feet MSL, b) Modules 1A, 1B, and 2B operate normally, c) Avionics Vent OVBD manual mode operates normally, d) Left air conditioning pack operates normally, e) AC BTC operates normally, f) No. 1 inverter operates normally, g) De-Icing OVRD system operates normally, h) Following warnings are tested, and operate normally before each departure: 1) Flaps UNLOCK, 2) Stick Pusher inhibition, and h) Repairs are made within 2 flight days.	
<b>48-6</b>	MFC Module FAULT Lights (-500)	<b>A</b>	<b>4</b>	<b>3</b>	Either Module 1A FAULT light or Module 2A FAULT light, but not both, may be inoperative provided: a) Light(s) erroneously ON due to system failure is masked, and b) Repairs are made within 2 flight days.	
		<b>A</b>	<b>4</b>	<b>3</b>	Either Module 1A FAULT light or Module 2A FAULT light, but not both, may be inoperative provided: a) Associated module is considered inoperative, and b) Repairs are made within 2 flight days.	

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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>53-1</b>	Crew Alerting Computer (Post MOD 1403 Only) (-300 Models)					
	1) Digital System	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Operational check of the ELEVATOR NORMAL and STANDBY TRIM control systems is performed before each departure, and b) Repairs are made within 3 flight days.	
<b>53-2</b>	Master Warning Light(s) except (-600)	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided that light(s) erroneously ON due to system failure are deactivated.	
<b>53-3</b>	Master Caution Lights(s) except (-600)	<b>C</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided that light(s) erroneously ON due to system failure are deactivated.	
<b>53-4</b>	Crew Alerting Panel except (-600)					
	1) System Alert Lights	<b>A</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided: a) Associated Warn or Caution alert operates normally, b) Local alert light on associated system panel operates normally, c) Light(s) erroneously ON due to system failure are deactivated, and d) Repairs are made within 3 flight days.	
	2) RCL Function	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures for recording ALERTS are established and used, and b) Repairs are made within 3 flight days.	
	3) CLR Function	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) All fire warning logic operates normally, and b) Repairs are made within 3 flight days.	
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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>53-4</b>	Crew Alerting Panel except (-600) (Cont'd)					
	4) TO INHI Function	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative so as to remain in the non-inhibit mode provided repairs are made within 3 flight days.	
<b>53-5</b>	Emergency Audio Cancel	<b>C</b>	<b>1</b>	<b>0</b>		
<b>53-6</b>	T.O. CONFIG Test System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>60-1</b>	Display Unit (DU)	<b>C</b>	<b>5</b>	<b>4</b>	(O) One Display unit may be inoperative among DU #1 and DU #3 and DU #5 provided that: a) CAPT // PFD/MFD/EWD pb-sw reversion is checked operative, and b) F/O // PFD/MFD/EWD pb-sw reversion is checked operative.	
<b>60-2</b>	Multi-Function Control Panel (MCP) (-600)	<b>B</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided both radios can be tuned through the MCDU.	
	1) COM Push Button	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided both MCDUs are operative.	
	2) NAV Push Button	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided both MCDUs are operative.	
	3) SURV Push Button	<b>B</b>	<b>2</b>	<b>1</b>		
	4) ESC Push Button	<b>C</b>	<b>2</b>	<b>0</b>		
	5) ENTER Push Button and Multi Directional Pad	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative provided both MCDUs are operative.	
	6) Numeric Keyboard	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided both MCDUs are operative.	

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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>60-3</b>	Electronic Flight Instrument System Control Panels (EFCP) (-600)	<b>A</b>	<b>2</b>	<b>1</b>	The right side EFCP may be inoperative provided operations are limited to 2 calendar days.	
	1) MFD - SYS Push Button	<b>A</b>	<b>2</b>	<b>1</b>	One may be inoperative provided operations are limited to 2 calendar days.	
	2) MFD - ND Push Button	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative provided procedures do not require its use.	
	3) MFD - PERF Push Button	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative provided the operating PERF Push Button and its associated MCP are operative.	
	4) MFD - MISC Push Button	<b>D</b>	<b>2</b>	<b>0</b>		
	5) MFD - MAP Push Button	<b>D</b>	<b>2</b>	<b>0</b>		
	6) MFD - VID Push Button	<b>D</b>	<b>2</b>	<b>0</b>		
	7) MFD - BRG Push Button	<b>B</b>	<b>4</b>	<b>3</b>	One may be inoperative provided BRG #1 is available on the Pilot Flying side.	
	8) MFD - RANGE Push Button	<b>B</b>	<b>2</b>	<b>1</b>		
	9) MFD - FORMAT Push Button	<b>B</b>	<b>2</b>	<b>1</b>		
	10) FWS - PROC (DOWN / UP) Push Button	<b>C</b>	<b>2</b>	<b>1</b>		
	11) FWS - ENTER PROC Push Button	<b>C</b>	<b>2</b>	<b>1</b>		
	12) FWS - PROC MENU Push Button	<b>C</b>	<b>1</b>	<b>0</b>		
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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>60-3</b>	Electronic Flight Instrument System Control Panels (EFCP) (-600) (Cont'd)					
	13) FWS - MAN DEL Push Button	<b>C</b>	<b>1</b>	<b>0</b>		
	14) FWS - CLR Push Button	<b>B</b>	<b>1</b>	<b>0</b>		
<b>60-4</b>	Index Control Panels (ICP) (-600)	<b>A</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) Associated ADC is considered inoperative, and b) Operations are limited to 2 calendar days.	
	1) BARO SET Rotary Selector	<b>A</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) Associated ADC is considered inoperative, and b) Operations are limited to 2 calendar days.	
	2) PUSH STD Push Button	<b>C</b>	<b>2</b>	<b>0</b>		
	3) DH MDA Selector	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided approach procedures do not require DH use.	
	4) DH MDA Rotary Selector	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided approach procedures do not require DH use.	
<b>60-5</b>	Multi-purpose Control and Display Unit (MCDU) (-600)	<b>C</b>	<b>2</b>	<b>1</b>		
<b>60-6</b>	Display Unit (DU) Switch Reversion (-600)	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided all Display Units are operative	
<b>70-1</b>	Instruments Maintenance Panel Control and Indicators	<b>C</b>	<b>-</b>	<b>0</b>		

