



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

Master Minimum Equipment List (MMEL)

Revision: 20
Date: 04/27/2020

Lockheed
L-382, L-382B, L-382E, L-382F, L-382G,
(C-130E and Subsequent),
L 382 (C-130B) C-130A, EC130-Q

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REVISION NO. 20

PAGE NO. I

DATE: 04/27/2020

AIRCRAFT:
 L382 (C130)

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
19d	02/14/2017	Complete reissue of MMEL (all pages, all sections).
20	04/27/2020	Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, 23-4, 25-1, 25-7, 25-8, 25-9, 25-15, 26-3, 30-2, 31-1, 33-1, 34-1, 34-4, 34-5, 34-6, 34-7, 34-8, 34-12, 34-13, 34-15, 35-1, 49-1

HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 20**.

ITEM NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion.
23-06	Relief updated to comply with Policy Letter (PL) 58, Revision 4.
25-02	Relief updated to comply with PL-120, Revision 3.
25-05	Added repair category and number required for Dispatch for items 2) and 3).
25-06	Relief updated to comply with PL-79, Revision 9.
25-16	Relief updated to comply with PL-122, Revision 1.
26-08	Relief updated to comply with PL-102, Revision 2.
30-05	Relief removed for Pitot Heat Warning Lights to comply with 14 CFR requirements.
31-02	Relief updated to include Supplemental Type Certificate (STC) ST00224AT.
33-01	Relief updated to include STC ST03595AT. Remarks or Exceptions updated to comply with 14 CFR requirements.
34-07	Added (M) item.
34-13	Relief updated to comply with PL-76, Revision 7.
34-14	Item changed to comply with PL-105, Revision 3.
34-15	Renumbered.
34-16	Renumbered.
34-17	Renumbered.
34-18	Renumbered and removed duplicate number.
34-19	Relief updated to comply with PL-98, Revision 1.
34-28	Relief updated to include STC ST00759LA-D. Update relief to comply with PL-32, Revision 7.
34-30	Relief updated to comply with PL-98, Revision 1.
34-33	Relief modified.
35-04	Relief updated to comply with PL-43, Revision 3.
49-01	Relief updated to include STCs SA3171WE and ST02140AT.

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AIRCRAFT:
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DEFINITIONS

The Definitions must be inserted here in each minimum equipment list (MEL) from current FAA MMEL PL-25, MMEL and MEL Definitions, in accordance its Appendix B, MEL Definition Requirements.

The 14 CFR regulatory requirements applicable to specific MMEL chapters can be found in PL-25, Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user. The PLs may be found at fsims.faa.gov.

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PREAMBLE

The applicable Preamble must be inserted here in each minimum equipment list (MEL) from current FAA MMEL PL-34, MMEL and MEL Preamble; or PL-36, 14 CFR part 91 MEL Approval and Preamble. The PLs may be found at fsims.faa.gov.

AIRCRAFT:
 L382 (C130)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Air Conditioning Systems	C	2	1	(M) One may be inoperative provided associated Flow Control and Shutoff Valve is secured CLOSED.	
		C	2	0	(M)(O) May be inoperative provided: a) Both Flow Control and Shutoff Valves are secured CLOSED, and b) Aircraft is operated unpressurized.	
21-02	Under Floor Heater Diverter Valve (Airplanes Prior to Serial Number 4653)	C	1	0	(M) May be inoperative provided Valve is secured OPEN.	
21-03	Cargo Compartment Automatic Temperature Control System	C	1	0	May be inoperative provided Cargo Compartment Normal Manual Temperature Control System is operative.	
		C	1	0	May be inoperative provided Cargo Compartment Air Conditioning System is considered inoperative.	
1)	Airplanes With Service Bulletin (SB) 382-21-10 (Alternate Manual Temperature Control System) Installed	C	1	0	May be inoperative provided: a) Cargo Compartment Alternate Manual Temperature Control System is operative, and b) Cargo Compartment Alternate Manual Temperature Control Duct Overheat Indication is operative.	
21-04	Cargo Compartment Manual Temperature Control Systems					
1)	Normal Manual Temperature Control System	C	1	0	May be inoperative provided Cargo Compartment Air Conditioning System is considered inoperative.	

(Continued)

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-04	Cargo Compartment Manual Temperature Control Systems (Cont'd)					
2)	Airplanes With SB 382-21-10 (Alternate Manual Temperature Control System) Installed					
a)	Normal Manual Temperature Control System	C	1	0	May be inoperative provided: a) Cargo Compartment Alternate Manual Temperature Control System is operative, and b) Cargo Compartment Alternate Manual Temperature Control Duct Overheat Indication is operative.	
b)	Alternate Manual Temperature Control System	C	1	0	May be inoperative provided Cargo Compartment Normal Manual Temperature Control System is operative.	
c)	Alternate Manual Temperature Control Duct Overheat Indication	C	1	0	May be inoperative provided Cargo Compartment Normal Manual Temperature Control System is operative.	
21-05	Flight Station Automatic Temperature Control System	C	1	0	May be inoperative provided Flight Station Normal Manual Temperature Control System is operative.	
		C	1	0	May be inoperative provided Flight Station Air Conditioning System is considered inoperative.	
1)	Airplanes With SB 382-21-10 (Alternate Manual Temperature Control System) Installed	C	1	0	May be inoperative provided: a) Flight Station Alternate Manual Temperature Control System is operative, and b) Flight Station Alternate Manual Temperature Control Duct Overheat Indication is operative.	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-06	Flight Station Manual Temperature Control Systems					
1)	Normal Manual Temperature Control System	C	1	0	May be inoperative provided Flight Station Air Conditioning System is considered inoperative. May be inoperative provided: a) Flight Station Alternate Manual Temperature Control System is operative, and b) Flight Station Alternate Manual Temperature Control Duct Overheat Indication is operative. May be inoperative provided Flight Station Normal Manual Temperature Control System is operative. May be inoperative provided Flight Station Normal Manual Temperature Control System is operative.	
2)	Airplanes With SB 382-21-10 (Alternate Manual Temperature Control System) Installed					
a)	Normal Manual Temperature Control System	C	1	0		
b)	Alternate Manual Temperature Control System	C	1	0		
c)	Alternate Manual Temperature Control Duct Overheat Indication	C	1	0		
21-07	Outflow Valve	C	1	0		(M)(O) May be inoperative provided: a) Valve is secured OPEN, and b) Aircraft is operated unpressurized.
21-08	Automatic Pressurization Control System	C	1	0	May be inoperative provided: a) Manual Pressure Control System is operative, and b) Cabin Rate of Climb, Differential Pressure, and Cabin Altitude Gauges are operative.	
		C	1	0	(O) May be inoperative provided aircraft is operated unpressurized.	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-09	Manual Pressurization Control System	C	1	0	(M) May be inoperative provided: a) Manual Pressurization Cam is NEUTRAL, and b) Automatic Pressurization System is operative.	
21-10	Ground Turbine Compressor (GTC) Function of Air Conditioning Master Control Switch (Airplanes Prior to Serial Number 4653)	C	1	0		
21-11	Cargo Compartment Air Conditioning Shutoff Switch (Except C-130A)					
1)	Airplanes Prior to Serial Number 4653 Without Bleed Air Divider Valve	C	1	0	May be inoperative provided: a) Both Wing Isolation Valves are operative, and b) Aircraft is not operated in known or forecast icing conditions.	
2)	Airplanes Prior to Serial Number 4653 With Bleed Air Divider Valve	C	1	0	May be inoperative provided Right Wing Isolation Valve and Bleed Air Divider Valve are operative.	
3)	Airplanes Prior to Serial Number 4653 With Bleed Air Divider Valve (SB 382-36-4 Incorporated)	C	1	0	May be inoperative provided: a) No. 3 and 4 Bleed Air Pressure Regulating and Shutoff Valves are operative, b) Bleed Air Divider Valve is operative, and c) Aircraft is not operated in known or forecast icing conditions.	
4)	Airplanes Serial Number 4653 and Subsequent	C	1	0	May be inoperative provided: a) No. 3 and 4 Bleed Air Pressure Regulating and Shutoff Valves are operative, b) Bleed Air Divider Valve is operative, and	

