



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

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# Master Minimum Equipment List (MMEL)

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Revision: 11  
Date: 10/09/2017

## **Boeing 717** **717-200**

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Flight Operations Evaluation Board (FOEB)

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## LOG OF REVISIONS

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1	09/09/1999	21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 21-8, 22-1, 22-2, 22-3, 22-4, 22-5, 22-6, 22-7, 22-8, 23-7, 24-1, 24-2, 24-3, 24-4, 24-5, 25-2, 25-6, 26-1, 26-2, 27-2, 27-3, 27-4, 28-2, 28-3, 28-4, 28-5, 28-6, 28-7, 28-8, 28-9, 28-10, 28-11, 30-1, 32-1, 32-2, 33-2, 35-1, 36-2, 49-1, 49-2.
1a	12/06/1999	27-2, 27-4, 29-1, 30-1, 30-2, 30-3, 30-4, 33-4, 33-5, 33-6, 33-7, 33-8, 33-9.
2	04/21/2000	29-1, 32-1, 32-2, 36-1, 36-2, 36-3, 36-4.
3	08/03/2000	23-1, 23-4, 23-5, 23-6, 23-7, 23-8, 25-5, 25-6, 25-7, 25-8, 26-3, 26-4, 26-5, 27-1, 27-2, 27-3, 27-4, 28-9, 28-10, 28-11, 29-1, 30-2, 31-4, 32-1, 32-2, 32-3, 33-1, 34-3, 34-4, 35-3, 36-1, 36-4.
4	01/22/2001	28-2, 28-3, 28-4, 28-5, 28-6, 28-7, 28-8, 28-9, 28-10, 32-1, 32-2, 32-3, 36-2, 36-3, 36-4, 36-5, 73-1, 73-2.
5	05/24/2001	25-7, 25-8, 25-9, 27-2, 33-6, 33-7, 33-8, 33-9.
5a	04/10/2002	27-1, 27-2, 27-3, 27-4.
5b	04/24/2002	27-1, 27-2, 27-3, 27-4.
5c	11/12/2002	49-1, 49-2.
5d	02/06/2003	33-1, 33-2, 33-3, 33-4, 33-5, 33-6, 33-7, 33-8, 33-9, 33-10.
6	03/04/2003	23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 52-1, 52-2, 52-3, 52-4, 52-5.
7	07/24/2003	23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-11, 23-12, 25-7, 25-8, 25-9, 27-1, 27-2, 27-3, 27-4, 29-1, 31-1, 31-2, 31-3, 34-1, 34-2, 34-4, 34-5, 34-6.
8	02/09/2005	22-2, 23-1, 23-3, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-11, 23-12, 23-13, 24-5, 25-7, 25-9, 25-10, 26-1, 27-2, 27-3, 27-4, 29-1, 34-1, 34-2, 36-1, 49-2, 52-1, 52-2, 52-3, 52-4, 52-5, 52-6, 52-7, 52-8, 79-1.
8a	03/09/2007	27-3, 27-4.
9	03/18/2008	22-1 thru 22-6, 23-1, 23-10, 24-1, 24-3, 25-1 thru 25-11, 26-1, 26-3, 27-2, 27-4, 28-1, thru, 28-4, 28-7 thru 28-9, 29-1, 29-2, 30-2, 31-1 thru 31-4, 33-4, 33-5, 34-2 thru 34-9, 35-1 thru 35-3, 36-1 thru 36-4, 38-1, 49-2, 52-1 thru 52-5, 53-1, 73-1, 80-1.
10	01/16/2015	21-1 thru 21-6, 22-1 thru 22-8, 23-1 thru 23-17, 24-1 thru 24-5, 25-1 thru 25-12, 26-1 thru 26-4, 27-1 thru 27-5, 28-1 thru 28-7, 29-1 thru 29-2, 30-1 thru 30-3, 31-1 thru 31-4, 32-1 thru 31-2, 33-1 thru 33-8, 34-1 thru 34-10, 35-1 thru 35-3, 36-1 thru 36-4, 38-1, 45-1, 46-1, 49-1 thru 49-2, 52-1 thru 52-3, 53-1, 73-1, 74-1, 77-1, 78-1, 79-1, 80-1.
11	10/09/2017	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 11**. It is a result of an Electronic Flight Operations Evaluation Board (FOEB) meeting held on 03/16/2017.

PAGE NO.	EXPLANATION OF CHANGE
ALL	Revised to comply with Section 508 requirements.  Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars.
23-3	Revised in accordance with PL-9, Revision 12.
23-4	Revised in accordance with PL-9, Revision 12.
23-5	Revised in accordance with PL-9, Revision 12.
23-6	Revised in accordance with PL-9, Revision 12.
25-4	Revised to replace "Regulation" with "14 CFR".
26-2	Revised in accordance with PL-24, Revision 5.
26-4	Revised in accordance with PL-24, Revision 5.
30-1	Revised to remove reference to "Day" conditions.
33-5	Revised per 14 CFR 91.209(a) and (b).
33-6	Revised to add STC ST0400AT, Revised per 14 CFR 91.209(a) and (b).
34-2	Revised to remove reference to "Day" conditions.
34-10	Revised in accordance with PL-98, Revision 1.
38-1	Revised in accordance with PL-83, Revision 8.
52-1	Revised to replace "FAR" with "14 CFR".
53-1	Revised to remove reference to "Day" conditions.

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DEFINITIONS			

Refer to the current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

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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) website.

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## GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures:

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures published in the Boeing 717 Dispatch Deviations Guide (DDG).

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**MMEL TABLE KEY**

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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
<b>21-01</b>	Radio Rack Cooling Fans	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) Both may be inoperative provided: a) Both Air Conditioning Systems are available for pressurized flight, b) Avionics Cooling Selector Switch remains in OVRD, c) Outside air temperature does not exceed 90 degrees F, and d) Ground operation of electronic equipment is limited to a maximum of 45 minutes.  NOTE: Effects on Live Animal Transport should be considered.	
<b>1)</b>	Primary (Left) Fan	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided Standby Fan is operative.  NOTE: Effects on Live Animal Transport should be considered.	
<b>2)</b>	Standby (Right) Fan	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Primary Fan is operative.	
<b>21-02</b>	Radio Rack and Standby Radio Rack Fan Check Valves	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative CLOSED provided associated fan circuit breaker remains open.	
		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) Both may be inoperative provided: a) Both Air Conditioning Systems are available for pressurized flight, b) Avionics Cooling Selector Switch remains in OVRD, c) Outside Air Temperature does not exceed 90 degrees F, and d) Ground operation of electronic equipment is limited to 45 minutes.  NOTE: Effects on Live Animal Transport should be considered.	

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4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>22-03</b>	Ram/Ground Conditioned Air Check Valves	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) May be inoperative OPEN provided: a) The Ground Conditioned Air Connector Door is Closed and Latched, b) Cockpit Instrument Cooling Fan is operative, c) Associated Air Conditioning System is not used, and d) The airplane remains at or below FL 250.	
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative CLOSED.	
<b>22-04</b> ***	Gasper Fan	<b>D</b>	<b>1</b>	<b>0</b>		
<b>22-05</b>	Conditioned Air Check Valves	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative OPEN provided both Ram/Ground Conditioned Air Check Valves are operative if the Air Conditioning Systems are to be used.	
<b>22-06</b>	Cold Air Check Valves	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative OPEN provided both Ram/Ground Conditioned Air Check Valves are operative if the Air Conditioning Systems are to be used.	
<b>26-01</b>	Cockpit Instrument Cooling Fan	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided both Air Conditioning Systems are operative and used whenever the EIS Display Units are operating.	
<b>29-01</b>	Ram Air Valve	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Ram Air Valve is OPEN, and b) All Ground Air Conditioning Check Valves are operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Ram Air Valve is CLOSED, and b) Both Air Conditioning Systems are operative.	

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4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>30-01</b>	Cabin Pressure Control Systems (Auto and Manual)	<b>C</b>	<b>3</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Cabin Air Outflow Valve remains OPEN, and c) Extended overwater flight is prohibited.	
<b>1)</b>	Automatic Systems	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative.	
		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided manual pressurization control is verified operative prior to each flight.	
<b>2)</b>	Manual System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative for unpressurized flight provided: a) Flight is conducted in an unpressurized configuration, b) Cabin Air Outflow Valve remains OPEN, and c) Extended overwater flight is prohibited.	
<b>34-02</b>	Cabin Pressure Safety Valves	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Cabin Air Outflow Valve remains OPEN, and c) Extended overwater flight is prohibited.	
<b>42-02</b>	Forward Cargo Compartment Heating System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided system is deactivated.  NOTE: Effects on Live Animal Transport should be considered.	

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**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Air Conditioning Systems	C	2	1	(M)(O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Affected Flow Control Valve is manually CLOSED, and c) The airplane remains at or below FL 250.	
51-02	Air Conditioning Flow Control Valve	C	2	1	(M)(O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Affected Flow Control Valve is CLOSED, c) Associated Air Conditioning System is not used, and d) The airplane remains at or below FL 250.	
1)	Normal Mode	C	2	0	(O) May be inoperative provided High Flow mode of affected Flow Control Valve is operative.	
52-01	Pack Flow Indication Systems	C	2	0	May be inoperative provided associated Air Conditioning System is operative.	
53-01	Turbine Inlet Temperature Control Valves	C	2	0	May be inoperative provided Valve is failed CLOSED.	
53-02	Compressor Discharge And Turbine Inlet Thermal Switches	C	4	0	(M) May be inoperative provided the Air Conditioning System Shutdown Thermal Switch is operative on the associated Air Conditioning System.	
53-03	Air Conditioning System Shutdown Thermal Switches (190 Degrees F)	C	2	1	(M) May be inoperative provided Cabin and Cockpit Duct Overheat Alerts are operative.	
		C	2	1	(O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Associated Air Conditioning System is not used, and c) The airplane remains at or below FL 250.	

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**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>54-01</b>	Air Conditioning Water Separators	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Associated Air Conditioning System is not used, and c) The airplane remains at or below FL 250.	
<b>54-02</b>	Water Separator 35 Degrees F Thermostats	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided associated Air Conditioning Pack otherwise operates normally.	
		<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Associated Air Conditioning System is not used, and c) The airplane remains at or below FL 250.	
<b>54-03</b>	Water Separator 35 Degrees F Control Valves	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Associated Air Conditioning System is not used, and c) The airplane remains at or below FL 250.	
<b>55-01</b>	Tail Compartment Vent Fan	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative.	
<b>56-01</b>	Air Conditioning System Automatic Shutoff System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Both Air Conditioning Systems are selected OFF prior to takeoff, and b) Air Conditioning Systems are not selected ON until a minimum altitude of 400 feet AGL is attained.	

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**21. AIR CONDITIONING**

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Cockpit/Cabin Compartment Auto Temperature Control Systems	C	2	0	(M) May be inoperative provided associated Manual Temperature Control System is operative.	
		C	2	1	(O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Associated Air Conditioning System is not used, and c) The airplane remains at or below FL 250.	
62-02	Cockpit/Cabin Compartment Temperature Control Valves	C	2	1	(O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Associated Air Conditioning System is not used, and c) The airplane remains at or below FL 250.	
63-01	Temperature Control Valve Position Indicating Systems	C	2	0	May be inoperative provided the associated Automatic Temperature Control System is operative.	
64-01	Cockpit/Cabin Temperature Indication System	C	2	0	(O) May be inoperative provided: a) Both Air Conditioning System Shutdown Thermal Switches are operative, and b) Cockpit/Cabin Compartment Auto Temperature Control Systems are operative.	