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**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
31-1	Anti-Retraction System (Lever Latch)	C	1	0		
31-2	Landing Gear Lever Integral Red Light	B	1	0		
31-3	Landing Gear Retraction System	C	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured down, b) Retraction system is deactivated, c) Flight is conducted in accordance with AFM Flight with Landing Gear Down Supplement, and d) Airplane is not operated in known or forecast icing conditions.	
42-1	Wheel Brakes	C	4	3	(M)(O) One may be inoperative provided: a) Antiskid system operates normally, b) Both ACW generator systems operate normally, c) Affected brake is deactivated, d) Airplane does not depart from or to an airport with wet or contaminated runways, and e) AFM performance penalties are applied.	
42-2	Anti-Skid System	C	1	0	(O) May be inoperative provided: a) All wheel brakes operate normally, b) Airplane does not depart from or to an airport with wet or contaminated runways, c) AFM performance penalties are applied, and d) Anti-Skid system remains off.	
42-3	BRK TEMP Light System	C	1	0	(O) May be inoperative provided: a) A minimum 20-minute turnaround time (block in to block out) is observed, and b) Landing gear remains down for one minute after takeoff except in case of emergency.	
45-1	CCAS Parking Brake Light (CAP Panel) except (-600)	C	1	0	(M) May be inoperative provided: a) Parking brake operates normally, b) PRKG BRK light on CCAS is deactivated, and c) Takeoff configuration warning system operates normally.	

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**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
45-2	PRKG BRK ON Indication (-600)	C	1	0	(O) May be inoperative provided: a) Parking brake operates normally, b) Takeoff configuration warning system operates normally.	
51-1	Nose Wheel Steering	C	1	0	(M) May be inoperative provided: a) Centering function operates normally, b) All brake systems operate normally, and c) Maximum crosswind is limited to 15 knots.	
61-1	Landing Gear Position Indicating Systems					
	1) System 1 (Forward Inst. Panel)	B	1	0	(O) May be inoperative provided system 2 operates normally.	
	2) System 2 (Overhead Panel)	A	1	0	(O) May be inoperative provided: a) System 1 operates normally, b) System 2 malfunction does not generate false "gear not down and locked" warnings, and c) Repairs are made within 1 flight day.	
61-2	Landing Gear Not Down Warning System	B	1	0	(M)(O) May be inoperative provided: a) Landing gear is secured down, b) Retraction system is deactivated, c) Flight is conducted in accordance with AFM flight with Landing Gear Down supplement, and d) Airplane is not operated in known or forecast icing conditions.	

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
10-1	Cockpit/Flight deck/ Flight Compartment and Instrument Lighting Systems	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System Lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Remaining Lighting System Lights are positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.  NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from its relief.  NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
10-2	Cabin Interior Light System	C	-	0	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.	
16-1	Annunciator lights Switch					
	1) Test Function	A	1	0	May be inoperative provided repairs are made within 1 flight day.	
	2) Dim Function	A	1	0	May be inoperative for night operations provided repairs are made within 1 flight day.	
		C	1	0	May be inoperative for day operations so as to remain in the bright mode.	
16-2	NO SMKG Memo Light except (-600)	C	1	0		
16-3	SEAT BELTS Memo Light except (-600)	C	1	0		

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
16-4	Passenger lighted information system	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY.  NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.	
		C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed ON or OFF.	
		C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify courier/supernumeraries when associated sign(s) are placed ON or OFF.	
26-1	Passenger Notice System					
	1) "No Smoking/ Fasten Seat Belt/Return to Seat" Lights	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY.  NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.	