(Continued)

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-11	Cargo Compartment Air Conditioning Shutoff Switch (Except C-130A) (Cont'd)					
4)	Airplanes Serial Number 4653 and Subsequent (Cont'd)					
					c) Aircraft is not operated in known or forecast icing conditions.	
21-12	Flight Station Air Conditioning Flow Control and Shutoff Valve System					
1)	Airplanes Prior to Serial Number 4653	C	1	0	May be inoperative provided Flow Control and Shutoff Valve Override is operative.	
2)	Airplanes Serial Number 4653 and Subsequent	C	1	0	May be inoperative provided: a) No. 1 and 2 Bleed Air Pressure Regulating and Shutoff Valves are operative, b) Bleed Air Divider Valve is operative, and c) Aircraft is not operated in known or forecast icing conditions.	
21-13	Cabin Rate-of-Climb Indicator	C	1	0	May be inoperative provided: a) Cabin Altimeter is operative, and b) Differential Pressure Gauge is operative.	
21-14	Differential Pressure Gauge	C	1	0	(O) May be inoperative provided: a) Cabin Altimeter is operative, and	
					(Continued)	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-14	Differential Pressure Gauge (Cont'd)					
					b) A chart is available for the Flight Engineer (FE) to convert Cabin Altitude to Differential Pressure.	
21-15	Cabin Altimeter	C	1	0	(O) May be inoperative provided: a) Differential Pressure Gauge is operative, and b) A chart is available for the FE to convert Differential Pressure to Cabin Altitude.	
21-16	Cargo Compartment Underfloor Heating	C	1	0		
21-17	Emergency Depressurization Switch	C	1	0	May be inoperative provided Emergency Depressurization Handle is operative.	
21-18	Emergency Depressurization Handle					
1)	Airplanes Equipped with Bleed Air Shutoff Valves	C	1	0	(O) May be inoperative provided aircraft is operated unpressurized.	
2)	Airplanes Equipped with Bleed Air Pressure Regulating and Shutoff Valves	C	1	0		
21-19	Safety Valve	C	1	0	(M)(O) May be inoperative provided: a) Outflow Valve is secured OPEN, and b) Aircraft is operated unpressurized.	
21-20	Cargo Compartment Auxiliary Vent Valve	C	1	0	(M) May be inoperative provided: a) Affected Valve is secured CLOSED, and b) Flight Station Auxiliary Vent Valve is operative.	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-21	Flight Station Auxiliary Vent Valve	C	1	0	(M) May be inoperative provided: a) Affected Valve is secured CLOSED, and b) Cargo Compartment Auxiliary Vent Valve is operative.	
21-22	Cargo Compartment Flow Control and Shutoff Valve					
1)	Airplanes Prior to Serial Number 4653 without Bleed Air Divider Valve	C	1	0	May be inoperative provided: a) Both Wing Isolation Valves are operative, and b) Aircraft is not operated in known or forecast icing conditions.	
2)	Airplanes Prior to Serial Number 4653 with Bleed Air Divider Valve	C	1	0	May be inoperative provided Right Wing Isolation Valve and Bleed Air Divider Valve are operative.	
3)	Airplanes Prior to Serial Number 4653 with Bleed Air Divider Valve (SB 382-36-4 Incorporated)	C	1	0	May be inoperative provided: a) No. 3 and 4 Bleed Air Pressure Regulating and Shutoff Valves are operative, b) Bleed Air Divider Valve is operative, and c) Aircraft is not operated in known or forecast icing conditions.	
4)	Airplanes Serial Number 4653 and Subsequent	C	1	0	May be inoperative provided: a) No. 3 and 4 Bleed Air Pressure Regulating and Shutoff Valves are operative, b) Bleed Air Divider Valve is operative, and c) Aircraft is not operated in known or forecast icing conditions.	
21-23	Reserved					

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DATE: 02/14/2017

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-24	Cargo Compartment Recirculation Fan System	C	1	0		
21-25	Cargo Compartment Refrigeration Overheat Warning Light	C	1	0	May be inoperative provided Cargo Compartment Air Conditioning System is not used.	
21-26	Air Conditioning Anti-Ice Overtemp Warning Light System/AIR COND HOT Light System (Airplanes Serial Number 4653 through 4946 Not Modified by SB 382-21-12/82-503)	C	2	1	May be inoperative provided associated Air Conditioning System is not used.	
		C	2	0	(O) May be inoperative provided both Air Conditioning Systems are not used.	
21-27	Reserved					