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4. REMARKS OR EXCEPTIONS

**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
<b>01-01</b>	Flight Control Computers (FCC)				Deleted, Revision 1.	
					NOTE: Dispatch relief for individual functions of either or both FCCs may be inoperative as noted in other items listed in this MMEL.	
<b>10-01</b>	Autopilot	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>B</b>	<b>2</b>	<b>0</b>	May be inoperative provided enroute operations and/or approach minimums do not require its use.	
<b>1)</b>	Altitude Hold Mode	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>B</b>	<b>2</b>	<b>0</b>	May be inoperative provided enroute operations procedures do not require its use.	
<b>2)</b>	Altitude Preselect Mode	<b>C</b>	<b>2</b>	<b>1</b>		
<b>3)</b>	Vertical Speed Mode	<b>C</b>	<b>2</b>	<b>0</b>		
<b>4)</b>	IAS/Mach Hold Mode	<b>C</b>	<b>2</b>	<b>0</b>		
<b>5)</b>	PROF Mode	<b>C</b>	<b>2</b>	<b>0</b>		
<b>6)</b>	NAV Mode	<b>C</b>	<b>2</b>	<b>0</b>		
<b>7)</b>	ILS Capture	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided approach minimums do not require its use.	
<b>8)</b>	Autoland Mode	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided approach minimums do not require its use.	
<b>9)</b>	Heading Select Mode	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>B</b>	<b>2</b>	<b>0</b>		
<b>10)</b>	Heading Hold Mode	<b>C</b>	<b>2</b>	<b>0</b>		

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**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Elevator Drive Servo	B	1	0	May be inoperative provided: a) Autopilot is not used, and b) Enroute operations and approach minimums do not require use of autopilot.	
12-01	Aileron Drive Servo	B	1	0	May be inoperative provided: a) Autopilot is not used, and b) Enroute operations and approach minimums do not require use of autopilot.	
13-01	Rudder Drive Servo	C	1	0	May be inoperative provided: a) Autopilot is not used for Takeoff, Approach, Landing, and Go-Around, and b) Enroute operations and approach minimums do not require use of autopilot.	
14-01	Autopilot Control Wheel Disengage Switches	C	2	1	May be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require use of autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	

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4. REMARKS OR EXCEPTIONS

**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
<b>15-01</b>	Flight Control Panel SPEED Mode Controls					
1)	IAS/MACH Selector Pushbutton	C	1	0	May be inoperative provided the airspeed bug is in the IAS Mode on each PFD.	
2)	IAS/MACH Display (Glareshield)	C	1	0	May be inoperative provided the airspeed bug is operative on each PFD.	
3)	Speed Select Knob Push Function	C	1	0		
4)	Speed Select Knob Rotate (Preselect) Function				Deleted, Revision 9.	
5)	Speed Select Knob Pull Function				Deleted, Revision 9.	
6)	FMS SPD Mode Select Pushbutton	C	1	0		

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**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
<b>15-02</b>	Flight Control Panel HEADING Mode Controls					
1)	HDG/TRK Mode Selector Pushbutton	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Heading Mode is displayed on each ND.	
2)	HDG/TRK Display	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Heading and Track Mode information is displayed on each ND.	
3)	HDG/TRK Selector Knob Push Function	<b>C</b>	<b>1</b>	<b>0</b>		
4)	HDG/TRK Selector Knob Rotate (Preselect) Function				Deleted, Revision 9.	
5)	HDG/TRK Selector Knob Pull Function				Deleted, Revision 9.	
6)	Bank Angle Limit Knob Select Function	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided the automatic bank angle limit function is operative.	
7)	FMS NAV Mode Select Pushbutton	<b>C</b>	<b>1</b>	<b>0</b>		

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**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
<b>15-03</b>	Flight Control Panel ALTITUDE Mode Controls					
<b>1)</b>	FEET/METER Selector Pushbutton	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Altitude Display on each PFD is in FEET, and b) Altitude Select Display on each PFD is operative.	
<b>2)</b>	Altitude Display	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) PROF Mode is not used, and b) Altitude Select Display on each PFD is operative.	
<b>3)</b>	Altitude Select Knob Push Function	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute operations do not require its use.	
<b>4)</b>	Altitude Select Knob Rotate (Preselect) Function				Deleted, Revision 9.	
<b>5)</b>	Altitude Select Knob Pull Function				Deleted, Revision 9.	

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**22. AUTOFLIGHT**

Sequence No.	Item	1	2	3	4	Change Bar
<b>15-04</b>	Flight Control Panel PITCH Mode Controls					
1)	V/S-FPA Selector Pushbutton	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Vertical Speed Scale is displayed on each PFD.	
2)	Vertical Speed/Flight Path Angle Display Window	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Vertical Speed Scale is displayed on each PFD.	
3)	Pitch Selector Wheel	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided approach minimums do not require its use.	
4)	FMS PROF Mode Select Pushbutton	<b>C</b>	<b>1</b>	<b>0</b>		
<b>22-01</b>	Automatic Pitch Trim	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) It is verified that Manual Alternate Trim is operative, and b) Alternate procedures are established and used if autopilot is to be used for approach and landing.	
<b>22-02</b>	Mach Trim Systems	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided flight speed is restricted per AFM Limitations.	
<b>23-01</b>	Yaw Damper Systems	<b>C</b>	<b>2</b>	<b>0</b>	NOTE: Fuel burn may be affected unless Yaw Damper Actuator is parked in neutral position.	
<b>30-01</b>	Autothrottle Systems	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided approach minimums do not require their use.	
<b>31-01</b>	Autothrottle Disengage Switches	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided autothrottles are not used.	
<b>31-02</b>	Go-Around Palm Switches	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided approach minimums do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
11-01	High Frequency (HF) Communication Systems	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 an 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.	
12-01	Very High Frequency (VHF) Communication Systems	C	-	-	Any in excess of those required by 14 CFR may be inoperative provided #1 VHF Comm Radio is operative.	
22-01	Selective Call System (SELCAL)	D	1	0	May be inoperative provided procedures do not require its use.	
		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
1)	Channels	D	1	0	May be inoperative provided procedures do not require its use.	
		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar	
<b>24-01</b>	ARINC Communications Addressing and Reporting System (ACARS)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.		
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of the system that is operative may be used.		
	<b>1)</b>	ACARS Communications Management Unit	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
	<b>2)</b>	ACARS Printer	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
			<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any portion of the system that is operative may be used.	

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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-01</b>	Passenger Address (PA) System					
<b>1)</b>	Passenger Configuration	<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 and visual) operates normally.  NOTE: Any station function(s) that operates normally may be used.	
		<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.  NOTE: Any station function(s) that operates normally may be used.	
<b>a)</b>	Lavatory Speakers	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>2)</b>	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.	
<b>a)</b>	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.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>32-01</b>	Pre-Recorded Passenger Announcement System	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>41-01</b>	Service Interphone System	<b>C</b>	<b>2</b>	<b>1</b>		
<b>1)</b>	Passenger Configuration					
<b>a)</b>	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 50% of the cabin handsets, and b) Alternate communications procedures between the affected flight attendant station(s) are established and used.	
					NOTE: Any station function(s) that operates 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 operates normally may be used.	
<b>b)</b>	Cabin to Cabin Function	<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 operates normally may be used.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>41-01</b>	Service Interphone System (Cont'd)					
<b>1)</b>	Passenger Configuration (Cont'd)					
<b>b)</b>	Cabin to Cabin Function (Cont'd)	<b>B</b>	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% 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 operates normally may be used.	
<b>c)</b>	Flight Deck to Ground Function (Flight Interphone) Operating Under 14 CFR Part 121	<b>C</b>	<b>1</b>	<b>0</b>	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward service interphone jack operates normally.	
		<b>B</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>41-01</b>	Service Interphone System (Cont'd)					
<b>1)</b>	Passenger Configuration (Cont'd)					
<b>d)</b>	Flight Deck to Ground Function (Service Interphone) Operating Under 14 CFR Part 121	<b>C</b>	<b>1</b>	<b>0</b>	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.	
		<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>e)</b>	Flight Deck to Ground Function Not Operating Under 14 CFR Part 121	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>f)</b>	Flight Deck Call Visual Alerting System	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Audio alerting system operates normally, and b) Alternate procedures are established and used to differentiate between normal and emergency calls.	
					NOTE: The flight deck audio alerting must always be operative.	
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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-01</b>	Service Interphone System (Cont'd)					
<b>1)</b>	Passenger Configuration (Cont'd)					
<b>g)</b>	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.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>41-01</b>	Service Interphone System (Cont'd)					
<b>1)</b>	Passenger Configuration (Cont'd)					
<b>h)</b>	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.  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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Sequence No.	Item	1	2	3	4	Change Bar
<b>41-01</b>	Service Interphone System (Cont'd)					
<b>1)</b>	Passenger Configuration (Cont'd)					
<b>i)</b>	Flight Deck Handset	<b>C</b>	<b>1</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>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>j)</b>	Cabin Attendant Handsets	<b>B</b>	-	-	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, and b) Alternate communications procedures between the affected flight attendant station(s) are established and used.  NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement.  NOTE 2: Any handset(s) function(s) that operates normally may be used.	
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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-01</b>	Service Interphone System (Cont'd)					
<b>2)</b>	Cargo Configuration					
<b>a)</b>	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>b)</b>	Cabin to Cabin Function	<b>D</b>	<b>1</b>	<b>0</b>		
<b>c)</b> ***	Flight Deck to Ground Function (Flight Interphone) Operating Under 14 CFR Part 121	<b>C</b>	<b>1</b>	<b>0</b>	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.	
		<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>d)</b>	Flight Deck to Ground Function (Service Interphone) Operating Under 14 CFR Part 121	<b>C</b>	<b>1</b>	<b>0</b>	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.	
		<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>41-01</b>	Service Interphone System (Cont'd)					
<b>2)</b>	Cargo Configuration (Cont'd)					
<b>e)</b>	Flight Deck to Ground Function Not Operating Under 14 CFR Part 121	<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>f)</b>	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>g)</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.	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>41-01</b>	Service Interphone System (Cont'd)					
<b>2)</b>	Cargo Configuration (Cont'd)					
<b>h)</b>	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.	
<b>i)</b>	Flight Deck Handset	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided flight deck to courier/supernumerary communication operates normally.	
		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>j)</b>	Courier/Supernumerary Handsets	<b>D</b>	<b>-</b>	<b>1</b>		
		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
<b>3)</b>	Pilot to Mechanic Call System (Mechanic Call)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate, normal, and emergency operations procedures are established and used.	
<b>4)</b>	Mechanic to Pilot Call System (Pilot Call)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate, normal, and emergency operations procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>41-02</b>	Service Interphone Alerting System (Crew Call Light/ Call Chime)				Combined with item 23-41-01, Crewmember Interphone System, in Revision 6.	
<b>41-03</b>	Maintenance Interphone	<b>C</b>	<b>1</b>	<b>0</b>		
<b>1)</b>	Maintenance Interphone Jacks	<b>D</b>	<b>-</b>	<b>2</b>		
<b>51-03</b>	Audio Control Panel Selector Switchlights	<b>D</b>	<b>21</b>	<b>0</b>	(O) May be inoperative provided associated function is verified to be selectable prior to each departure.	
		<b>D</b>	<b>21</b>	<b>-</b>	May be inoperative provided associated function is not used.	
<b>51-04</b>	Cockpit Communications Loudspeakers	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided an operative headset is provided for each person on cockpit duty.	
<b>51-05</b>	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
<b>1)</b>	Headset Boom Microphones	<b>A</b>	<b>-</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>	<b>-</b>	<b>-</b>	Any in excess of those required by 14 CFR may be inoperative.	
<b>2)</b>	Headset Earphones/Headphones	<b>C</b>	<b>-</b>	<b>1</b>	May be inoperative provided associated flight deck speaker operates normally.	
		<b>D</b>	<b>-</b>	<b>-</b>	Any in excess of those required by 14 CFR may be inoperative.	
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4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-05</b>	Flight Deck Headsets Earphones/Headphones and Boom Microphones (Cont'd)					
<b>3)</b>	Active Noise Cancelling/Reduction Function	<b>D</b>	-	<b>0</b>	May be inoperative provided normal audio function of headset is operative.	
<b>4)</b>	Flight Deck Hand Microphones	<b>D</b>	-	<b>0</b>	Any in excess of those required by 14 CFR may be inoperative.	
		<b>C</b>	-	<b>0</b>	May be inoperative or missing provided associated headset/boom microphone operates normally.	
<b>51-06</b>	Oxygen (Smoke) Mask Microphones	<b>D</b>	<b>3</b>	<b>2</b>	Any in excess of those required by 14 CFR or flight deck crewmembers may be inoperative.  NOTE: MMEL relief for all peripheral equipment associated with the observer's seat is included in item 25-15-01, Observer Seat (Includes Associated Equipment).	
<b>51-07</b>	Cockpit Headsets				Combined with item 23-51-05, Flight Deck Headsets Earphones/Headphones and Boom Microphones.	
<b>51-08</b>	Flight Interphone External Jack				Combined with item 24-41-01, External Power System.	