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>26-1</b>	Passenger Notice System (Cont'd)	<b>C</b>	-	-	(O) May be inoperative and the associated passenger seat or lavatory may be occupied provided: a) The PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.	
	2) "Fasten Seat Belt While Seated" Sign or Placard	<b>C</b>	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
<b>26-2</b> ***	Sterile Cockpit Light	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>31-1</b>	Nose Wheel Well Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>31-2</b>	Forward Avionics Compartment	<b>C</b>	<b>1</b>	<b>0</b>		
<b>31-3</b>	Flight Control Bay Light	<b>C</b>	<b>1</b>	<b>0</b>		
<b>34-1</b>	Cargo Bay Lights	<b>C</b>	-	<b>0</b>	Individual lights may be inoperative provided remaining lights or supplemental lighting is sufficient to illuminate the cargo compartment.	
<b>37-1</b>	Main Wheel Well Lights	<b>C</b>	<b>2</b>	<b>0</b>		

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-1</b>	Navigation Position Lights	<b>C</b>	-	<b>0</b>	May be inoperative except during the period from sunset to sunrise.	
<b>***</b>	1) Navigation Position Light System	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided the operating system is used.  NOTE: Ice Evidence Probe Light is inoperative on ALT system on aircraft without modification 03655.	
	2) Navigation Position Lights	<b>C</b>	-	<b>3</b>	One light is required in each position for operations during sunset to sunrise.	
<b>***</b>	3) Pulse System	<b>D</b>	-	<b>0</b>	May be inoperative provided NORM navigation light function is not impaired.	
<b>42-1</b>	Landing Light Systems	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative for night operations provided all taxi and takeoff lights operate normally.	
		<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative except for night operations.	
<b>***</b>	1) Pulse System	<b>D</b>	-	<b>0</b>	May be inoperative provided NORM landing light function is not impaired.	
<b>43-1</b>	Wing Strobe Light System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided anti-collision (BEACON) light system operates normally.	
<b>46-1</b>	Taxi & Takeoff Light System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative except for night operations.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for night operations provided all landing lights operate normally.	
<b>47-1</b> <b>***</b>	Logo Light (Including Pulse System)	<b>D</b>	<b>1</b>	<b>0</b>		
<b>48-1</b>	Anti-Collision (BEACON) Light System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided white strobe light system operates normally.	

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
49-1	Wing Inspection Lights	C	2	0	May be inoperative provided: a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require their use.	
49-2	Ice Evidence Probe Light	C	1	0	May be inoperative except for night operations.	
		B	1	0	(O) May be inoperative for night operations provided airplane is not operated in known or forecast icing conditions.	
		B	1	0	May be inoperative provided Wing Inspection lights operate normally.	
50-1	Emergency Exit DISARM Annunciator Light	C	1	0	May be inoperative provided Emergency Exit light system is verified to operate normally, and is armed before each departure.	
50-2	Floor Proximity Emergency Escape Path Marking System	C	1	-	Individual lights may be inoperative provided FAA approved minimum acceptable light levels specified in one the of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of the type design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.	

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>50-3</b>	Ceiling Emergency Lighting	<b>C</b>	-	-	Individual lights may be inoperative provided FAA approved minimum acceptable light levels specified in one the of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.	
<b>51-1</b>	Exterior EMER Lights					
	1) Passenger Configuration	<b>B</b>	-	-	One light may be inoperative except for night operations.	
	2) Cargo Configuration	<b>B</b>	-	-	May be inoperative provided affected EMER light(s) is not associated with a flight deck emergency exit.	

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**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
11-1	Air Data Computer (ADC)					
	1) Standard 1 (-600)	<b>A</b>	<b>2</b>	<b>1</b>	(M)(O) One ADC may be inoperative provided: a) Autopilot and Yaw Damper are deactivated, b) Flight is conducted in day VMC only, c) TLU manual mode is operative, d) IESI is operative, e) All the IOM DC are operative, and f) Repairs are made within 2 flight days.	
	2) (-600) Standard 2 and/or 3 (with Mod. 06977 and/or 7474 incorporated)	<b>A</b>	<b>2</b>	<b>1</b>	(M)(O) One ADC may be inoperative provided: a) Flight is conducted in day VMC only, b) TLU manual mode is operative, c) IESI is operative, d) All the IOM DC are operative, e) Operations are conducted in compliance with AFM AFCS limitations, and f) Repairs are made within 2 flight days.	
12-1	Altitude Alerting System	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided en-route operations, i.e. RVSM, do not require its use.	
12-2	Standby Altimeter except (-600)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative for day VMC provided repairs are made within 2 flight days.	

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**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
13-1	Standby Airspeed Indicator except (-600)	A	1	0	May be inoperative for day VMC provided repairs are made within 2 flight days.	
13-3	Overspeed Warning System except (-600)	B	1	0	(M)(O) May be inoperative provided: a) Both airspeed indicators are checked operative, and b) Airspeed is limited to 10 KIAS below $V_{mo}/V_{fe}/V_{le}$ .	
14-1	Vertical Speed Indicators except (-600)	C	2	1	One may be inoperative for day VMC operations.	
15-1	TAT Indication System except (-600)	C	1	0	May be inoperative provided SAT indication system operates normally.	
15-2	SAT Indication System except (-600)	C	1	0	May be inoperative provided TAT indication system operates normally.	
15-3	True Airspeed System except (-600)	C	1	0		
21-1	ADC Switching System except (-600)	A	1	0	(M) May be inoperative provided: a) Both ADC's operate normally, and b) Repairs are made within 2 flight days.	
21-2	ADC Switch FAULT Light except (-600)	C	1	0	May be inoperative provided both ADC's operate normally.	
26-1	RMI Heading Indication except (-600)	C	2	1	One may be inoperative provided heading information on EHSI at the associated pilot's station operates normally.	
26-2	VHF Navigation Systems	D	2	-	Any in excess of those required by 14 CFR, and not powered by an Emergency Bus, may be inoperative.	
26-3 ***	External Altimeter Bugs On Altimeter Indicator Bezel	C	-	0	(O) May be missing provided alternate procedures are established and used.	
		D	-	0	May be missing provided procedures do not require their use.	