AIRCRAFT:
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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Autopilot System	B	1	0	May be inoperative provided enroute operations or approach minimums do not require its use. NOTE: Any mode that operates normally may be used.	
1)	Lateral Navigation Modes (NAV/LOC, HDG)	C	-	0	May be inoperative provided enroute operations or approach minimums do not require their use. NOTE: Any mode that operates normally may be used.	
2)	Vertical Navigation Modes (ALT, ALT SEL, VS, IAS)	C	-	0	May be inoperative provided enroute operations or approach minimums do not require their use. NOTE: Any mode that operates normally may be used.	
3) ***	APPR Mode	C	-	0	May be inoperative provided approach minimums do not require its use.	
4) ***	AP CPLD Mode	C	-	0	May be inoperative provided enroute operations or approach minimums do not require its use.	
5) ***	BACK LOC Mode	C	-	0	May be inoperative provided approach minimums do not require its use.	
6) ***	Radio Beam Coupler	C	-	0	May be inoperative provided approach minimums do not require its use.	
22-02	AUTOPILOT OFF or AP DISENG Light	C	2	1		
		B	-	0	May be inoperative provided autopilot is not used.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-03	Autopilot Release Switch, Wheel Mounted	C	2	1	One may be inoperative provided: <ul style="list-style-type: none"> a) Autopilot is not used below 1,500 ft above ground level (AGL), and b) Approach minimums do not require the use of the autopilot. 	
		B	2	0	May be inoperative provided autopilot is not used.	
22-04	Reserved					
22-05	Autopilot Trim Indices (E-4)	B	3	0	May be inoperative provided autopilot is not used.	
22-06	Yaw Damper (AP105)	B	1	0	May be inoperative provided autopilot is not used.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Crewmember Interphone System					
1)	Flight Station to Cargo Compartment, Cargo Compartment to Flight Station Function	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station functions that operate normally may be used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
2)	Flight Station to Ground Function	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
3)	Flight Station to Passenger Cabin, Passenger Cabin to Flight Station Function (Combi Aircraft Only)	C	1	0	(O) May be inoperative provided: a) Public Address (PA) System is operative, and b) Alternate procedures are established and used. NOTE: Any station functions that operate normally may be used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-02 ***	PA System					
1)	Passenger/Combi Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio or visual) operates normally. NOTE: Any station functions that operate normally may be used.	
		C	1	0	(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 functions that operate normally may be used.	
a)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Cargo Configuration	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
a)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-03	Communication Systems (very high frequency (VHF), ultrahigh frequency (UHF))	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency Alternating Current (AC) Bus, Emergency Direct Current (DC) Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
1)	VHF Communication Control Panels					
a)	Frequency Transfer Lights	C	-	0		
b)	Frequency Transfer Switch	C	-	0		
c)	Frequency Selector Knob	C	-	2		
d)	Frequency Indication	C	-	2		
23-04	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 long-range communication system (LRCS) provided: a) Aircraft Satellite Voice (SATVOICE) system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The International Civil Aviation Organization (ICAO) Flight Plan is updated (as required) to notify air traffic control (ATC) of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-05	Audio Selector Panels					
1)	NAV Station	D	1	0	As required by 14 CFR.	
23-06	Flight Deck Headsets and Microphones					
	Holder of an Air Carrier or Commercial Operator Certificate					
1)	Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
4)	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	
(Continued)						

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DATE: 02/14/2017

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-06	Flight Deck Headsets and Microphones (Cont'd)					
	Other Than a Holder of an Air Carrier or Commercial Operator Certificate					
5)	Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
6)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
7)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
8)	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	
23-07	Reserved					

AIRCRAFT:
L382 (C130)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-08	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Flight data recorder (FDR) is operative, and b) Repairs are made within 3 flight-days. 	
1)	Recorder Independent Power Supply (RIPS)	C	1	0	May be inoperative.	
	CVR Installed for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate					
	CVR	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
23-09 ***	Selective Call (SELCAL) System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
1)	Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
23-10 ***	Radio Management Unit (RMU) (STC ST01162LA)	B	2	1	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Cross-side tuning function of the operative RMU operates normally, and b) Radio tuning function of both flight management system (FMS) control display units (CDU) operate normally. 	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-11	Intercom Control Panel (ICS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
23-12 ***	Satellite Communications (SATCOM) System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
23-13 ***	Data Link System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
23-14	Push-to-Talk (PTT) Switches					
	1) Control Wheel Switches	C	2	1	(M) May be inoperative provided: a) Associated audio control panel PTT or hand microphone operates normally, and b) Failed switch is verified failed open.	
	2) *** Engineer's PTT Switch (Includes Foot Switch)	C	-	1	(M) May be inoperative provided: a) Associated audio control panel PTT or hand microphone operates normally, and b) Failed switch is verified failed open.	
3)	Other Stations' Switches	C	-	-	(M) May be inoperative provided: a) Associated audio control panel PTT or hand microphone operates normally, and b) Failed switch is verified failed open.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-15	Headphones/Hand Microphones				Moved to item 23-06, Revision 19d.	
23-16 ***	Flight Deck Printer	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-01	Frequency Meter System	C	1	0	May be inoperative provided all Engine Tachometers are operative.	
24-02	AC Generator (Engine-Driven)					
1)	C-130A	B	2	1	(M) May be inoperative provided: a) Air Turbine Motor (ATM) Generator is operative, and b) Affected Generator or Generator Drive Shaft is removed using an accepted procedure.	
		B	2	1	(M) May be inoperative provided: a) ATM Generator is operative, b) Affected Generator is verified mechanically sound, and c) Associated Generator Bearing Failure Light is operative.	
2)	Except C-130A	C	4	3	(M) May be inoperative provided affected Generator or Generator Drive Shaft is removed using an accepted procedure.	
		B	4	3	(M) May be inoperative provided: a) Affected Generator is verified mechanically sound, and b) Associated Generator Bearing Failure Light is operative.	
24-03	AC Generator (ATM/Auxiliary Power Unit (APU))					
1)	C-130A	B	1	0	May be inoperative provided: a) Both Engine-Driven AC Generators are operative, and b) All Inverters are operative.	
2)	Except C-130A	C	1	0		
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-03	AC Generator (ATM/APU) (Cont'd)					
3)	ATM Generator Cooling Fan	C	1	0	(M)(O) May be inoperative provided: a) ATM cooling fan is deactivated, and b) ATM generator load is limited to 20 kVA (66 percent load) during ground operations.	
24-04	Essential Bus Transformer Rectifier (Except C-130A)	C	2	1		
24-05	Generator OUT Light	C	5	-	May be inoperative provided associated Generator is considered inoperative.	
		B	5	4	May be inoperative provided Frequency Meter is operative.	
24-06	Generator Bearing Failure Light					
1)	C-130A	B	2	1	(M) May be inoperative provided the Generator or Generator Drive Shaft is removed using an accepted procedure.	
2)	Except C-130A	C	4	3	(M) May be inoperative provided the Generator or Generator Drive Shaft is removed using an accepted procedure.	
24-07	AC Loadmeter (40 kVA Generator)					
1)	C-130A	B	3	2	May be inoperative provided associated generator is not used.	
2)	Except C-130A	C	5	-	May be inoperative provided associated generator is not used.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-08	AC Instruments and Engine Fuel Control Inverter (2500 VA) (Except C-130A)	B	1	0	May be inoperative provided AC electrical power is available for engine start.	
24-09	Reserved	B	1	0		
24-10	Inverter (500 VA) Pilot's (C-130A)	B	1	0	May be inoperative provided both AC Generators are operative.	
24-11	Inverter (100 VA) Co-Pilot's (C-130A)	B	1	0	May be inoperative provided both AC Generators are operative.	
24-12	DC Generators (C-130A)	B	4	3	May be inoperative provided associated voltmeter and ammeter are operative.	
24-13	Transformer Rectifier (C-130A)	B	2	1		