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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-09</b>	Captain/First Officer Push-To-Talk Switches					
<b>1)</b>	Control Wheel PTT Switches	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Associated Audio Selector Panel PTT Switch operates normally, and b) The affected Switch is deactivated.	
<b>2)</b>	Audio Control Panel PTT Switches	<b>C</b>	<b>3</b>	<b>0</b>	(M) May be inoperative provided: a) If the switch is on the Captain's or First Officer's Audio Control Panel, the associated Control Wheel PTT Switch is operative, and b) It is verified that the affected switch is failed in a non-transmitting state.	
<b>71-01</b>	Cockpit Voice Recorder (CVR) System	<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>1)</b> <b>***</b>	Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>		

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4. REMARKS OR EXCEPTIONS

**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>75-01</b> ***	Flight Deck Door Visual Surveillance Systems					
<b>1)</b>	Electric System	<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>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) A flight deck door viewing port is installed and operates normally, and b) 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>a) Cargo Configuration</b>	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided the aircraft aft of the flight deck door is occupied only by those personnel authorized by 14 CFR.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
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**23. COMMUNICATIONS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>75-01</b> ***	Flight Deck Door Visual Surveillance Systems (Cont'd)					
<b>2)</b>	Viewing Ports	<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>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) 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>a)</b>	Cargo Configuration	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided the aircraft aft of the flight deck door is occupied only by those personnel authorized by 14 CFR.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

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**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-01</b>	AC Electrical Power Generation and Control					
1)	Engine Integrated Drive Generator (IDG) Systems	<b>B</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) APU Generator System is operative and furnishing power to the associated bus, and b) Bus Tie Switch on the affected side is in AUTO.  NOTE: See AFM APU Limitations.	
2)	APU Generator System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided both Engine Generator Systems are operative.	
<b>21-02</b>	PDCU Generator Control Units (GCU)					
1)	L/R PDCU GCU	<b>B</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) AC Bus Tie and DC Bus Tie Switches are in AUTO, b) IDG or APU Generator associated with the remaining GCUs is operative, and c) Remaining GCUs are fully operative and are furnishing power to the affected bus.	
2)	APU PDCU GCU	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) AC Bus Tie and DC Bus Tie Switches are in AUTO, b) IDG associated with the remaining GCUs is operative, and c) Remaining GCUs are fully operative and furnishing power to the affected bus.	

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4. REMARKS OR EXCEPTIONS

**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Right Generator Relay (RGR)	B	1	0	(O) May be inoperative provided: a) RGR failure isolates the Right Generating System output from the rest of the electrical distribution system, b) APU Generator System is operative and furnishing power to the Right AC Bus, and c) LGR operates normally.	
22-02	Left Generator Relay (LGR)	B	1	0	(O) May be inoperative provided: a) LGR failure isolates the Left Generating System output from the rest of the electrical distribution system, b) APU Generator System is operative and furnishing power to the Left AC Bus, and c) RGR operates normally.	
22-03	Auxiliary Power Relay (APR)	C	1	0	May be inoperative provided: a) APU Generator System is considered inoperative, and b) APU GEN Switch remains off.	
24-01	EMER PWR ON Light (Overhead Panel)	C	1	0	(O) May be inoperative provided EMER PWR ON message on EAD is verified operative prior to each flight.	
26-01	AC Voltage Indication Systems	C	4	0		

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**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
<b>26-02</b>	AC Frequency Indication Systems	<b>C</b>	<b>4</b>	<b>0</b>		
<b>26-03</b>	AC Load Sensing Circuit (Including Loadmeter Indication)	<b>B</b>	<b>3</b>	<b>2</b>	(O) May be inoperative provided the associated Generator is not used.	
<b>31-01</b>	PCDU Transformer/Rectifier (TR) Units	<b>B</b>	<b>3</b>	<b>2</b>	(O) May be inoperative provided: a) AC Bus Tie and DC Tie Switches are in AUTO, b) IDG or APU Generator associated with the remaining TR Units is operative, and c) Remaining TR Units are fully operative and are furnishing power to the affected DC Bus.	
<b>41-01</b>	External Power System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Procedures are developed to isolate affected components from the rest of the electrical distribution system, and b) External Power Receptacle is placarded "DO NOT CONNECT ELECTRICAL POWER".	

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**24. ELECTRICAL POWER**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-02</b>	Main External Power Relay (MEPR)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Procedures are developed to isolate the MEPR from the rest of the electrical distribution system, and b) External Power Receptacle is placarded "DO NOT CONNECT ELECTRICAL POWER".	
<b>42-01</b>	EXT PWR NOT IN USE Light (White)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>42-02</b>	External Power AVAIL Lights	<b>C</b>	<b>2</b>	<b>0</b>		
<b>51-02</b>	EXT Lights (Blue)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>51-03</b>	APU Power ON Light	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided APU GEN OFF message is verified to be operative prior to each departure if APU Generator is to be used.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided equivalent indication is available on Electrical Systems Synoptic Page.	
<b>51-04</b>	APU Lights (Blue)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided the L/R AC BUS OFF messages are operative if APU electrical power is used.	
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided equivalent information is available on Electrical Systems Synoptic Page.	
<b>51-05</b>	L/R GEN Lights	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided the BUS AC L/R OFF messages are verified to be operative.	
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided equivalent indication is available on Electrical Systems Synoptic Page.	
<b>54-01</b>	Galley Power and Control	<b>C</b>	<b>-</b>	<b>0</b>	(M) May be inoperative provided affected galley power is deactivated.	

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
15-01	Observer Seat (Includes Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is 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 (oxygen and safety belt) 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 above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.  NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>15-02</b>	Flightcrew Seats					
1)	Lumbar Supports	C	2	0	May be inoperative in the retracted position provided the seat is acceptable to the affected crewmember.	
2)	Thigh Supports	C	4	0	May be inoperative in the retracted position provided the seat is acceptable to the affected crewmember.	
3)	Armrests	B	4	2	One armrest on each seat may be inoperative or missing provided: a) Egress is not impaired, and b) Seat is acceptable to the affected crewmember.	
4)	Pneumatic Height Adjustment	C	2	0	May be inoperative provided the seat height can be manually adjusted to the proper position.	
5)	Recline	A	2	0	(M) May be inoperative provided: a) Seat(s) is secured in an upright position acceptable to affected crewmember(s), and b) Repairs are made within 2 flight days.	
6)	Headrest	C	2	0	May be inoperative provided seat is acceptable to the affected crewmember.	
<b>22-01</b>	"Fasten Seat Belt While Seated" Signs or Placards (Unlighted)	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	

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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-01</b>	Flight Attendant Seats (Single or Dual Position)	<b>C</b>	-	<b>0</b>	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
<b>1)</b>	Required Flight Attendant Seats	<b>B</b>	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate operations 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 USE ONLY".  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.	
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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-01</b>	Flight Attendant Seats (Single or Dual Position) (Cont'd)					
<b>1)</b>	Required Flight Attendant Seats (Cont'd)					
<b>2)</b>	Excess Flight Attendant Seats	<b>C</b>	<b>-</b>	<b>0</b>	<p>NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the 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> <p>(M) May be inoperative provided:                      a) Affected seat position or seat assembly is not occupied, and                      b) Folding type seat stows automatically or is secured in the RETRACTED position.</p> <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>	
<b>3)</b>	All-Cargo Configuration	<b>D</b>	<b>-</b>	<b>-</b>	May be inoperative provided affected seat or seat assembly is not occupied.	

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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-03</b>	Passenger Seats	<b>D</b>	-	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main aircraft aisle, and</li> <li>c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".</li> </ul> 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.	
<b>1)</b>	Recline Mechanism	<b>D</b>	-	<b>0</b>	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.	
		<b>D</b>	-	-	May be inoperative and seat occupied provided seat back is immoveable in the full upright position.	
<b>2)</b>	Underseat Baggage Restraining Bars	<b>C</b>	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Baggage is not stowed under seat with inoperative restraining bar,</li> <li>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and</li> <li>c) Procedures are established to alert cabin crew of inoperative restraining bar.</li> </ul>	

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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>23-03</b>	Passenger Seats (Cont'd)					
<b>3)</b>	Armrest					
<b>a)</b>	Armrest with Recline Mechanism	<b>D</b>	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.	
<b>b)</b>	Armrest without Recline Mechanism	<b>D</b>	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
<b>4)</b>	Seat Belt Air Bag Restraint Systems					
<b>a)</b>	Seat Belt Air Bags Required by 14 CFR	<b>D</b>	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
<b>b)</b>	Seat Belt Air Bags Not Required by 14 CFR	<b>D</b>	-	-	May be inoperative or disconnected provided seat belt operates normally.	

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
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25-01	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets	C	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Procedures are established to secure the affected bin, compartment, or closet in the CLOSED position,</li> <li>b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",</li> <li>c) Any emergency equipment located in affected compartment is considered inoperative, and</li> <li>d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed.</li> </ul> <p>NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.</p>	
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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>25-01</b>	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)	<b>C</b>	-	-	(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 crewmembers 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.	
<b>1) ***</b>	Storage Compartment Key Locks	<b>D</b>	-	<b>0</b>	(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
<b>29-01</b>	Non-Essential Equipment and Furnishings (NEF)		-	<b>0</b>	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.  NOTE: Exterior lavatory door ashtrays are not considered NEF items.	
<b>36-01</b>	Galley/Cabin/Lavatory Waste Receptacle Access Doors/Covers					
<b>1)</b>	Galley/Cabin Waste Receptacles Access Doors/Covers	<b>C</b>	-	-	(M)(O) May be inoperative provided: a) Associated waste container is empty, b) Receptacle access is secured to prevent waste introduction into the compartment, and c) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	
<b>2)</b>	Lavatory Waste Receptacle Access Door/Covers	<b>C</b>	-	-	(M) May be inoperative provided: a) Associated waste container is empty, b) Lavatory is used only by crewmembers, and c) Associated lavatory entrance door is locked closed and placarded "INOPERATIVE – DO NOT ENTER".	