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**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
27-1	Standby Attitude Indicators except (-600)	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
28-1	Standby Compass	B	1	0	(O) May be inoperative provided: a) Any combination of two gyro stabilized or AHRS compass systems operate normally, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.	
29-1	Integrated Electronic Standby Instrument (IESI) (-600)	A	1	0	IESI may be inoperative provided: a) Flight is conducted in day VMC only, b) Both AHRS are operative, c) Both ADC are operative, and d) Operations are limited to 2 calendar days.	
		C	1	0	May be inoperative provided the SET rotary switch and the SEL Push Button operate normally.	
		C	2	0	One or both may be inoperative provided the brightness level is acceptable for the flight crew.	
33-1	Marker Beacon System	C	-	0	May be inoperative provided approach minimums do not require its use.	
36-1	Instrument Landing System (ILS)	C	2	0	May be inoperative provided procedures do not require its use.	
		D	2	0	May be inoperative for VMC flight only.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>38-1</b> ***	Airport Navigation Function (-600)	<b>D</b>	<b>2</b>	<b>0</b>		
<b>40-1</b> ***	Traffic and Terrain Collision Avoidance System (T2CAS) (ST01646LA)	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) System is deactivated and secured, b) Enroute and approach procedures do not require the use of TCAS, c) Alternate procedures are established and used for inoperative GPWS, and d) Repairs are made within 2 flight days.	
	1) Ground Proximity Warning System (GPWS Function)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
	2) Ground Proximity Warning System (GPWS) Modes 1-4	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
	3) Ground Proximity Warning System (GPWS) Glide Slope Deviation	<b>B</b>	<b>2</b>	<b>0</b>		
(Continued)						

NOTE: TCAS, GPWS and TAWS will be inoperative.

NOTE: A GPWS FAULT annunciator indicates a failure of GPWS alert functions Modes 1-5.

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Sequence No.	Item	1	2	3	4	Change Bar
<b>40-1</b> ***	Traffic and Terrain Collision Avoidance System (T2CAS) (ST01646LA) (Cont'd)					
	4) Ground Proximity Warning System (GPWS) Glareshield Annunciator/GP Inhibit Switch	<b>B</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided audio functions are operative.  NOTE: The audio associated with the system test verifies audio functions are operative.	
	5) TAWS- Predictive Function	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative.  NOTE: A FAULT on the TAWS control panel indicates a failure of the predictive functions of the system.	
	6) TAWS- Display Function	<b>C</b>	<b>2</b>	<b>0</b>		
	7) Combined TA/RA Dual Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative on the non-flying pilot's side provided: a) TA and RA visual display is operative on the flying pilot's side, and b) TA and RA audio function is operative on the flying pilot's side.	
<b>41-1</b>	Weather Radar System	<b>C</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.	
	1) Radome Bonding Adhesive Tape	<b>C</b>	<b>8</b>	<b>7</b>	(O) One may be inoperative or missing provided flight is not conducted into known or forecast thunderstorm of electrical storm activity.	
<b>42-1</b>	Radio Altimeter System	<b>B</b>	<b>-</b>	<b>0</b>	NOTE 1: Stick pusher inhibition under 500 feet will be inoperative.  NOTE 2: TCAS, GPWS and TAWS will be inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>43-1</b>	Traffic Alert Collision/Avoidance System (TCAS II) except (-600)	<b>B</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
<b>***</b>	1) Combined Traffic Alert (TA and Resolution Advisory (RA) Dual Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and FA audio function is operative on the flying pilot side.	
	2) Resolution Advisory (RA) Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side.	
		<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
	3) Traffic Alert (TA Display System(s)	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
	4) Audio Functions	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
<b>***</b>	5) Airspace Selection Function	<b>C</b>	-	<b>0</b>		