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-01	Reserved					
25-02 ***	Emergency Locator Transmitter (ELT)					
1) ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2) ***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
3) ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
4)	ELT Indicator Light	D	-	0		
5)	ELT Aural Alarm	D	-	0		

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--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-03	Flight Attendant Seat (Single or Dual Position) Aircraft with Only One Flight Attendant Seat	A	1	0	(M)(O) May be inoperative provided: a) Affected seat is not occupied, b) Flight Attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, e) Passenger seat assigned to Flight Attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", and f) Repairs are made within 2 flight-days. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met.	
(Continued)						

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-03	Flight Attendant Seat (Single or Dual Position) (Cont'd) Aircraft with Only One Flight Attendant Seat (Cont'd)	D	1	0	(M) May be inoperative provided: a) Flight Attendant is not required by 14 CFR, b) Affected seat is not occupied, and c) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
					(Continued)	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-03	Flight Attendant Seat (Single or Dual Position) (Cont'd) Aircraft with More Than One Flight Attendant Seat					
1)	Required Flight Attendant Seats	B	-	-	(M)(O) One seat or assembly (dual position) may be inoperative provided: <ul style="list-style-type: none"> a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is more accessible to the inoperative seat(s), so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to Flight attendant is placarded "FOR FLIGHT ATTENDANT 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.	
					(Continued)	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-03	Flight Attendant Seat (Single or Dual Position) (Cont'd)					
	Aircraft with More Than One Flight Attendant Seat (Cont'd)					
	1) Required Flight Attendant Seats (Cont'd)				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. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to an adjacent seat, the adjacent seat must operate normally.	
2)	Excess Flight Attendant Seats	C	-	-	(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. 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.	
3)	All-Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-04	Reserved					
25-05	Observer Seat					
1)	Primary Observer Seat (Including Associated Equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	-	-	May be inoperative provided: a) The secondary observer's seat is available to the FAA inspector for performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	-	-	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.	
					(Continued)	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-05	Observer Seat Cont'd)					
1)	Primary Observer Seat (Including Associated Equipment) (Cont'd)					
2) ***	Additional Observer Seat(s) (Including Associated Equipment)	D	-	0	NOTE: The PIC will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
3)	Observer Seat Not Required by 14 CFR (Including Associated Equipment)	D	-	0	NOTE: The PIC will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
25-06	Passenger Seats					
1)	Passenger Seats (Includes All Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.	
(Continued)						

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-06	Passenger Seats (Cont'd)					
1)	Passenger Seats (Includes All Configurations and Locations) (Cont'd)				NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
					NOTE 3: Inoperative seats do not affect the required number of flight attendants.	
2)	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the TTL position.	
		D	-	-	May be inoperative and seat occupied provided seat is immovable in the TTL position.	
3)	Under Seat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining system.	
					(Continued)	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-06	Passenger Seats (Cont'd)					
4)	Armrests					
a)	With Seat Positioning Controls for TTL and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any Emergency Exit, b) If Armrest with seat control is missing or removed, seat is secured in TTL position.	
b)	Without Seat Positioning Controls for TTL and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
5)	Seat Belt/Air Bag Restraint Systems					
a)	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
b) ***	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
25-07	"FASTEN SEAT BELT WHILE SEATED" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-08	Nonessential Equipment and Furnishings (NEF)	-	-	-	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the aircraft operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered convenience items.	
25-09	Megaphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: <ul style="list-style-type: none"> a) The inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained. NOTE: Not required for all-cargo operations.	
25-10	Cabin Emergency Flashlights/ HOLDERS	C	-	0	May be inoperative or missing provided cabin crewmember assigned to affected position has an operative flashlight readily available.	
25-11	Emergency Medical Equipment					
1)	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

(Continued)

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-11	Emergency Medical Equipment (Cont'd)					
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: <ol style="list-style-type: none"> 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. 	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
3)	Automated External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: <ol style="list-style-type: none"> 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. 	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
25-12	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: <ol style="list-style-type: none"> a) Acceptable cargo-loading limits from an approved source (i.e., an Approved Cargo-Loading Manual or Weight and Balance (W&B) Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit. 	
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-13	Exterior Lavatory Door Ashtrays					
1)	Airplanes with More Than One Exterior Lavatory Door Ashtray Installed	A	-	-	One may be missing provided it is replaced within 10 calendar-days.	
2)	Airplanes with Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 calendar-days.	
25-14	Galley/Cabin Waste Receptacle Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-15	Storage Bins/ Galley Storage Compartments/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed.	
		C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crewmembers of inoperative bins, compartments, or closets and f) Passengers are briefed that affected bin, compartment, or closet is not used.	
(Continued)						