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4. REMARKS OR EXCEPTIONS

**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>42-01</b>	Lavatory Door Ashtrays					
<b>1)</b>	Airplanes with more than one lavatory door ashtray installed	<b>A</b>	-	-	Up to 50% of the lavatory door ashtrays may be missing or inoperative provided: <ul style="list-style-type: none"> <li>a) 50% of the missing or inoperative ashtrays are replaced within 3 calendar-days, and</li> <li>b) All remaining missing or inoperative ashtrays are replaced within 10 calendar-days.</li> </ul>	
<b>2)</b>	Airplanes with only one lavatory door ashtray installed	<b>A</b>	<b>1</b>	<b>0</b>	May be missing or inoperative provided it is replaced within 10 calendar-days.	
<b>50-01</b>	Lower Cargo Compartment Liners	<b>C</b>	-	-	May be inoperative or missing provided only non-combustible materials are carried in affected cargo compartment.	
<b>51-02</b>	Forward Cargo Compartment Thermal Barrier	<b>D</b>	<b>1</b>	<b>0</b>	May be damaged or missing.  NOTE: Effects on Live Animal Transport should be considered.	
<b>51-05</b>	Cargo Restraint Systems	<b>A</b>	-	-	(M) May be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual or Weight and Balance Document) are observed, and</li> <li>b) Repairs are made prior to the completion of the next heavy maintenance visit.</li> </ul>	
		<b>C</b>	-	-	May be inoperative or missing provided cargo compartment remains empty.	
<b>61-01</b>	Ventral Exit Door Strap	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) Cabin attendant is positioned on the rear door jump seat, and</li> <li>b) A passenger announcement is made to stay clear of rear door until the door is OPEN.</li> </ul>	

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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-02</b>	Cabin Emergency Flashlights/ Holders	<b>C</b>	-	<b>0</b>	May be inoperative provided cabin crewmember assigned to affected position has an operative flashlight readily available.	
		<b>C</b>	-	<b>0</b>	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
<b>62-01</b>	Emergency Medical Equipment					
<b>1)</b>	Automatic 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 within one flight.	
		<b>D</b>	-	<b>0</b>	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
<b>2)</b>	Emergency Medical Kits and/or Associated Equipment	<b>A</b>	-	<b>0</b>	(O) May be incomplete, missing, or inoperative provided: a) EMK is sealed 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 one flight.	
		<b>D</b>	-	<b>0</b>	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>62-01</b>	Emergency Medical Equipment (Cont'd)					
<b>3)</b>	First Aid Kit (FAK) and/or Associated Equipment	<b>A</b>	-	<b>0</b>	If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: <ul style="list-style-type: none"> <li>a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacements are made within one flight.</li> </ul>	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
<b>63-01</b>	Megaphones	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) Inoperative megaphone is removed from the passenger cabin,</li> <li>b) Associated placard is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ul>	
		<b>C</b>	-	<b>0</b>	(O) May be missing or inoperative provided: <ul style="list-style-type: none"> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and</li> <li>c) Alternate procedures are established and used.</li> </ul>	
<b>64-01</b>	Flotation Devices	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	

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**25. EQUIPMENT/FURNISHINGS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>67-02</b> ***	Emergency Locator Transmitter (ELT)					
1)	Survival Type ELTs	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
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.	

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**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Engine Fire Detection Systems	C	4	2	(M)(O) One complete loop (A or B) on each engine may be inoperative.	
11-02	Fire Handle Light Bulbs				Deleted, Revision 8.	
12-01	APU Fire Detection System (Detection Loops)	C	2	1	(M)(O) One complete Loop (A or B) may be inoperative.	
		C	2	0	(O) Both Loops (A and B) may be inoperative provided APU is considered inoperative.	
12-02	APU Fire Warning Horn (External Warning)	C	1	0	(O) May be inoperative provided APU Fire Warning System is monitored in the cockpit during APU operation.	
12-03	APU Fire Detection Control Unit	C	1	0	May be inoperative provided the APU is not used.	

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**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>13-01</b>	Lower Cargo Compartment Smoke Detection System	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone 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 should define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
<b>1)</b>	Detector Units	<b>C</b>	<b>12</b>	<b>6</b>	(O) One Detector at each location may be inoperative and the remaining portions of the Smoke Detection System may still be used.	
<b>14-01</b>	Lavatory Smoke Detection and Warning Systems					
<b>1)</b>	Passenger Configuration	<b>C</b>	<b>-</b>	<b>0</b>	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked CLOSED and placarded "INOPERATIVE – DO NOT ENTER", c) Lavatory is used only by crewmembers.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		<b>D</b>	<b>-</b>	<b>0</b>	Any in excess of that required by 14 CFR may be inoperative.	
<b>2)</b>	Cargo Configuration	<b>D</b>	<b>-</b>	<b>0</b>		

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4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-01</b>	Engine and APU Fire Extinguisher Agent Low Lights	<b>C</b>	<b>4</b>	<b>2</b>	(M)(O) May be inoperative provided: a) Before each flight, it is verified that the associated bottle pressure is normal, b) At least one Agent Low Light indication system is operative on the flight compartment upper instrument panel, and c) Operations procedures are established for discharging the bottle with the operative agent low light first.	
<b>21-02</b>	APU Fire Shutoff Controls					
<b>1)</b>	Flight Deck	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided APU is not used.	
<b>2)</b>	Exterior	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided APU operation is monitored in the cockpit.	
<b>21-03</b>	Firex Bottle Discharge Cartridges	<b>C</b>	<b>6</b>	<b>5</b>	(M) May be inoperative provided: a) Affected Cartridges are in the APU position, and b) APU Firex Control Switches (Cockpit and External Ground Control Panel) are placarded appropriately so as to prevent inadvertent use of the affected switch.	
		<b>C</b>	<b>6</b>	<b>4</b>	May be inoperative provided: a) Affected Cartridges are in the APU position, and b) APU is placarded inoperative and is not used.	

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**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Lower Cargo Compartment Fire Suppression System	C	2	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone 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 should define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
25-01	Lavatory Fire Extinguisher Systems	C	-	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided the 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) Associated lavatory door is locked CLOSED and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	

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4. REMARKS OR EXCEPTIONS

**26. FIRE PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
26-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative 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.	

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**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Aileron Trim System	C	1	0	(M) May be inoperative provided Aileron Trim Tabs are verified to be in neutral position prior to each takeoff.	
14-01	Aileron Position Indication System	C	2	0		
15-01	Aileron Dampers	C	4	2	One may be inoperative on each Aileron.	
22-01	Rudder Trim Position Indicating System	C	2	0	(M) May be inoperative provided Rudder is verified to be in neutral position prior to each flight.	
22-02	Rudder Center Switch	C	1	0	May be inoperative.	
24-01	Rudder Position Indication System	C	1	0	(M) May be inoperative provided proper Rudder movement is verified prior to each departure.	
25-01	Rudder Dampers	C	2	1	May be inoperative.	
26-01	Rudder Limiter Systems (Primary and Secondary)	C	2	-	May be dispatched with RUDDER LIM FAULT displayed on the STATUS Page.  NOTE 1: The rudder will continue to be restricted/unrestricted as normal in this condition.  NOTE 2: This item may not be used to disposition any Rudder system failures or any Alerts other than RUDDER LIM FAULT.	

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**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>26-02</b>	Redundant Rudder Limiter System				Combined with item 27-26-01, Rudder Limiter Systems (Primary and Secondary), in Revision 3.	
<b>30-01</b>	Control Column Disconnect Annunciation System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided Control Columns are verified to be connected prior to each departure.	
<b>34-01</b>	Elevator Position Indicating System	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Elevator movement is verified by performing a Full Deflection check prior to each departure, b) Flight Speed is restricted to 240 KIAS and c) Autoland is not used.	
<b>38-01</b>	Stall Protection Systems					
<b>1)</b>	Stick Shaker Motors	<b>C</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided: a) Affected Stick Shaker motor is deactivated, and b) No Stall Protection System aural or visual alerts are indicated other than STALL WARN FAULT, and c) STALL WARN FAULT is verified prior to each departure to be the result of the inoperative Stick Shaker Motor only.	
<b>2)</b>	Stick Pusher				Deleted, Revision 1.	
<b>3)</b>	STICK PUSHER Lights (Glareshield)				Deleted, Revision 1.	
<b>4)</b>	Flight Control Computer (FCC) Stall Detection Function				Deleted, Revision 1.	

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**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
43-01	Alternate Longitudinal Trim Motor Control Relays (Up Trim/Down Trim)	C	2	0	(M)(O) May be inoperative provided: a) It is verified that the associated relay is not energized, b) Manual Alternate Trim System operates normally, c) Mach Trim System is considered inoperative.  NOTE: Refer to Chapter 22 for limitations associated with inoperative Mach Trim.	
43-02	Alternate Longitudinal Trim Motor Up/Down Limit Switches	C	2	0	(M) May be inoperative provided Alternate Trim System otherwise functions normally.	
43-03	Primary Longitudinal Trim Actuator Heater Blanket	D	1	0		
51-01	Dial-A-Flap System	C	1	0	May be inoperative provided: a) Movable detent is in the STOWED position, b) Fixed Flap Detent System operates normally, and c) Both Flap Position Indicating Systems are operative.	
54-01	Flap Position Indicating System	C	2	1	(M)(O) One may be inoperative provided: a) It is verified that flaps are operative through their normal operating range, and b) Before departing the ramp, a visual inspection verified that flaps are in takeoff position and no asymmetry exists.	

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**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-01</b>	Spoiler Electronic Control Unit (SECU)	<b>C</b>	<b>1</b>	-	(O) May be dispatched with SECU FAULT displayed on the STATUS page provided appropriate AFM Performance data is used.  NOTE 1: The SECU will continue to operate normally in this condition.  NOTE 2: This item may not be used to disposition any Spoiler system failures or any Alerts other than SECU FAULT.	
		<b>C</b>	<b>1</b>	-	(M) SECU -04 (and subs) may be dispatched with SECU FAULT displayed on the STATUS page provided: a) SECU Fault Review is performed prior to each flight, and b) SECU Ground Spoiler Logic Fault (Fault Code 276026) is verified NOT the cause of SECU FAULT alert.  NOTE 1: The SECU will continue to operate normally in this condition.  NOTE 2: This item may not be used to disposition any Spoiler system failures or any Alerts other than SECU FAULT.	
<b>62-01</b>	Auto Ground Spoiler System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided appropriate AFM Performance penalties are applied.	

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**27. FLIGHT CONTROLS**

Sequence No.	Item	1	2	3	4	Change Bar
67-01	Flight Spoiler Actuators	A	4	2	(M)(O) One symmetrical pair (either both inboard or both outboard) may be inoperative provided: a) Associated symmetrical pair of spoilers are deactivated, b) Remaining spoilers are verified to operate normally prior to each flight, c) Service Bulletin 717-53-0026 or production equivalent (FSN 55179, Fuselage #5129 and subsequent) is incorporated, d) Flightcrew verifies ailerons move freely prior to each flight, e) Airplane is dispatched in accordance with AFM Appendix 3L, and f) Repairs are made within three flight segments.	