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Sequence No.	Item	1	2	3	4	Change Bar
48-1	Ground Proximity Warning System (GPWS) except (-600)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
	1) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
	2) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
	3) Glideslope Deviation(s) (Mode 5)	C	-	1		
	4) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
***	5) Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedure.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (predictive) operates normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>48-2</b>	Terrain System – Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>48-3</b>	Terrain Displays	<b>C</b>	-	<b>1</b>		
		<b>B</b>	-	<b>0</b>		
<b>52-1</b>	ATC Transponders And Automatic Altitude Reporting Systems	<b>B</b>	-	<b>0</b>	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		<b>D</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
<b>52-1</b>	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR.	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
<b>53-1</b>	ADF System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>54-1</b>	Distance Measuring Equipment (DME) System	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>60-1</b> ***	LORAN C Navigation System	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>60-2</b> ***	Microwave Landing System	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>60-3</b> ***	Global Positioning System (GPS)	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>60-4</b> ***	Area Navigation System	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>61-1</b>	Flight Management Application FMA (- 600)	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative provided operations/procedures do not require its use.	
<b>61-2</b>	Navigation Database	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight days.  NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>70-1</b>	EFIS Display Source Select Switches (On Lateral Consoles) except (-600)	<b>C</b>	<b>-</b>	<b>0</b>	(O) One or more may be inoperative so as to remain in the normal position provided: a) Associated sources operate normally, b) All EFIS CRTs operate normally, and c) Inoperative switches are not moved in flight.	
<b>74-1</b>	EADI Annunciators/ Displays except (-600)					
	1) FAST/SLOW Indications	<b>C</b>	<b>2</b>	<b>0</b>		
	2) Flight Director Bars	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided approach minimums do not require their use.	
	3) Radio Altitude	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided radio altimeter input to landing gear warning system operates normally.	
	4) ILS Deviation	<b>C</b>	<b>2</b>	<b>-</b>	As required by 14 CFR.	
	5) Marker Indications	<b>C</b>	<b>2</b>	<b>-</b>	As required by 14 CFR.	
<b>74-2</b>	Slip Indication except (-600)	<b>C</b>	<b>2</b>	<b>1</b>		

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4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>75-1</b>	EHSI Annunciations/ Displays except (-600)					
	1) Selected Heading	<b>C</b>	<b>2</b>	<b>0</b>		
	2) Selected Course	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided navigation and approach procedures do not require its use.	
	3) Bearing Pointers	<b>C</b>	<b>4</b>	<b>0</b>	May be inoperative provided the adjacent RMI(s) operates normally.	
	4) Distance Measuring equipment (DME) Systems Display	<b>D</b>	-	-	Any in excess of those required by FAR may be inoperative.	
	5) Groundspeed/ Time to Go	<b>C</b>	<b>2</b>	<b>0</b>		
	6) ARC Mode	<b>C</b>	<b>2</b>	<b>0</b>	NOTE: Weather radar requirements must be considered if both ARC modes are inoperative.	
<b>76-1</b>	Navigation Maintenance Panel Controls & Indicators	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided avionics rack ventilation operates normally.	

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4. REMARKS OR EXCEPTIONS

**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
11-1	LO PR Alert	B	1	0	(O) May be inoperative provided high pressure indicator operates normally, and is monitored during flight.	
13-1	HP Indicator	B	1	0	(O) May be inoperative provided oxygen supply is verified adequate for the flight.	
15-1	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	
15-2	Bottle gauge	B	1	0	May be inoperative provided flight deck pressure indication is operative.	
17-1	Passenger Oxygen (Portable Bottles)	D	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Inoperative unit is removed from passenger cabin, and b) Required distribution is maintained.  NOTE: Not required for all cargo operations.	
17-2					<b>DELETED REVISION 25.</b>	
20-1 ***	Passenger Oxygen System					
	1) Passenger Configuration	B	-	-	May be inoperative provided flight is conducted at or below 10,000 feet MSL.	
	2) Cargo Configuration	D	-	0	May be inoperative provided flight is conducted at or below 10,000 feet MSL.	
20-3	Passenger Service Unit (PSU)	B	-	-	(M)(O) One or more passenger service units may be inoperative provided that: a) Affected seats are blocked and placarded to prevent occupancy, and b) Units are operative for all operative passenger seats, toilet compartment (if applicable) and cabin attendant location (if applicable).	
65-1	Oxygen Manual Release Tool	C	4	3	One may be inoperative provided the remaining tools (3) are checked before each departure and operate normally.	

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4. REMARKS OR EXCEPTIONS

**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
11-1	HP Valve Systems	C	2	1	(M) One may be inoperative provided the HP Valve is secured CLOSED.	
11-2	Bleed Valves Systems	C	2	1	(M)(O) One may be inoperative provided: a) Associated valve is secured CLOSED, and b) Flight remains at or below 17,000 feet MSL.	
11-3	Bleed FAULT Light Systems	C	2	1	(M) One may be inoperative provided: a) Light(s) erroneously ON due to system failure is (are) deactivated, and b) Associated pack FAULT light operates normally.	
		C	2	1	(M) One may be inoperative provided associated bleed valve is considered inoperative and is selected OFF.	
11-4	X-FEED Valve	C	1	0	(M) May be inoperative secured CLOSED.	
11-5	X-VALVE OPEN Light System	C	1	0	(M) May be inoperative provided: a) X-FEED valve is secured CLOSED, and b) Light(s) erroneously ON due to system failure are deactivated.	
11-6	OVHT Light Systems	C	2	1	(M) May be inoperative provided: a) Associated bleed valve is selected OFF, and b) Light(s) erroneously ON due to system failure are deactivated.	
20-1	LEAK Warning Light Systems	C	2	1	(M) May be inoperative provided: a) Associated bleed valve is selected OFF, and b) Light(s) erroneously ON due to system failure are deactivated.	
70-1	Pneumatic Systems Maintenance Panel Controls & Indicators	C	-	0	(M) May be inoperative provided pneumatic system operates normally.	