<p>AIRCRAFT: L382 (C130)</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-15	Storage Bins/ Galley Storage Compartments/Closets (Cont'd)					
					NOTE: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	
1) ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
25-16	Flight Deck Door Visual Surveillance Systems					
1) ***	Electronic System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.	
		C	1	0	(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.	
		D	1	0	May be inoperative provided procedures do not require its use.	
a)	Cargo Configuration	C	1	0	May be inoperative provided the aircraft aft of the flight deck door is occupied only by those personnel authorized by 14 CFR.	
		D	1	0	May be inoperative provided procedures do not require its use.	
					(Continued)	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-16	Flight Deck Door Visual Surveillance Systems (Cont'd)					
2) ***	Viewing Ports	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.	
		C	1	0	(O) 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.	
		D	1	0	May be inoperative provided procedures do not require its use.	
a)	Cargo Configuration	C	1	0	May be inoperative provided the aircraft aft of the flight deck door is occupied only by those personnel authorized by 14 CFR.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-01 ***	Audible Fire Warning System	C	-	0		
26-02	GTC/APU Fire Detection and Extinguisher System (Includes Fuel Shutoff Valve)	C	1	0	(M) May be inoperative provided: a) Fire Guard is posted, and b) Visual check of GTC compartment is accomplished before starting left engines.	
		C	1	0	May be inoperative provided APU/GTC is not used.	
26-03	Smoke Detectors (#2 and #3 located at Flight Station (FS) 467)	C	2	1		
26-04	ATM Compartment Overheat Warning System	C	1	0	May be inoperative provided: a) ATM is considered inoperative, and b) ATM Shutoff Valve is secured CLOSED.	
26-05 ***	Lavatory Smoke Detection Systems					
1)	Passenger Configuration	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers.	
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	
2)	Cargo Configuration	D	-	0		

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-06 ***	Lavatory Fire Extinguisher Systems					
1)	Passenger Configuration	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: <ol style="list-style-type: none"> 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 inspections or use by crewmembers.	
2)	Cargo Configuration	D	-	0	Any in excess of that required by 14 CFR may be inoperative	
26-07	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> a) 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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TABLE KEY

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-01	Aileron Trim Position Indicator	C	1	0	(M) May be inoperative provided neutral trim is determined before each takeoff.	
27-02	Rudder Trim Position Indicator	C	1	0	(M) May be inoperative provided neutral trim is determined before each takeoff.	
27-03	Control Boost Warning Lights	C	6	0		

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-01	Main Tank Boost Pump	C	4	3	One may be inoperative provided aircraft is operated at FL 200 or below.	
28-02	Auxiliary Tank Boost Pump	C	2	0	(M) May be inoperative provided affected tank is empty.	
		C	2	0	(M) May be inoperative provided: a) Fuel in the associated tank is carried as cargo, and b) Airplane Flight Manual (AFM) Limitations are observed.	
28-03	External Tank Fuel Pumps	C	4	0	May be inoperative provided external tanks are empty.	
28-04	Main Tank Crossfeed Valve	C	4	3	(M) One may be inoperative provided: a) Affected valve is secured OPEN, and b) Crossfeed Separation Valve is operative.	
28-05	Auxiliary and External Tank Crossfeed Valves	C	4	2	(M) Two may be inoperative provided: a) One is operative on each side, b) Affected Valve is secured CLOSED, and c) Associated Bypass Valve is operative.	
		C	4	0	May be inoperative provided all Auxiliary and External Tanks are empty.	
28-06	Reserved					
28-07	Bypass Valve	C	2	0	(M) May be inoperative provided: a) Affected Valve is secured OPEN, and b) Associated Crossfeed Valves are operative.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-08	Main Tank Fuel Quantity Indicators (Flight Station)	C	4	3	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) All Fuel Flow Indicators are operative, b) Associated Fuel Boost Pumps are operative, c) All other Fuel Quantity Indicators for tanks with fuel on the same side of the Separation Valve are operative, d) Affected Indicator is electrically secured, e) Fuel quantity in the associated tank is verified by an accepted procedure for each takeoff, and f) A Fuel Use Log is maintained. 	
28-09 ***	Fuel Quantity Indicators (Flight Station)					
1) ***	Auxiliary Tank	C	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) All Fuel Flow Indicators are operative, b) Associated Fuel Boost Pump is operative, c) All other Fuel Quantity Indicators for tanks with fuel on the same side of the Separation Valve are operative, d) Affected Indicator is electrically secured, e) Fuel quantity in the associated tank is verified by an accepted procedure before each takeoff, and f) A Fuel Use Log is maintained. 	

(Continued)

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-09 ***	Fuel Quantity Indicators (Flight Station) (Cont'd)					
1) ***	Auxiliary Tank (Cont'd)	C	2	0	(M) May be inoperative provided: a) Associated Fuel Tanks are verified EMPTY, and b) Affected Indicators are electrically secured.	
2) ***	External Tank	C	2	1	(M)(O) One may be inoperative provided: a) All Fuel Flow Indicators are operative, b) Associated Fuel Boost Pump is operative, c) All other Fuel Quantity Indicators for tanks with fuel on the same side of the Separation Valve are operative, d) Affected Indicator is electrically secured, e) Fuel quantity in the associated tank is verified by an accepted procedure before each takeoff, and f) A Fuel Use Log is maintained.	
		C	2	0	(M) May be inoperative provided: a) Associated Fuel Tanks are verified EMPTY, and b) Affected Indicators are electrically secured.	
28-10	Crossfeed Manifold Fuel Pressure Gauge	B	1	0	(M) May be inoperative provided External and Auxiliary Fuel Tanks are verified EMPTY.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-11	Crossfeed Separation Valve	C	1	0	(M) May be inoperative provided: a) Valve is secured OPEN, b) All Main Tank Crossfeed Valves are operative, and c) Fuel Quantity Indicators for all tanks containing fuel are operative.	
28-12	Crossfeed Primer System	C	1	0	(M) May be inoperative provided affected valve is secured CLOSED.	
28-13	Single Point Refuel System (SPR)	C	1	0	(M) May be inoperative provided: a) Alternate refueling procedures are established and used, and b) SPR manifold is drained through the Main Valve after each refueling. NOTE: Any portion of the system that operates normally may be used.	
1)	Fuel Drain Transfer Pump	C	1	0	(M) May be inoperative provided SPR manifold is drained after each refueling.	
2)	Fuel Quantity Indicators (SPR Panel)	C	-	0	(M) May be inoperative provided fuel quantity in associated tank is determined using Flight Station Fuel Quantity Indicator or other approved means.	
28-14	Main Tank Dump Pump	C	4	0		
28-15	Fuel Quantity Totalizer (Flight Station)	C	1	0		