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**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-01</b>	Single Point Pressure Refueling System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided alternate fueling procedures are used.	
<b>1)</b>	Fuel Fill Valves	<b>C</b>	<b>3</b>	<b>0</b>	(M) May be inoperative provided alternate fueling procedures are used.	
<b>2)</b>	Auto Fill Shutoff	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative and Pressure Fueling System may be used provided manual fill shutoff system is operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided fueling operations are conducted using gravity fill system.	
<b>21-02</b> ***	Fueling Bay Fuel Cap	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative or missing provided: a) Refueling receptacle is free of contamination before each refueling, and b) No leakage exists after refueling.	
<b>21-03</b>	Ground Refueling Relay	<b>C</b>	<b>1</b>	<b>0</b>		

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**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Main Tank Fuel AC Boost Pumps	C	4	2	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) The inoperative Fuel Pumps are not in the same tank,</li> <li>b) When two Fuel Pumps are inoperative, the remaining Fuel Pumps are powered from separate AC Bus Systems,</li> <li>c) If the flight is to be conducted above FL 170, then the Fuel Return-to-Tank System for the respective engine must be operative, and</li> <li>d) Increase planned trip fuel for each inoperative Fuel Pump as follows:                             <ul style="list-style-type: none"> <li>1) 580 lbs. for each inoperative forward main tank pump, and</li> <li>2) 330 lbs. for each inoperative aft main tank pump.</li> </ul> </li> </ul> <p>NOTE: Added fuel is to be considered unusable for the purpose of flight planning.</p>	

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**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
<b>22-02</b>	Center Tank Fuel AC Boost Pumps	<b>B</b>	<b>2</b>	<b>1</b>	(O) May be inoperative with USABLE fuel carried in the Center Tank provided: a) Cockpit Fuel Quantity Indication System is fully operative, b) The Main Tank FUEL LEVEL LO and FUEL OFF SCHEDULE annunciation systems are operative, c) The center tank pump low pressure annunciation system for the operative center tank pump is operative, and d) If the flight is to be conducted above FL 170, then both Fuel Return-to-Tank Systems must be operative.	
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) All Cockpit Fuel Quantity Indicators are operative, and b) Any fuel in Center Tank is considered unusable.	
<b>22-03</b>	DC Start Pump	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative.	
<b>22-04</b>	Crossfeed Valve Position Synoptic Indication	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided Crossfeed valve operation is verified prior to each flight.	

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4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
<b>26-01</b>	Fuel Return-To-Tank System (RTT)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided both Main Tank Fuel Boost Pumps in the associated Main Tank are operative.	
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided the airplane remains at or below FL 170.	
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided APU is operative and is running for any portion of the flight above FL 170.  NOTE: Refer to AFM Limitations regarding ice on upper wing surfaces.	
<b>41-01</b>	Cockpit Fuel Quantity Indicating System					
<b>1)</b>	Channels (A and B)	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) All Cockpit Fuel Quantity Displays are operative on the remaining channel, b) Both Fuel Used Indications are operative, and c) All Fuel Tank Boost Pumps are operative.	
<b>2)</b>	Left and Right Main Tank Displays	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative on both channels provided: a) Fuel quantity in the associated tank is verified by an alternate method. b) Remaining Main Tank and Center Tank Fuel Quantity Displays in the cockpit are operative on both channels, c) Fuel Flow Indication for associated engine is operative, and d) Both Fuel Used Indications are operative.  NOTE: Gross Weight/Total Fuel Indication will not be available.	

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4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-01</b>	Cockpit Fuel Quantity Indicating System (Cont'd)					
<b>3)</b>	Center Tank Display	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative on both channels provided: a) Fuel quantity in the associated tank is verified by an alternate method, b) Any fuel in the Center Tank is considered unusable, c) Both cockpit Main Tank Fuel Quantity Displays are operative on both channels, and d) Both Fuel Used Indications are operative.  NOTE: Gross Weight/Total Fuel Indication will not be available.	
		<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative with fuel in the Center Tank considered USABLE provided: a) Both Center Tank Fuel Boost Pumps and their associated center tank fuel boost pump pressure low annunciation systems are operative, b) Both Cockpit Main Tank Fuel Quantity Displays are operative on both channels, c) Both Fuel Used Indications are operative, d) Quantity of fuel loaded into the Center Tank is verified by an alternate method, and e) Procedures are established for verifying when fuel in the Center Tank has been depleted.  NOTE: Gross Weight/Total Fuel Indication will not be available.	

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4. REMARKS OR EXCEPTIONS

**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
<b>41-01</b>	Cockpit Fuel Quantity Indicating System (Cont'd)					
<b>4)</b>	Fuel System Test	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) All Cockpit Fuel Quantity Displays are operative, and b) Both Fuel Used Indications are operative.	
<b>5)</b>	Fuel Quantity Channel A/B Selector Switch	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) All Cockpit Fuel Quantity Displays are operative on the remaining channel, b) Both Fuel Used Indications are operative, and c) All Fuel Tank Boost Pumps are operative.	
<b>41-02</b>	Gross Weight/Total Fuel Indication System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures for determining fuel quantity and gross weight are established and used.	
<b>41-03</b>	Fueling Panel Fuel Quantity Displays	<b>C</b>	<b>3</b>	<b>0</b>	(O) May be inoperative provided fuel quantity in associated tank is verified by an alternate accepted method.	
<b>42-01</b>	Dripless Fuel Measuring Sticks (Dipstick)	<b>C</b>	<b>9</b>	<b>0</b>	(M) May be inoperative or missing provided fuel quantity is determined by other acceptable means.	
<b>43-01</b>	Main Tank Level Low Float Switches	<b>C</b>	<b>2</b>	<b>0</b>		
<b>44-01</b>	Pump Pressure Low Annunciation Systems	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided affected pump is functionally checked prior to each flight.	
					NOTE: If affected tank is not carrying usable fuel, its respective boost pump need not be checked.	

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**28. FUEL**

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Fuel Tank Temperature Indication	C	2	1	May be inoperative provided both Main Tank Fuel Boost Pumps in the associated Main Tank are operative.	
		C	2	0	May be inoperative provided airplane remains at or below FL 170.	
		C	2	0	May be inoperative provided the APU is operative and is running for any portion of the flight above FL 170.	
					NOTE: Refer to AFM Limitations regarding ice on upper wing surfaces.	

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4. REMARKS OR EXCEPTIONS

**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Right Engine Driven Hydraulic Pump	C	1	0	(O) May be inoperative provided: a) Left Engine Driven Hydraulic Pump, Electrical Auxiliary Hydraulic Pump, and Hydraulic Power Transfer Unit are operative, and b) Appropriate AFM Performance data is used.	
		C	1	0	(M)(O) May be dispatched with Right Engine Driven Hydraulic Pump removed provided: a) Left Engine Driven Hydraulic Pump, Electrical Auxiliary Hydraulic Pump, and Hydraulic Power Transfer Unit are operative, b) Appropriate Hydraulic Dispatch Kit is installed, and c) Appropriate AFM Performance data is used.	
21-01	Electric Auxiliary Hydraulic Pump	C	1	0	(O) May be inoperative provided: a) Right Engine Driven Hydraulic Pump, Left Engine Driven Hydraulic Pump, and Hydraulic Power Transfer Unit are operative, and b) Appropriate AFM Performance data is used.	
22-01	Hydraulic Power Transfer Unit	C	1	0	(O) May be inoperative provided appropriate AFM Performance data is used.	

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**29. HYDRAULIC POWER**

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Right Hydraulic System Pressure Low Annunciation System	C	1	0	(O) May be inoperative provided Right Engine Driven Hydraulic pump is verified to operate normally.	
31-02	Hydraulic Pump Pressure Synoptic Indication Amber Pinwheel (Prior to Engine Start)	C	3	0	(O) May be inoperative provided the affected pump is verified operative by digital readout on the Hydraulic Synoptic Page.	
32-01	Hydraulic Quantity Indicating Systems	C	2	0	(M) May be inoperative provided associated reservoir is checked prior to each departure.	

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4. REMARKS OR EXCEPTIONS

**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-01</b>	Wing Anti-Ice Pressure Regulator/Shutoff Valve	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative CLOSED provided: a) Airfoil Ice Protection System is not used, and b) Flight is not made in known or forecast icing conditions.	
<b>12-01</b>	Tail Anti-Ice Pressure Regulator/Shutoff Valve	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative CLOSED provided: a) Airfoil Ice Protection System is not used, and b) Flight is not made in known or forecast icing conditions.	
<b>22-01</b>	Inlet Cowl Anti-Ice Regulator/Shutoff Valves	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative CLOSED provided: a) Valve is secured in the CLOSED position, and b) Flight is not made in known or forecast icing conditions.	
		<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative OPEN provided: a) Valve is secured in the OPEN position, and b) Appropriate AFM Limitations, Procedures, and Performance penalties are applied.	
<b>31-01</b>	Pitot Heaters					
<b>1)</b>	Captain and F/O	<b>B</b>	<b>2</b>	<b>1</b>	May be inoperative provided: a) Flight is made in VMC conditions, b) Flight is not operated at night, and c) Flight is not made in visible or in known or forecast icing conditions.	
<b>2)</b>	Aux	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided flight is not made in visible moisture or in known or forecast icing conditions.	
<b>3)</b>	Rudder Limiter	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided flight is not made 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>32-01</b>	Static Port Heaters	<b>C</b>	<b>4</b>	<b>0</b>	May be inoperative except when arrival and departure airport temperatures are +5 degrees C or below and runways are covered with slush or standing water.	
<b>33-01</b>	Ram Air Temp Probe Heater	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided flight is not made in known or forecast icing conditions.	
<b>34-01</b>	Stall Warning Vane Heaters	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided flight is not made in known or forecast icing conditions.	
<b>41-01</b>	Windshield Heat System					
<b>1)</b>	Anti-Fog System (Includes Three Windshields, Two Clearview, and Two Upper Eyebrow Windows)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Windshield Anti-Ice System is operative.	
<b>2)</b>	Anti-Ice System (Includes Left, Center, and Right Windshields)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Anti-Fog System is operative, b) Flight is not made in known or forecast icing conditions, and c) Appropriate AFM speed restrictions are applied.	
<b>43-01</b>	Windshield Wiper System	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
<b>1)</b>	High Speed	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided associated Low Speed is operative.	
<b>2)</b>	Low Speed	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided associated High Speed is operative.	
<b>3)</b>	Park Control	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided the blade(s) can be positioned in a location that will not obstruct forward vision.	

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**30. ICE AND RAIN PROTECTION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>72-01</b>	Galley Drain Mast Heaters	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided: a) Drain line to associated drain mast is disconnected or turned OFF, and b) Associated galley sink is blocked off to prevent its use.	
<b>74-01</b>	Water Service Panel Heater	<b>C</b>	<b>1</b>	<b>0</b>		
<b>81-01</b>	Overwing Ice Detection System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided alternate procedures are established and used.	
<b>81-02</b> ***	Engine Mounted Ice Detection System	<b>C</b>	<b>2</b>	<b>0</b>		

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4. REMARKS OR EXCEPTIONS

**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-01</b>	Flight Data Recorder (FDR) System	<b>C</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		<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) FDR failure occurs after pushback but prior to takeoff, or 2) FDR repair was attempted but 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.	
<b>1)</b>	FDR Recording Parameters Required by 14 CFR	<b>A</b>	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
<b>2)</b>	FDR Recording Parameters Not Required by 14 CFR	<b>A</b>	-	<b>0</b>	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance check.	