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**38. WATER/WASTE**

Sequence No.	Item	1	2	3	4	Change Bar
10-1 ***	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system which operates normally may be used.	
		C	1	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
30-1	Lavatory Waste Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system which operates normally may be used.	
		C	1	0	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured CLOSED and placarded "INOPERATIVE – DO NOT ENTER."  NOTE: These provisions are not intended to prohibit use or inspections by crewmembers.	

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**42. INTEGRATED MODULAR AVIONICS**

Sequence No.	Item	1	2	3	4	Change Bar
11-1	IOM AP (- 600)	A	1	0	<p>May be inoperative provided operations are limited to two flights.</p> <p>NOTE: Autopilot and Yaw Damper function are not available. Refer to Autopilot and Yaw Damper inoperative items.</p>	

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4. REMARKS OR EXCEPTIONS

**46. INFORMATION SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>25-1</b> ***	Electronic Flight Bag (EFB) (-600)					
	1) System Device	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
	2) Mounting Device	<b>C</b>	<b>2</b>	-	(O)(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
	3) Power Connection	<b>C</b>	<b>2</b>	-	May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
	4) Data Connectivity	<b>C</b>	<b>2</b>	-	(O) May be inoperative provided alternate procedures are established and used.	
	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided procedures do not require its use.		

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4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-1</b>	DOORS Alert Light Systems					
	1) Passenger Configuration	<b>B</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) Affected door(s) is (are) verified CLOSED and locked before each departure, and b) Light(s) erroneously ON is (are) deactivated.	
	2) Cargo Configuration	<b>B</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) Affected door(s) is (are) verified CLOSED and locked before each departure, and b) Light(s) erroneously ON is (are) deactivated.	
<b>12-1</b>	Passenger Door Torque Tube	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative for one Ferry Flight provided: a) Ground personnel assistance for opening and closing operation is available, b) Door is not operated from inside the aircraft (except in case of emergency), c) Verify personnel are clear of door before operation, and d) Ensure all personnel are informed prior to door operation.	
<b>12-2</b>	Passenger Door Kinematics Motorized Function	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) All door mechanical parts are operative, b) Ground personnel assistance for opening and closing operation are available, c) Verify personnel are clear of door before operation, and d) Ensure all personnel are informed prior to door operation.	

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4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
31-1	Cargo Door Hydraulic system (STC ST01761NY)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
31-2	Cargo Door Control System (STC ST01761NY)	C	1	0	NORMAL Mode may be inoperative provided BACK-UP Mode operates normally.	
41-1	Service Door Hold latch activation system	C	1	0	(M) May be inoperative provided an approved mechanical device is installed to maintain the latch in an OPEN position.	
41-2	Service Door Seal (Passenger Configuration)	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Extended overwater flight is prohibited.	
50-1	Flight Deck Door Lock System(s)					
***	1) Enhanced Flight Deck Security Door Primary Locking System (14 CFR 25.795 Compliant)	A	1	0	(M)(O) May be inoperative provided: a) Primary locking system is deactivated, b) Secondary locking system operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the secondary locking system, and d) Repairs are made within 2 flight days.	
***	2) Enhanced Flight Deck Security Door Secondary Locking System (14 CFR 25.795 Compliant)	C	1	0	May be inoperative provided primary locking system operates normally.	

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4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>50-2</b>	Flight Deck Smoke Barrier Door (STC ST01189WI)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures are established and used to ensure the cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MEL must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	
<b>52-1</b>	Cargo Door Motor/ Actuator (Passenger Configuration and STC ST01189WI)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) A mechanical means is available, and is used to operate the door, b) All door warning indications operate normally, and c) Cargo door motor is deactivated	
<b>52-3</b>	Cargo Door Support Mechanism					
	1) Passenger Configuration	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Support mechanism is removed or secured, b) Cargo door is not opened past a horizontal position, c) Maximum windspeed limit is 25 KNOTS, and d) Repairs are made within 3 flight days.	
	2) Gas Spring Struts (STC ST01189WI)	<b>C</b>	<b>4</b>	<b>2</b>	(M)(O) One per cargo door may be inoperative provided an alternate means to open and hold the door in position is available and used.	

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4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
52-4	AFT Cargo Compartment Door/ Curtain (Passenger Configured Aircraft Only)	C	1	0	(O)(M) May be inoperative provided: a) Door/curtain is secured and does not block an Emergency exit, and b) Procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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4. REMARKS OR EXCEPTIONS