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-16 ***	Auxiliary Tank Empty Warning Light	C	2	1	(O) May be inoperative provided: a) Crossfeed Manifold Fuel Pressure Gauge is operative, b) All Crossfeed Valves are operative, and c) Associated Flight Station Fuel Quantity Indicator is operative.	
		C	2	1	(M) May be inoperative provided associated Auxiliary Tank is verified empty before each flight.	
		C	2	0	(M) May be inoperative provided both Auxiliary Tanks are verified empty before each flight.	
28-17 ***	External Tank Empty Warning Light	C	2	1	(O) May be inoperative provided: a) Crossfeed Manifold Fuel Pressure Gauge is operative, b) All Crossfeed Valves are operative, and c) Associated Flight Station Fuel Quantity Indicator is operative.	
		C	2	0	(M) May be inoperative provided both External Tanks are verified empty before each flight.	
28-18	Fuel Pump Ground Fault Interrupter (GFI)					
1)	Main Tank	C	4	3	May be inoperative provided associated boost pump is considered inoperative.	
2)	Auxiliary Tank	C	2	0	May be inoperative provided associated boost pump(s) is considered inoperative.	
3)	External Tank	C	4	0	May be inoperative provided associated boost pump(s) is considered inoperative.	
4)	Main Tank Dump Pump	C	4	0	May be inoperative provided associated fuel pump(s) is considered inoperative.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-01	Engine Pump Pressure Warning Lights	C	4	3	(O) May be inoperative provided pump output pressure is checked prior to each flight.	
29-02	Utility Hydraulic Pressure Gauge	C	1	0		
29-03	Booster Hydraulic Pressure Gauge	C	1	0		
29-04	Auxiliary Hydraulic Hand Pumps	C	-	0		
29-05	Auxiliary Hydraulic Pressure Gauges	C	2	0		
29-06	Ground Test System	C	1	0	(M) May be inoperative provided Valve is secured in FLIGHT position.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Wing and Empennage Anti-Ice Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
1)	Automatic Temperature Control	C	1	0	(O) May be inoperative provided: a) All associated Temperature Indicators are operative, b) All associated Warning Lights are operative, and c) Manual operating procedures are established and used.	
2)	Wing and Empennage Anti-Icing Valves	C	6	0	(M) May be inoperative provided: a) Affected valves are secured CLOSED, and b) Aircraft is not operated in known or forecast icing conditions.	
30-02	Anti-Icing Over Temperature Warning System	C	1	0	May be inoperative provided: a) Wing and Empennage Anti-Ice Automatic Control System is operative, and b) All Wing and Empennage Anti-Ice Leading Edge Temperature Indicators are operative.	
		C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
30-03	Leading Edge Temperature Indicating System	C	1	0	May be inoperative provided: a) Wing and Empennage Anti-Ice Automatic Control System is operative, and b) Anti-Icing Over Temperature Warning System is operative.	
		C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
30-04	Reserved					

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-05	Pitot Heat System	C	2	1	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Aircraft is operated in visual meteorological conditions (VMC).	
1)	Pitot Heat OFF Warning Lights				Deleted Rev. 20	
30-06	Engine Inlet Duct Anti-Ice System (Includes Engine Inlet Guide Vane and Torquemeter Shroud)	C	4	3	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
		C	4	0	(O) May be inoperative ON provided associated: a) Engine Inlet Air Duct Anti-Icing ON Light is operative, b) System is verified ON before each flight, and c) Appropriate AFM performance penalty is applied.	
30-07 ***	Radome Anti-Icing System	C	1	0		
30-08	Propeller and Engine Anti-Icing System Master Switch	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
1)	Auto Position	C	1	0	May be inoperative provided MANUAL position is verified operative prior to each departure.	
2)	Manual Position	C	1	0	May be inoperative provided AUTO position operates normally.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-09	Propeller Anti-Icing System (Includes Spinner Front Section and Propeller Afterbody) (Except C-130 with Aeroproducts Propellers)	C	4	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
		B	4	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) An accepted procedure for the application and reapplication of ICEX is established and used, and b) An accepted procedure for detection and cleaning for contaminated compressor blades is established and used each flight-day. 	
30-10	Propeller De-Icing System (Includes Blades, Spinner Front and Rear Sections, and Spinner Fairing) (Except C-130 with Aeroproducts Propellers)	C	4	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
		B	4	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) An accepted procedure for the application and reapplication of ICEX is established and used, and b) An accepted procedure for detection and cleaning of contaminated compressor blades is established and used each flight-day. 	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-11	Anti-Icing and De-Icing Ammeter	C	3	0	May be inoperative provided the Propeller Anti-Icing and De-Icing Systems are considered inoperative.	
30-12	Windshield Heat System	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) AFM Limitations are observed.	
30-13	Windshield Wiper	C	2	0	May be inoperative provided aircraft is not operated in precipitation within the departure and arrival terminal areas.	
30-14	Reserved					

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Clock	C	-	1		
31-02	Flight Data Recorder (FDR) (including STC ST00224AT)					
	FDR Installed for a Holder of an Air Carrier or Commercial Operator Certificate					
	FDR	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided:	
					a) CVR operates normally,	
					b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:	
					1) The FDR failure occurs after pushback but prior to takeoff, or	
					2) The FDR repair was attempted but 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.	
					(Continued)	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-02	FDR (Cont'd)					
1)	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) CVR operates normally, and b) Repairs are made within 20 consecutive calendar-days.	
2)	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
	FDR Installed for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate					
	FDR	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
31-03	Reserved					

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-01	Anti-Skid System	C	1	0	(O) May be inoperative provided AFM performance decrements are applied.	
32-02	Landing Gear Handle Warning Light System	C	1	0		
32-03	Reserved					