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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>31-02</b>	Aircraft Condition Monitoring System (ACMS)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided maintenance programs do not require its use.	
<b>51-01</b>	Central Aural Warning System (CAWS)				NOTE: The CAWS must be operative for dispatch except that portions may be inoperative as listed below.	
<b>1)</b>	APU Fire Warning Horn	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided system is monitored in the cockpit during APU operations.	
<b>2)</b>	Cabin Altitude Warning Tone	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided airplane remains at or below 10,000 feet MSL.	
<b>3)</b>	SELCAL Chime	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided SELCAL light is operative if procedures require use of SELCAL.	
<b>4)</b>	Voice Warnings (Vocal)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>5)</b>	Advisory Callouts	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided procedures do not require its use.	
		<b>C</b>	<b>1</b>	<b>0</b>	(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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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-01</b>	Electronic Instrument System (EIS)					
<b>1)</b>	Display Units	<b>B</b>	<b>6</b>	<b>5</b>	Any one Display Unit may be inoperative provided appropriate information is displayed on the remaining displays.	
<b>2)</b>	Remote Light Sensor	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided DU brightness is acceptable to the flightcrew.	
<b>3)</b>	Source Input Select Panel (SISP) Pushbuttons					
<b>a)</b>	Flight Director OFF	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.	
<b>b)</b>	Flight Director CAPT ON 2 F/O ON 1	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided same Pushbutton is operative on the opposite side of the cockpit.	
<b>c)</b>	Air Data CAPT ON 2 F/O ON 1	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.	
<b>d)</b> ***	Inertial Reference System CAPT ON AUX F/O ON AUX	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.	
<b>e)</b>	VOR Nav Radio CAPT ON 2 F/O ON 1	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.	
<b>f)</b>	Approach/ILS CAPT ON 2 F/O ON 1	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.	
<b>g)</b>	EIS Source Lights (CAPT ON 2, F/O ON 1)	<b>C</b>	<b>4</b>	<b>2</b>	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.	
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**31. INDICATING/RECORDING SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-01</b>	Electronic Instrument System (EIS) (Cont'd)					
<b>4)</b>	SISP Pushbutton Internal Switchlights	<b>C</b>	<b>20</b>	<b>10</b>	(O) Individual Switchlights may be inoperative provided the same Pushbutton Switchlight is operative on the opposite side of the cockpit.	
<b>61-02</b>	Versatile Integrated Avionics (VIA) Units	<b>C</b>	<b>2</b>	-	May be dispatched with VIA FAULT displayed on the STATUS Page.  NOTE 1: The VIA will continue to operate normally in this condition.  NOTE 2: This item may not be used to disposition any VIA system failures or any Alerts other than VIA FAULT.	

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**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
43-01	PARKING BRAKES ON Annunciation System	C	1	0	(M)(O) May be inoperative provided: a) Alternate procedures are established for brake release, and b) Alternate maintenance procedures are used to verify proper operation of the Anti-Skid and Takeoff Warning Systems.	
43-02	Main Wheel Braking Systems	C	8	7	(M)(O) Left or Right Brake Hydraulic System within any one wheel may be inoperative provided: a) Anti-Skid System is operative, and b) Appropriate AFM Limitations, Procedures, and Performance penalties are applied.	
43-03	Brake Supply Pressure Indication System	C	2	0	May be inoperative provided Hydraulic Pressure Indication Systems are operative.	
45-01	Anti-Skid System	C	1	0	(O) May be inoperative provided operations are conducted in accordance with AFM Limitations, Procedures, and Performance.	
45-02	Brake Return Line Shutoff Valves	C	2	0	(M)(O) May be inoperative provided: a) Valve is secured in the OPEN position, and b) Anti-Skid System is operative.	
46-01 ***	Autobrake System	C	1	0	(M)(O) May be inoperative provided Autobrake Selector Switch remains in OFF position.	
47-01	Brake Temperature Monitoring System	D	1	0	(O) May be inoperative provided an alternate method is used to determine brake temperatures if quick turnaround procedures are to be used.	

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**32. LANDING GEAR**

Sequence No.	Item	1	2	3	4	Change Bar
<b>61-01</b>	Landing Gear Position Indicating Systems					
1)	Synoptic Display	C	3	0	May be inoperative provided all Landing Gear Position Indication Lights on Upper Instrument Panel are operative.	
2)	Upper Instrument Panel Lights	C	3	0	May be inoperative provided all Landing Gear Position Indications on Synoptic Display are operative.	
<b>61-02</b>	Proximity Sensing System (PSS) Functions				NOTE 1: PSEU FAULT Alert will be present for any of the dispatchable failure conditions listed below.  NOTE 2: PSS function failures associated with PSEU FAIL Alert are non-dispatchable.	
1)	TCAS/Landing Gear Position Interface	C	1	0	(M) May be inoperative provided PSEU is interrogated at least once each flight day for verification of all PSS faults.	
2) ***	Passenger Notice System Slat Position Monitor	C	1	0	(M)(O) May be inoperative provided: a) Automatic Passenger Notice System is placarded inoperative, and b) PSEU is interrogated at least once each flight day for verification of all PSS faults.	
3) ***	ACARS Door Position Monitor	C	1	0	(M)(O) May be inoperative provided: a) Alternate procedures are used for recording aircraft block times, and b) PSEU is interrogated at least once each flight day for verification of all PSS faults.	
4)	PSEU Program Pin Monitor	C	1	0	(M) May be inoperative provided PSEU is interrogated at least once each flight day for verification of all PSS faults.	

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**33. LIGHTS**

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Master Warning Lights	C	2	1		
12-02	Master Caution Lights	C	2	1		
13-01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul> NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.  NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>20-01</b>	Cabin Interior Illumination					
<b>1)</b>	Configuration without Photoluminescent Emergency Escape Path Marking System	<b>C</b>	-	-	May be inoperative provided: a) Sufficient lighting is operative for cabin crew to perform required duties, and b) Lighting configuration at dispatch is acceptable to the flightcrew.	
<b>2)</b>	Configuration with Photoluminescent Emergency Escape Path Marking System	<b>C</b>	-	-	May be inoperative provided: a) No more than 10% of the cabin ceiling lights are inoperative, and b) No two adjacent lights may be inoperative.  NOTE: Sidewall lighting may be inoperative.	
<b>3)</b>	Handrail Lighting	<b>D</b>	-	<b>0</b>		
<b>28-01</b>	Passenger Notice System (No Smoking/ Fasten Seat Belt/ Return to Cabin)					
<b>1)</b> ***	Automatic System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided Manual Passenger Notice System is operative.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) The Passenger Address System is operative, b) Crew Call Chimes and Cabin Interphone Systems are operative, and c) Procedures are established for alerting the flight attendants and notifying passengers by use of the Public Address System when seat belts should be fastened and smoking is prohibited.	
(Continued)						

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<b>28-01</b>	Passenger Notice System (No Smoking/ Fasten Seat Belt/ Return to Cabin) (Cont'd)					
<b>2)</b>	Manual System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) The Passenger Address System is operative, b) Crew Call Chimes and Cabin Interphone Systems are operative, and c) Procedures are established for alerting the flight attendants and notifying passengers by use of the Public Address System when seat belts should be fastened and smoking is prohibited.	
<b>3)</b>	Lighted Signs					
<b>a)</b>	Passenger Configuration	<b>C</b>	-	-	(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.	
		<b>C</b>	-	-	(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) is placed ON or OFF.	
(Continued)						

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<b>28-01</b>	Passenger Notice System (No Smoking/ Fasten Seat Belt/ Return to Cabin) (Cont'd)					
<b>3)</b>	Lighted Signs (Cont'd)					
<b>b)</b>	All-Cargo, Supernumerary/Courier Area Lighted Information Sign	<b>C</b>	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/ supernumeraries when associated sign(s) is placed ON or OFF.	
<b>31-01</b>	Cargo Compartment Lighting Systems	<b>C</b>	-	<b>0</b>		
<b>32-02</b>	Maintenance Lights	<b>C</b>	-	<b>0</b>		
<b>41-01</b>	Landing Lights					
<b>1)</b>	Wing Lights	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided airplane is not operated at night.	
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided both Nose Gear Lights are operative.	
<b>2)</b>	Nose Gear Lights	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided airplane is not operated at night.	
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided both Wing Lights are operative.	
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Sequence No.	Item	1	2	3	4	Change Bar
<b>41-01</b>	Landing Lights (Cont'd)					
<b>3)</b>	Wing Landing Light Extend/Retract System	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Associated Landing Light is not used, and b) Associated Landing Light is secured RETRACTED.	
		<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Associated Landing Light is secured EXTENDED, and b) Appropriated AFM Performance penalties are applied.	
<b>4)</b>	FCC Wing Landing Light Auto Retract Function	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Wing landing lights remain retracted, and b) Both Nose Gear Landing Lights are operative and used if airplane is operated at night.	
		<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative and Wing Landing Lights EXTENDED for takeoff and landing provided appropriate AFM Performance penalties are applied.	
<b>42-01</b>	Anti-Collision Beacon Lights (Fuselage-Red)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided wingtip Strobe/Anti-Collision Lights are operative.	
<b>42-02</b>	Fixed Forward Position Light Bulbs (Wingtips)	<b>C</b>	<b>4</b>	<b>2</b>	One Bulb (red or green) must be operative on each wingtip for operations during the period from sunset to sunrise.	
		<b>C</b>	<b>4</b>	<b>0</b>	May be inoperative provided airplane is not operated during the period from sunset to sunrise.	
					NOTE: A Secondary Position Light Bulb that is not illuminated should be considered operative unless the associated Primary Light Bulb is also not illuminated.	

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<b>42-03</b>	Fixed Aft Position Light Bulbs (Wingtips, White)					
<b>1)</b>	Fixed Aft Position Light Bulbs (Wingtips, White)	<b>C</b>	<b>4</b>	<b>2</b>	One Bulb must be operative on each wingtip for operations during the period from sunset to sunrise.	
		<b>C</b>	<b>4</b>	<b>0</b>	May be inoperative provided airplane is not operated during the period from sunset to sunrise.	
					NOTE: A Secondary Position Light Bulb that is not illuminated should be considered operative unless the associated Primary Light Bulb is also not illuminated.	
<b>2)</b>	Fixed Aft Position LED Lights (Wingtips White) (STC ST0400AT)	<b>C</b>	<b>2</b>	<b>0</b>	(M) Three or more LED segments may be inoperative per Position Light provided airplane is not operated during the period from sunset to sunrise.	
<b>42-04</b>	White Strobe/ Anti-Collision Lights (Forward and Aft Wingtips)					
<b>1)</b>	White Strobe/ Anti-Collision Lights (Forward and Aft Wingtips)	<b>C</b>	<b>4</b>	<b>0</b>	May be inoperative provided all Fuselage Red Anti-Collision Beacon Lights are operative.	
<b>2)</b>	White Strobe/ Anti-Collision LED Lights (Aft Wingtips) (STC ST0400AT)	<b>C</b>	<b>2</b>	<b>0</b>	(M) Seven or more LED segments may be inoperative per Strobe Light provided all Fuselage Red Anti-Collision Lights are operative.	

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<b>43-01</b>	Wing and Nacelle Illumination Light Systems					
1)	Wing Illumination Lights	C	2	0	(O) May be inoperative provided ground deicing procedures do not require their use.	
2)	Nacelle Illumination Lights	C	2	0		
<b>43-02</b>	Ground Floodlights	C	2	0		
<b>44-01</b> ***	Tail Illumination (Logo) Lights	D	2	0		

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Sequence No.	Item	1	2	3	4	Change Bar
<b>51-01</b>	Emergency Escape Path Marking System Lights	<b>C</b>	-	<b>0</b>	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
<b>1)</b>	Incandescent Marking System	<b>C</b>	-	-	Individual lights may be inoperative provided it is verified that the FAA-approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA-approved report of the type design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) FAA-approved report incorporated in the Master Drawing List for the applicable STC.	
<b>2)</b>	Photoluminescent Marking System	<b>C</b>	-	-	Components may be inoperative provided it is verified that the FAA-approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA-approved report of the type design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) FAA-approved report incorporated in the Master Drawing List for the applicable STC.	