**61. PROPELLERS**

Sequence No.	Item	1	2	3	4	Change Bar
21-1	Synchrophaser System (only non PEC aircraft)	C	1	0	(M) May be inoperative provided system is deactivated.	
21-2	Autofeather System	C	2	0	(O) One or both may be inoperative provided AFM performance penalties are applied.	
21-3 ***	PEC Channels (-500 & -600)	A	4	2	(M) One channel on each engine may be inoperative provided: a) PEC Channel test is performed before each departure, and b) Repairs are made within 2 flight days.	
21-4 ***	PEC SGL CH Light (-500)	A	2	0	(M) May be inoperative provided: a) PEC is considered inoperative on affected engine, b) Light(s) erroneously ON are deactivated, and c) Repairs are made within 2 flight days.	
21-6	Propeller Interface Unit (PIU) and Associated Propeller Speed Selection (All PEC aircraft)	C	2	0	(O) May be inoperative provided both CL are set to 100 % OVRD  NOTE: If affected side cannot be identified, both PIUs should be considered as inoperative.	
42-1	NP Indicating Systems					
	1) Digital counter except (-600)	C	2	0		
	2) NP indication on EWD (-600)	C	2	1	One may be inoperative provided aircraft is not operated into known or forecast icing conditions	
50-1	Propeller Brake System	C	1	0	(M) May be inoperative provided system is deactivated.	
51-1 ***	Prop BRK UNLK/ON Light	C	1	0	(M)(O) May be inoperative provided: a) Propeller brake system is deactivated, and b) Light(s) erroneously ON are deactivated.	

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4. REMARKS OR EXCEPTIONS

**61. PROPELLERS**

Sequence No.	Item	1	2	3	4	Change Bar
51-2	PROP BRK Memo Light except (-600)	A	1	0	May be inoperative provided repairs are made within 2 flight days.	
		C	1	0	(O) May be inoperative provided propeller brake is not used.	
51-3	Propeller Brake READY Light	C	1	0	(O) May be inoperative provided propeller brake is not used.	
60-1	Propeller System Maintenance Panel Controls & Indicators	C	-	0	May be inoperative provided test switches remain in neutral position.	

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4. REMARKS OR EXCEPTIONS

**73. ENGINE AND FUEL CONTROL**

Sequence No.	Item	1	2	3	4	Change Bar
13-1	IDLE GATE FAIL Light	C	1	0	(M)(O) May be inoperative provided: a) System operates normally, and b) Light(s) erroneously ON due to system failure are deactivated.	
15-1	Fuel Heater Systems	C	2	0	(M)(O) May be inoperative with fuel temp low indication provided: a) Fuel anti-icing additives meeting engine manufacturer's specifications are used, and b) Associated engine(s) oil level is check before each departure.	
		C	2	0	(O) May be inoperative with fuel temp low indication provided flight is conducted in atmospheric conditions of 0 degrees SAT or above.	
		C	2	0	(O) May be inoperative with fuel temp high indication provided: a) AVGAS or JP4 are not used, and b) All other fuel system components operate normally.	
21-1	Automatic Takeoff Power Control System (ATPCS)	C	1	0	(O) May be inoperative provided AFM performance penalties are established and used.	

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4. REMARKS OR EXCEPTIONS

**73. ENGINE AND FUEL CONTROL**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-1</b>	Power Management Rotary Selector Switches (PWR MGT)					
	1) (-200/-300/-320)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Selector remains in the T/O Mode, b) Condition Levers (CLs) are manually set to 100% for takeoff and landing, c) Torque must be manually computed and set, and d) Repairs are made within 2 flight days.	
	2) (-500 & -600)	<b>A</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Selector remains in the T/O Mode, b) Condition Levers (CLs) are set to and remain in 100 OVRD, c) Torque must be manually computed and set for Takeoff, and d) Repairs are made within 2 flight days.	

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4. REMARKS OR EXCEPTIONS

**73. ENGINE AND FUEL CONTROL**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-2</b>	Engine Electronic Control (ECU or EEC)					
	1) ECU	<b>A</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided: a) Both ECU's are switched OFF for takeoff, b) Airplane does not depart to or from an airport with wet or contaminated runways, c) DC auxiliary hydraulic pump operates normally, d) All wheel brakes operate normally, e) Nose wheel steering operates normally, f) Operations are conducted in accordance with AFM Limitations and Procedures, and g) Repairs are made within 2 flight days.	
	2) EEC	<b>A</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative for day operations only provided: a) Associated bleed valve operates normally, b) Associated pack operates normally, c) DC auxiliary hydraulic pump operates normally, d) Operations are conducted in compliance with AFM, and e) Repairs are made within 2 flight days.	
	3) EEC (-600)	<b>A</b>	<b>2</b>	<b>1</b>	(O) One digital TQ counter and associated target bug may be inoperative for day operations provided: a) Associated bleed valve operates normally, b) Associated pack operates normally, c) DC auxiliary hydraulic pump operates normally, d) Operations are conducted in compliance with the AFM, and e) Repairs are made within 2 flight days.	
					NOTE: Disregard HBV flag on affected torque indication.	

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4. REMARKS OR EXCEPTIONS

**73. ENGINE AND FUEL CONTROL**

Sequence No.	Item	1	2	3	4	Change Bar
23-3	Uptrim function	C	2	0	(O) May be inoperative provided: a) Autofeather is checked operative before each take-off, b) Take-off is performed with RTO power (RTO power is limited to 10 minutes), c) Take-off is performed with bleed OFF, d) Increase V1 limited by VMCG by 5 kt., and e) Increase VR by 2 kt.	
31-1	Fuel Flow Indication	B	2	1	One may be inoperative provided: a) Associated fuel quantity indicating system operates normally, and b) Associated FEED LO PR light operates normally.	
31-2	Fuel Used Indication	C	2	1	One may be inoperative provided the associated fuel quantity indicating system operates normally.	
31-3	FUEL CLOG Alert System except (-600)	A	2	1	May be inoperative provided: a) Malfunction is verified to be in the warning system, b) Light(s) erroneously ON are deactivated, c) Associated engine operating parameters are verified normal before each departure, d) Associated engine operating parameters are monitored throughout flight, and e) Repairs are made within 2 flight days.	