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-01	Anti-Collision Lights (Rotating Beacon) (including STC ST03595AT)	C	2	1	May be inoperative provided white tail and wing tip strobe lights operate normally.	
33-02	Navigation Lights					
1)	Tail Lights	B	2	1		
		C	2	0	May be inoperative provided aircraft is not operated at night.	
2)	Wing tip Lights	C	2	0	May be inoperative provided aircraft is not operated at night.	
33-03	Wing Leading Edge Lights	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
33-04	Landing Lights	C	2	0	May be inoperative provided aircraft is not operated at night.	
		B	2	1	One may be inoperative provided both Taxi Lights are operative.	
33-05	Taxi Lights	C	2	0	May be inoperative provided aircraft is not operated at night.	
		C	2	0	Both may be inoperative provided both Landing Lights are operative.	
33-06 ***	Formation Lights	C	1	0		
33-07	Reserved					

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-08	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, and d) First Officer's Flood Lights (Isolated DC Bus) are operative. <p>NOTE 1: Individual button/switch lights and/or annunciators/indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without night vision goggles (NVG)) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>	
1) ***	Cockpit and Instrument Lighting Systems (STC ST01162LA)	C	-	-	Individual lights may be inoperative provided remaining lights are: <ol style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. 	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-09	Reserved					
33-10	Wheel Well Light	C	1	0		
33-11	Reserved					
33-12 ***	Floor Proximity Emergency Escape Path Marking System Lights	C	-	0	(M) Individual lights may be inoperative provided FAA-approved minimum acceptable lighting levels specified in one of the following documents are complied with: <ol style="list-style-type: none"> a) An FAA Engineering Approval Letter. b) An FAA-approved report of the Type Design holder. c) The Limitations and Conditions section of the applicable STC. d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC. 	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-01	Reserved					
34-02	Reserved					
34-03	Reserved					
34-04	Accelerometer Indicator (G-meter)	C	1	0		
34-05	Non-Stabilized Magnetic Compass (Standby)	B	1	0	(O) May be inoperative provided any combination of three gyro or inertial navigation system (INS) Inertial Reference Units (IRU)-stabilized compass systems are operative.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS (inertial reference system (IRS)) stabilized compass systems operate normally, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operate normally, and used in conjunction with approved free gyro navigation techniques.	
34-06	Reserved					
34-07	Aural Overspeed Warning System (Except C-130A)	B	1	0	(O)(M) May be inoperative provided aircraft is operated at no greater than V _{mo} minus 15 KIAS.	
34-08 ***	Turn/Slip/Rate of Turn Indicators					
1)	Turn Indicators/Rate of Turn Indicators	C	-	0	May be inoperative provided Standby Attitude Indicator is operative.	
2)	Slip Indicators	C	-	1		

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-09	Heading Reference Systems (Directional Gyro, Attitude Heading Reference System (AHRS), IRS, etc.)	C	-	2	May be inoperative provided: a) An independent heading reference source is available to each Horizontal Situation Indicator (HSI)/Primary Flight Display (PFD), and b) Heading reference switching and selection capability is operative.	
34-10	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
34-11	Weather Radar System					
1)	Weather Radar System Without Windshear Detection and Avoidance System (Predictive) Installed	C	1	0	May be inoperative provided weather radar is not required by 14 CFR.	
2)	Weather Radar System With Windshear Detection and Avoidance System (Predictive) Installed	B	1	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, and b) Alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
					(Continued)	

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-11	Weather Radar System (Cont'd)					
2)	Weather Radar System with Windshear Detection and Avoidance System (Predictive) Installed (Cont'd)	C	1	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, b) Alternate procedures are established and used, and c) Windshear warning and guidance system (reactive) is installed and operates normally.	
3) ***	Windshear Detection and Avoidance System (Predictive) Windshear System Required by 14 CFR	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear warning and guidance system (reactive) is installed and operates normally.	

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--------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-11	Weather Radar System (Cont'd)					
3) ***	Windshear Detection and Avoidance System (Predictive) (Cont'd)					
	Windshear System Not Required by 14 CFR	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
34-12	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
34-13	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
34-14 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-14 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
		D	-	0	NOTE: Any ADS-B function that operates normally may be used. (O) May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.	
		C	-	1	NOTE: Any ADS-B function that operates normally may be used. One must be operative as required by 14 CFR.	
***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.	
		C	-	1	NOTE: Any ADS-B function that operates normally may be used. One must be operative as required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
					(Continued)	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-14 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out Universal Access Transceiver (UAT) Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	
34-15	VHF Navigation System (VHF Omni-Directional Range (VOR)/Instrument Landing System (ILS))	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
(Continued)						