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<b>51-02</b>	Exterior Emergency Illumination System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided airplane is not operated at night.	
		<b>C</b>	<b>-</b>	<b>0</b>		
<b>52-01</b>	Cabin Standby Lighting System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be missing or inoperative provided: <ul style="list-style-type: none"> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and</li> <li>c) Alternate procedures are established and used.</li> </ul>	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>10-01</b>	Air Data Inertial Reference System (ADIRS)	<b>C</b>	-	<b>2</b>	If a third ADIRU is installed, then the Number 3 unit may be inoperative provided enroute operations and/or approach minimums do not require its use.	
<b>24-01</b>	Flight Director Systems	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided approach minimums do not require its use.	
<b>25-01</b>	Altitude Alerting System	<b>A</b>	-	<b>0</b>	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.	
		<b>C</b>	-	<b>1</b>		
<b>1)</b>	Aural Alert	<b>C</b>	-	<b>0</b>	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
<b>2)</b>	Visual Alert	<b>C</b>	-	<b>0</b>	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

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<b>28-01</b>	Integrated Standby Instrument System (ISIS)					
<b>1)</b>	Standby Attitude Indicator	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided not required by 14 CFR.	
		<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Operations are conducted in VMC only, b) Operations are not conducted at night, and c) Operations are not conducted into known or forecast over-the-top conditions.	
<b>29-01</b>	Non-Stabilized Magnetic Compass (Standby)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided two independent sources of heading information are operative.	
<b>31-01</b>	Marker Beacon System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided approach minimums do not require its use.	
<b>32-01</b>	Multi-Mode Receiver (MMR)					
<b>1)</b>	ILS Function	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided approach minimums do not require its use.	
<b>2)</b> <b>***</b>	GPS Function	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided procedures do not require its use.	

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<b>41-01</b>	Weather Radar Systems					
1)	Basic Weather Radar System	<b>C</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2) ***	Predictive Windshear Mode	<b>B</b>	1	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		<b>C</b>	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.	
<b>42-01</b>	Radio Altimeter Systems	<b>C</b>	-	1	(M) May be inoperative provided: a) Approach minimums and/or operational procedures do not require its use, and b) 903 FCC or subsequent installed.  NOTE: GPWS may be affected.	
<b>43-01</b>	IRS NAV OFF Lights	<b>C</b>	2	0	(O) May be inoperative provided alternate procedures are established and used.	

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<b>45-01</b>	Ground Proximity Warning System (GPWS)	<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.	
<b>1)</b>	Terrain Avoidance Modes (Modes 1-4)	<b>A</b>	<b>4</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.	
<b>2)</b>	Test Mode	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) The GPWS is not used, and b) Repairs are made within 2 flight days.	
<b>3)</b>	Glideslope Deviation Mode Lights (Mode 5)	<b>C</b>	<b>2</b>	<b>1</b>		
		<b>B</b>	<b>2</b>	<b>0</b>		
<b>4)</b> <b>***</b>	Advisory Callouts (Mode 6)	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	

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<b>45-01</b>	Ground Proximity Warning System (GPWS) (Cont'd)					
<b>5) ***</b>	Windshear Mode (Reactive)	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
<b>6)</b>	Terrain Awareness and Warning System (TAWS)					
<b>a)</b>	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>b)</b>	Terrain Display Functions	<b>C</b>	<b>-</b>	<b>1</b>		
		<b>B</b>	<b>-</b>	<b>0</b>		
<b>7) ***</b>	Runway Awareness and Advisory System (RAAS)	<b>C</b>	<b>1</b>	<b>0</b>		

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<b>46-01</b>	Traffic Alert/Collision Avoidance System (TCAS)	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
<b>1)</b>	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
<b>2)</b>	Resolution Advisory (RA) Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on non-flying pilot side.	
		<b>C</b>	<b>-</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.	
<b>3)</b>	Traffic Alert Display System(s)	<b>C</b>	<b>-</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.	
<b>4)</b>	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.	

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<b>47-01</b>	Windshear Detection and Flight Guidance Systems					
<b>1)</b>	Reactive	<b>B</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
<b>2)</b>	Predictive	<b>B</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Reactive) operates normally.	
<b>51-01</b>	VOR Navigation Systems	<b>C</b>	<b>2</b>	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative provided #1 VOR is operative.	
<b>52-01</b>	Distance Measuring Equipment (DME) Systems	<b>D</b>	<b>2</b>	<b>-</b>	Any in excess of those required by 14 CFR may be inoperative.	

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<b>53-01</b> ***	Automatic Direction Finding (ADF) Systems					
1)	ADF Systems	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2)	ADF Frequency Selectors	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>54-01</b>	ATC Transponder and Automatic Altitude Reporting Systems	<b>B</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		<b>D</b>	<b>2</b>	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameter Not Required by 14 CFR	<b>A</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance check.	
2) ***	ADS-B Squitter Transmissions	<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	
		<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any ADS-B Out function that operates normally may be used.	

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**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>54-02</b> ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	<b>D</b>	-	<b>0</b>	May be inoperative provided it is not required by 14 CFR.  NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
<b>1)</b>	Cockpit Display and Traffic Information (CDTI)	<b>D</b>	-	<b>0</b>	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	
<b>2)</b>	CDTI Control Panel	<b>D</b>	-	<b>0</b>	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.	
<b>3)</b>	Data Link Transmitter(s)	<b>D</b>	-	<b>0</b>	NOTE: In some aircraft, the Data Link Transmission is an integral part of the transponder and relief is provided in that section.	
<b>4)</b>	Data Link Receivers	<b>D</b>	-	<b>0</b>		
<b>5)</b>	ADS-B Applications	<b>D</b>	-	<b>0</b>		

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**34. NAVIGATION**

Sequence No.	Item	1	2	3	4	Change Bar
<b>63-01</b>	VIA Flight Management Function					
<b>1)</b>	Computing Function	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided the associated FMS is not required for operations being conducted.	
<b>2)</b>	Multi-Function Control Display Units (MCDU)	<b>C</b>	<b>2</b>	<b>-</b>	(O) Individual portions (Line Select Keys, Remote Light Sensor, Switchlights, etc.) of one or both MCDUs may be inoperative provided: <ul style="list-style-type: none"> <li>a) At least one MCDU is capable of initializing IRU alignment, and</li> <li>b) Both MCDUs are capable of allowing manual tuning of Nav Radios.</li> </ul>	
<b>3)</b>	Navigation Database	<b>A</b>	<b>-</b>	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Operations do not require its use,</li> <li>b) It is not used in a primary navigation system required by 14 CFR,</li> <li>c) Alternate procedures are developed and used,</li> <li>d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and</li> <li>e) It is repaired within 10 flight days.</li> </ul> <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	

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**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-01</b>	Oxygen System and Supply (Flightcrew)	<b>B</b>	-	-	As required by 14 CFR.	
<b>1)</b>	Overhead Panel Oxygen Line Pressure Indicator	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Direct reading gauge on the crew oxygen bottle verifies adequate pressure is above the minimum required for dispatch prior to each takeoff, and b) Flightcrew oxygen system is verified to operate normally.	
<b>2)</b>	Oxygen Cylinder Discharge Indicator	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be damaged or missing.	
<b>21-01</b>	Passenger Oxygen System	<b>B</b>	<b>1</b>	-	As required by 14 CFR.	
<b>1)</b>	Automatic Door Opening Function	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) All oxygen doors are CLOSED and LATCHED, b) Manual Oxygen Door Deploy System is operative, and c) The airplane remains at or below FL 300.	

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**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-01</b>	Passenger Oxygen System (Cont'd)					
<b>2)</b>	Oxygen Compartment Doors	<b>B</b>	-	-	(M)(O) May be inoperative provided: a) Associated oxygen door is UNLATCHED and masks secured, and b) Associated seats are BLOCKED.	
		<b>B</b>	-	-	(M)(O) May be inoperative provided: a) Associated oxygen door is UNLATCHED and masks secured, b) Passengers occupying associated seats are briefed on access to oxygen masks, and c) The airplane remains at or below FL 300.	
		<b>B</b>	-	-	(M)(O) May be inoperative provided: a) Associated oxygen door is LATCHED, b) Associated seats are BLOCKED, and c) If two or more inoperative oxygen doors are adjacent (forward and aft, left and right), seat rows forward and aft of the inoperative oxygen doors are also blocked.	
<b>3)</b>	Lavatory Oxygen	<b>C</b>	-	<b>0</b>	May be inoperative provided: a) Associated lavatory door is locked and closed and placarded "INOPERATIVE – DO NOT ENTER", and b) Associated lavatory is not used for any purpose.	
<p>NOTE: These provisos are not intended to prohibit lavatory inspections by crewmembers.</p>						

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4. REMARKS OR EXCEPTIONS

**35. OXYGEN**

Sequence No.	Item	1	2	3	4	Change Bar
22-01	NO MASKS Annunciation System	C	1	0	May be inoperative provided flight is not conducted above 14,000 feet MSL.	
31-01	Portable Oxygen Dispensing Units	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
33-01	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.	

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**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Fan Air Valve	C	2	0	(M)(O) May be inoperative with the Valve in the OPEN position provided: a) Flight is not made in known or forecast icing conditions, and b) Appropriate AFM Performance penalties are applied.	
11-03	High Stage Valve	C	2	1	(M)(O) May be inoperative CLOSED provided flight is not made in known or forecast icing conditions.	
11-04	High Stage Pilot Valve	C	2	1	(M) May be inoperative provided: a) The affected High Stage Valve is secured in the CLOSED position, and b) Flight is not made in known or forecast icing conditions.	
11-08 ***	Pneumatic Inline Filter	B	2	0	(M) May be inoperative provided filter is removed.	
13-01	Pressure Regulator and Shutoff Valve (PRSOV)	C	2	1	(M)(O) May be inoperative provided: a) Associated valve is secured CLOSED, b) Flight is not made in known or forecast icing conditions, and c) Associated Air Conditioning System is not used.	
13-02	Pressure Regulator and Shutoff Pilot Valve	C	2	1	(M)(O) May be inoperative provided: a) The associated PRSOV valve is secured CLOSED, b) Flight is not made in known or forecast icing conditions, and c) Associated Air Conditioning System is not used.	

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**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
<b>13-03</b>	Pneumatic System Controller Channels	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One Channel of the PSC may be inoperative provided: a) Power is removed from the affected PSC Channel, b) Apply AFM Performance penalties for the associated Fan Air Valve inoperative in the OPEN position, c) Flight is not made in known or forecast icing conditions, and d) Associated Air Conditioning System is not used.	
<b>13-04</b>	Intermediate Bleed Pressure Sensor (Pi)	<b>C</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided: a) The associated High Stage Valve is considered inoperative and is deactivated in the CLOSED position, and b) Flight is not made in known or forecast icing conditions.	
<b>13-05</b>	Manifold Pressure Sensor (Pm)	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) Flight is not made in known or forecast icing conditions, and b) Associated Air Conditioning System is not used.	
<b>13-06</b>	Intermediate Bleed Temperature Sensor (Ti)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided flight is not made in known or forecast icing conditions.	
<b>13-07</b>	Manifold Temperature Sensor (Tm)	<b>C</b>	<b>2</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Associated Sensor is deactivated, b) Apply AFM Performance penalties for the associated Fan Air Valve in the OPEN position, and c) Flight is not made in known or forecast icing conditions.	
<b>13-08</b>	Supply Temperature Sensor (Ts)	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided associated Sensor is deactivated.	

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**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
14-01	Ground Connection and Pneumatic Check Valve	C	1	0	(O) May be inoperative OPEN provided: a) Flight is not made in known or forecast icing conditions, b) Right Air Conditioning System is not used, c) APU Air is not used, d) Engine Start on both engines is accomplished using ground Start Air, and e) Pneumatic Isolation Valve is verified CLOSED after engine start.	
		C	1	0	May be inoperative CLOSED.	
15-01	Manifold Isolation Valve	C	1	0	(M)(O) May be inoperative provided: a) Flight is not made in known or forecast icing conditions, and b) Isolation Valve is secured CLOSED after engine start.	
15-02	Manifold Check Valve	C	2	0		

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**36. PNEUMATIC**

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Pneumatic Overheat Detection System (PODS)	C	1	-	May be dispatched with PODS FAULT displayed on the STATUS Page.  NOTE 1: The PODS will continue to operate normally in this condition.  NOTE 2: Dispatch is not allowed if PODS FAIL alert is present on the EAD.	
		C	1	-	May be dispatched with PODS A-ICE FAULT displayed on the STATUS Page provided flight is not made in known or forecast icing conditions.  NOTE 1: Tail Compartment overheating detection is not affected in this dispatch condition.  NOTE 2: Dispatch is not allowed if PODS FAIL alert is present on the EAD.	