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4. REMARKS OR EXCEPTIONS

**73. ENGINE AND FUEL CONTROL**

Sequence No.	Item	1	2	3	4	Change Bar
35-1	Fuel Temperature Indicating Systems	C	2	0	(M)(O) May be inoperative provided: a) Fuel anti-icing additives meeting engine manufacturer's specifications are used, b) Associated engine(s) oil level is check before each departure, c) AVGAS or JP4 are not used, and d) All other fuel system components operate normally.  (O) May be inoperative provided: a) Flight is conducted in atmospheric conditions of 0 degrees SAT or above, b) AVGAS or JP4 are not used, and c) All other fuel system components operate normally.	
60-1	Engine Fuel & Control Maintenance panel Controls & Indicators	C	-	0	May be inoperative provided test switches remain in neutral position.	

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4. REMARKS OR EXCEPTIONS

**74. IGNITION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-1</b>	Ignition Systems					
	1) 4 Exciter Unit System (Only)	<b>A</b>	<b>4</b>	<b>2</b>	Two units may be inoperative provided: a) One ignition system per engine operates normally, and b) Repairs are made within 3 flight days.	
<b>31-1</b>	CONT RELIGHT Memo Light except (-600)	<b>C</b>	<b>1</b>	<b>0</b>		

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4. REMARKS OR EXCEPTIONS

**75. BLEED AIR**

Sequence No.	Item	1	2	3	4	Change Bar
20-1	HBOV Discharge Flapper (-500 & -600)	C	4	0		

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4. REMARKS OR EXCEPTIONS

**77. ENGINE INDICATING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-1</b>	N <sub>H</sub> Indicators					
	1) Digital counter except (-600)	<b>C</b>	<b>2</b>	<b>0</b>	Digital counter(s) may be inoperative.	
	2) Pointer and counter (-600)	<b>C</b>	<b>4</b>	<b>2</b>	One pointer or counter must be operative on each indicator.	
		<b>C</b>	<b>2</b>	<b>1</b>	(O) One indicator (pointer and counter) may be inoperative provided both engines TQ indicator and NP indicator are operative.	
<b>11-2</b>	N <sub>L</sub> Indicators	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided associated NH indicator operates normally.	
<b>13-1</b>	Torque Indicators					
	1) Digital Counter (-200, -300, and -400)	<b>C</b>	<b>2</b>	<b>0</b>		
	2) Digital Counter (-500 & -600)	<b>C</b>	<b>2</b>	<b>0</b>	(M) One counter must be operative on each engine and the HBV is checked operative.	
	3) Digital counter and Pointer (-500 & -600)	<b>C</b>	<b>2</b>	<b>1</b>	One indicator (pointer and counter) may be inoperative provided: a) Both engines NH indicator and NP indicator are operative, b) ATPCS operates normally, c) Both EEC operate normally and d) Operations are conducted in compliance with AFM.	
<b>13-2</b>	Torque Target Bugs					
	1) FDAU Torque Bugs except (-600)	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Torque charts are used, and b) Reference (Manual Torque Bugs operate normally.	
	2) Reference (Manual) Torque Bugs except (-600)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided the FDAU Torque Bugs operate normally.	
	3) Bugs and counter (-600)	<b>C</b>	<b>4</b>	<b>0</b>	(O) May be inoperative provided engine power is set according to operative target bug or torque charts.	

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4. REMARKS OR EXCEPTIONS

**77. ENGINE INDICATING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>20-1</b>	ITT Indicators					
	1) Digital Counter except (-600)	<b>C</b>	<b>2</b>	<b>0</b>	Digital counter(s) may be inoperative.	
	2) Pointer and Counter (-600)	<b>C</b>	<b>4</b>	<b>2</b>	One pointer or counter must be operative on each indicator.	
<b>21-1</b>	ITT Over Temp Lights	<b>A</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided: a) Light(s) erroneously ON due to system failure is (are) deactivated, and b) Repairs are made within 3 flight days.	
<b>60-1</b>	Indicator systems Maintenance Panel Controls & Indicators	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided all controls are in the normal position.	

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**79. ENGINE OIL**

Sequence No.	Item	1	2	3	4	Change Bar
26-1	Oil Cooler Flap Actuator (-300/-320/-400)	B	2	1	(M) One may be inoperative provided: a) Engine oil temperature is monitored throughout flight, and b) Flap actuator is secured in an intermediate position.	
36-1	Oil LOW PRESS Light except (-600)	B	2	1	(M) One may be inoperative provided: a) Associated oil pressure indicator operates normally, and is monitored throughout the flight, b) Oil quantity is verified adequate before each departure, and c) Light(s) erroneously ON due to system failure are deactivated.	