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**38. WATER/WASTE**

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Potable Water Systems	C	1	0	(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.	
30-02	Lavatory Waste Systems	C	-	0	(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	-	-	(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 inspections by crewmembers.	

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4. REMARKS OR EXCEPTIONS

**38. WATER/WASTE**

Sequence No.	Item	1	2	3	4	Change Bar
33-01	Vacuum Waste Logic Control Module	C	1	0	(M) May be inoperative provided: a) Procedures are established to override the Vacuum Waste LCM, if necessary, and b) Alternate waste tank servicing procedures are established and used to preclude overflow.	

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**45. CENTRAL MAINTENANCE SYSTEM**

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Central Fault Display Interface Unit (CFDIU)	C	1	0	(M) May be inoperative provided alternate maintenance procedures are established and used.	

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**46. INFORMATION SYSTEMS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-01</b> ***	Electronic Flight Bag (EFB) Systems					
<b>1)</b> ***	Class 3 EFBs	<b>C</b>	-	-	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any function, program, or document which operates normally may be used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>2)</b> ***	Data Connectivity (Class 2)	<b>C</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>3)</b> ***	Power Connection (Class 1 and 2)	<b>C</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>4)</b> ***	Mounting Device (Class 2)	<b>C</b>	-	<b>0</b>	(M)(O) 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>0</b>	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

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**49. AIRBORNE AUXILIARY POWER**

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Auxiliary Power Unit (APU)	C	1	0	(M) May be inoperative provided: a) APU Control Circuit Breaker is pulled and secured, and b) APU is not required for Electrical Power.	
11-01	APU Enclosure and Access Door Acoustic Blankets	D	5	0	(M) May be damaged or missing.	
17-01	APU Air Inlet Door Actuator System	C	1	0	(M)(O) May be inoperative and the APU used provided APU Air Inlet Door is secured OPEN or removed.  NOTE: Recommended maximum altitude for starting APU with Inlet Door secured open is 20,000 feet and 225 KIAS or slower.	
		C	1	0	(M) May be inoperative provided: a) APU Air Inlet Door is secured CLOSED, b) APU Control Circuit Breaker is pulled and secured, and c) APU is placarded inoperative and is not used.	
44-01	APU Starter Relay	C	1	0	(M) May be inoperative provided APU is placarded inoperative and is not used.	

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**49. AIRBORNE AUXILIARY POWER**

Sequence No.	Item	1	2	3	4	Change Bar
<b>51-01</b>	APU Pneumatic Check Valve	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative OPEN provided it is verified that the APU Bleed Air Valve is functioning normally if APU is to be used.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative CLOSED provided APU Pneumatic Distribution System is placarded inoperative and is not used.	
<b>51-02</b>	APU Bleed Air Modulating Valve	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative CLOSED provided: a) APU Air Control Switch remains OFF, and b) APU Pneumatic Distribution System is placarded inoperative and is not used.	
<b>1)</b>	APU Bleed Air Modulating Valve Position Synoptic Indication "APU VALVE DISAG"	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be illuminated provided Bleed Air Modulating position is verified closed prior to each flight.	
<b>72-01</b>	APU EGT Probes	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.	
		<b>C</b>	<b>2</b>	<b>1</b>	(M) May be inoperative provided inoperative EGT Probe does not auto shutdown APU.	
<b>75-01</b>	APU Data Memory Module	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided maintenance programs do not rely on its use.	

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4. REMARKS OR EXCEPTIONS

**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Door Stop Screws	C	-	-	(O) One door stop screw may be inoperative or missing on any passenger, service, or cargo door provided flight is conducted in an unpressurized configuration.	
54-01 ***	Flight Compartment Door Electric Lock System (Not 14 CFR Part 25, § 25.795 Compliant)	C	1	0	May be inoperative provided flight deck door can be locked and unlocked manually by cockpit crewmember.	
		C	1	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.	
54-02	TIMCO Enhanced Security Flight Deck Automatic Locking/Access/Control System (STC ST02463AT)				Deleted, Revision 9. See item 52-54-04, Boeing/TIMCO Enhanced Security Flight Deck Automatic Locking/Access/Control System.	
54-03	TIMCO Enhanced Security Flight Deck Door Deadbolt (STC ST02463AT)				Deleted, Revision 9. See item 52-54-05, Boeing/TIMCO Enhanced Security Flight Deck Door Deadbolt.	

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**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>54-04</b> ***	Boeing/TIMCO Enhanced Security Flight Deck Automatic Locking/Access/Control System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt.	
<b>1)</b>	Flight Deck Access Panel System (Keypad)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt.	
<b>a)</b>	LEDs	<b>C</b>	<b>3</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>b)</b>	Aural Tone (Beep)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.	
<b>2)</b>	Door Control Panel					
<b>a)</b>	Door LOCK FAIL Light	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided; a) Automatic lock controls are verified to operate normally, and b) Door Sonalert operates normally.	
<b>b)</b>	Door AUTO UNLOCK Light	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door Sonalert operates normally.	
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**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>54-04</b> ***	Boeing/TIMCO Enhanced Security Flight Deck Automatic Locking/Access/Control System (Cont'd)					
<b>2)</b>	Door Control Panel (Cont'd)					
<b>c)</b>	Door Lock Control Switch	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt.	
<b>d)</b>	Sonalert	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking door using the deadbolt.	
<b>3)</b>	Strike Assembly	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, and c) Alternate procedures are established and used for locking and unlocking door using the deadbolt.	

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**52. DOORS**

Sequence No.	Item	1	2	3	4	Change Bar
<b>54-05</b> ***	Boeing/TIMCO Enhanced Security Flight Deck Door Deadbolt	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided automatic lock controls operate normally.	
<b>61-01</b> ***	Forward Airstairs	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided stairwell door is verified latched.	
<b>70-01</b>	Door Warning Annunciation Systems (Except TAILCONE UNSAFE)	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative for all associated doors except the forward stairwell door provided it is verified by visual inspection that the associated door is CLOSED and LOCKED.	

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**53. FUSELAGE**

Sequence No.	Item	1	2	3	4	Change Bar
52-01	TAILCONE UNSAFE Annunciation System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Airplane is operated in VMC only, and b) Airplane is not operated at night.	
		<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Tailcone lockpins are verified to be properly seated and rotated within the lock, b) Tailcone locking cable is properly secured, c) No evidence of slack exists on cable leads, and d) System is repaired within 2 flight days.  NOTE: System includes Tailcone Release Mechanism Decal located over slot in tail exit door frame.	

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**73. ENGINE FUEL AND CONTROL**

Sequence No.	Item	1	2	3	4	Change Bar
<b>21-01</b>	Electronic Engine Control Systems (EEC)	<b>A</b>	<b>2</b>	<b>-</b>	(M) May be dispatched with EEC Faults provided repairs are made in accordance with times established by engine Type Certificate Data Sheet No. E00061EN, Note 13.	
<b>21-02</b>	EEC Normal (EPR) Mode	<b>C</b>	<b>2</b>	<b>0</b>	(O) EEC Normal Mode may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both EECs are selected to the ALTN mode, and</li> <li>b) Limitations, Procedures, and Performance data from AFM Appendix for EEC Alternate Mode Operation are applied.</li> </ul>	
<b>21-03</b>	FADEC Mode Switchlights					
<b>1)</b>	SELECT Lights	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided associated ALTN Light is operative.	
<b>2)</b>	ALTN Lights	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided associated SELECT Light is operative.	
<b>21-16</b> ***	Electronic Engine Control (EEC) Cooling Fan	<b>A</b>	<b>-</b>	<b>0</b>	May be inoperative provided repairs are made prior to the next heavy maintenance check.	
<b>31-01</b>	Fuel Flow/Fuel Used Indication Systems	<b>B</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided N <sub>1</sub> , EPR, and Main Tank Fuel Quantity Indicating Systems are operative for associated engine.	
<b>33-01</b>	ENG L/R FUEL PRES Annunciation System	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided adequate pump pressure for all operative fuel pumps is verified prior to each flight.	
<b>34-01</b>	FUEL FIL PRES DROP Annunciation Systems	<b>B</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative provided it is verified that the malfunction is in the annunciation system.	

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**74. IGNITION**

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Ignition Systems	C	4	2	(O) Two may be inoperative provided both inoperative systems are not on the same engine.	

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**77. ENGINE INDICATING**

Sequence No.	Item	1	2	3	4	Change Bar
32-01	Engine Vibration Monitoring Systems	D	2	0	May be inoperative provided N <sub>1</sub> , EPR, and Fuel Flow Indicating Systems are operative for associated engine.	

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**78. ENGINE EXHAUST**

Sequence No.	Item	1	2	3	4	Change Bar
<b>32-01</b>	Thrust Reverser Systems	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative provided: a) Inoperative reverser is STOWED and DEACTIVATED, b) Anti-Skid System is operative, and c) If takeoff and landing data is predicated on the use of reverse thrust, adequate performance factors (penalties) are applied.	
<b>33-01</b>	Thrust Reverser System Accumulators	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided it is verified that no external leakage exists.	
<b>33-02</b>	Thrust Reverser Linear Variable Transformers (LVT)	<b>C</b>	<b>4</b>	<b>2</b>	One LVT may be inoperative on each reverser.	
<b>33-03</b>	Thrust Reverser Proximity Sensors	<b>C</b>	<b>8</b>	<b>4</b>	One per door may be inoperative.	
<b>33-04</b>	Maintenance Test Enable Switch (MTES)	<b>C</b>	<b>2</b>	<b>0</b>		

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**79. ENGINE OIL**

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Engine Oil Quantity Indicating Systems	B	2	0	(M)(O) May be inoperative provided: a) Associated engine oil quantity is verified (visual or dipstick check) filled to recommended capacity at each refueling, and b) Associated Engine Oil Temperature and Oil Pressure Indicating Systems are operative.	
36-01	ENG L/R OIL FILTER Annunciation Systems	B	2	1	(M) One may be inoperative provided: a) It is verified that the Oil Pressure Filter is not bypassed, and b) Oil Pressure Filter (Main Filter) is inspected once each flight day and verified to be CLEAN.	

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**80. STARTING**

Sequence No.	Item	1	2	3	4	Change Bar
<b>11-01</b>	START VLV L/R OPEN Annunciation Systems	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided it is verified that the associated Starter Shutoff Valve is CLOSED after starting.	
<b>11-02</b>	Starter Shutoff System					
<b>1)</b>	Valves	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative CLOSED provided: a) Alternate starting procedures are established and used, and b) Associated Igniter System operates normally.	
<b>2)</b>	Solenoid Coils	<b>C</b>	<b>4</b>	<b>2</b>	NOTE: If two Solenoid Coils are inoperative on the same Valve, the Valve will be considered inoperative.	
<b>11-03</b>	Auto Starter Control System	<b>C</b>	<b>2</b>	<b>0</b>	(O) Automatic Start System may be inoperative provided manual start procedures are used.	
<b>11-04</b>	L/R Engine Start Switch Internal Switchlight	<b>C</b>	<b>2</b>	<b>0</b>		