AIRCRAFT: L382 (C130)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-16	Marker Beacon System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
34-17	Automatic Direction Finder (ADF) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
34-18	Flight Director System	C	-	0	May be inoperative provided enroute operations or approach minimums do not require its use. NOTE: Any mode that operates normally may be used.	
1)	Lateral Navigation Modes (NAV/LOC, HDG)	C	-	0	May be inoperative provided enroute operations or approach minimums do not require their use. NOTE: Any mode that operates normally may be used.	
2)	Vertical Navigation Modes (ALT, ALT SEL, VS, IAS)	C	-	0	May be inoperative provided enroute operations or approach minimums do not require their use. NOTE: Any mode that operates normally may be used.	
3) ***	APPR Mode	C	-	0	May be inoperative provided approach minimums do not require its use.	
4) ***	BACK LOC Mode	C	-	0	May be inoperative provided approach minimums do not require its use.	
5) ***	Digital-to-Analog Converters (DAC)	C	6	4	May be inoperative provided number 1 and 3 DACs are operative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-19 ***	Long-Range Navigation Systems (LRNS)/FMSs/ Navigation Management Systems (Long-Range Navigation (LORAN), Global Positioning System (GPS), INS, etc.)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
1)	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
2)	System Status Annunciator Panel	C	-	1	May be inoperative provided associated CDU displays Status Messages.	
34-20	Reserved					
34-21	Terrain Awareness and Warning System (TAWS)					
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-21	Terrain Awareness and Warning System (TAWS) (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation(s) (Mode 5)	C	2	1		
		B	2	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
e)	Windshear Warning and Flight Guidance Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					(Continued)	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-21	Terrain Awareness and Warning System (TAWS) (Cont'd)					
1)	Ground Proximity Warning System (GPWS) (Cont'd)					
e)	Windshear Warning and Flight Guidance Mode (Reactive) (Cont'd)					
		C	1	0	NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
					(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Terrain Displays	C	-	1		
		B	-	0		
4) ***	Runway Awareness and Advisory System (RAAS)	C	1	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-22	Radio Altimeter	C	-	1	<p>May be inoperative provided:</p> <ol style="list-style-type: none"> a) Failed receiver/transmitter (R/T) unit by design does not provide inputs to the GPWS, and b) Approach minimums or operating procedures do not require its use. 	
		A	-	0	<p>May be inoperative provided:</p> <ol style="list-style-type: none"> a) Dispatch Provisions for any affected systems (GPWS, Traffic Alert and Collision Avoidance System (TCAS), etc.) are observed, b) Approach minimums or operating procedures do not require their use, and c) Repairs are made within 3 flight-days. 	
34-23	Reserved					
34-24	Outside Air Temperature Indication System	C	-	1	<p>May be inoperative provided ambient air temperature is readily available to the crew through other means (e.g., static air temperature (SAT), ram air temperature (RAT), or total air temperature (TAT)).</p>	
34-25 ***	Altitude Alerting System	C	-	0	<p>May be inoperative provided enroute operations (i.e., Reduced Vertical Separation Minimum (RVSM)) do not require its use.</p>	
1)	Aural Alert	C	-	0	<p>May be inoperative provided visual alert operates normally.</p>	
2)	Visual Alert	C	-	0	<p>May be inoperative provided aural alert operates normally.</p>	
34-26 ***	Microwave Landing Systems (MLS)	D	-	-	<p>Any in excess of those required by 14 CFR may be inoperative.</p>	
34-27 ***	Standby Airspeed Indicator	C	-	0	<p>Any in excess of those required by 14 CFR may be inoperative.</p>	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-28	TCAS II (including STC ST00759LA-D)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
1) ***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
2)	RA Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) TA visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3)	TA Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-28	TCAS II (Cont'd)					
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) ***	Airspace Selection Function	C	-	0		
34-29	Reserved					
34-30 ***	Honeywell FMZ-2000 FMS (STC ST01162LA)					
1)	Flight Management Computer (FMC)	C	2	0	(O) May be inoperative provided enroute operations do not require their use.	
2)	CDUs (Honeywell CD-820)	C	2	0	(O) May be inoperative provided enroute operations do not require their use.	
3)	FMS Modes/Functions	C	-	0	Specific modes (lateral navigation (LNAV), vertical navigation (VNAV)) or functions may be inoperative provided enroute operations do not require their use.	
4)	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within ten (10) flight days.	
					NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-31 ***	Honeywell Primus Epic Control Display System Retrofit (CDS/R) Multifunction Display (MFD) (STC ST01162LA)					
1)	Single MFD Installation	B	1	0	(O) May be inoperative provided: a) MFD DIM control is turned to the OFF position, b) PFD menu is displayed on PFD, c) TCAS TA Display System is considered inoperative, and d) Alternate procedures are established and used.	
2)	Single MFD Installation (Phase III or Greater Installation)	B	1	0	May be inoperative provided: a) MFD DIM control is turned to the OFF position, b) PFD menu is displayed on PFD, c) Captain's TCAS switch on the Display Controller operates normally, and d) Alternate procedures are established and used.	
3)	Dual MFD Installation	B	2	1	Co-pilot's MFD may be inoperative provided: a) Associated MFD DIM control is turned to the OFF position, and b) PFD menu is displayed on associated PFD.	
34-32 ***	GPS	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-32 ***	GPS (Cont'd)					
1)	Global Navigation System Sensor Unit (GNSSU) Wide Area Augmentation System (WAAS)/localizer performance with vertical guidance (LPV) Function (STC ST02437AK)	C	-	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
34-33 ***	IRSS (STC ST01162LA, Triple Honeywell LASEREF V IRS Installation Only)					
1)	IRS #1 and IRS #2	C	2	1	(O) One may be inoperative provided: a) IRS #3 is operative, and b) Enroute operations and/or approach minimums do not require its use.	
2)	IRS #3	D	1	0	(M) May be inoperative or removed provided IRS #1 and IRS #2 are operative.	
34-34 ***	Electronic Standby Instrument System (ESIS) (STC ST01162LA)	B	-	0	May be inoperative provided: a) Operations are conducted in other than night VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
1)	Air Data Display	C	-	0	May be inoperative provided aircraft is operated in other than night VMC only.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
2)	Heading Display	C	-	0	May be inoperative provided all three IRSs operate normally.	
		C	-	0	May be inoperative provided a Non-Stabilized Magnetic Compass (Standby) is installed and operates normally.	
3)	Navigation Displays (FMS/Glideslope/ Localizer/DME)	C	-	0		
4)	Attitude Display	B	-	0	May be inoperative provided: a) Operations are conducted in other than night VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
34-35	Attitude Reference Systems (Vertical Gyro, AHRS, IRS, Etc.)	C	-	2	May be inoperative provided: a) An independent attitude reference source is available to each Attitude Director Indicator (ADI)/PFD, and b) Attitude reference switching and selection capability is operative.	
34-36	Heading and Course Selectors	C	-	2	May be inoperative provided at least one heading selector and one course selector is operative at each pilot position.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-01	Crew Oxygen System and Supply	B	-	-	(O) As required by 14 CFR.	
		B	-	3	Except at required crewmember positions, regulators and/or masks may be inoperative provided: <ul style="list-style-type: none"> a) Associated seat is not used, and b) Affected seat is placarded "DO NOT OCCUPY". 	
35-02 ***	Passenger Oxygen System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
35-03	Portable Oxygen Bottles/Masks	D	-	-	Any in excess of those required by 14 CFR may be unserviceable or missing provided: <ul style="list-style-type: none"> a) Required distribution of serviceable cylinders is maintained throughout aircraft, and b) Cylinders not properly serviced are replaced, serviced, or removed at next available maintenance facility. 	
35-04	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-01	Engine Pressure Regulating and Shutoff Valve					
1)	Electrical Operation	B	4	3	(M)(O) May be inoperative provided: a) Alternate Engine Start procedures are established and used, and b) Valve is verified CLOSED after engine start.	
2)	Regulating Function	C	4	0	(M)(O) May be inoperative provided: a) Valve CLOSE function is verified after engine start, and b) OVERRIDE function is operative.	
36-02	GTC or APU Bleed Air Valve	C	1	0	(M) May be inoperative provided affected valve is secured CLOSED.	
36-03	Reserved					
36-04	Wing Isolation Valves (Airplanes Prior to Serial Number 4653, Except C-130A)	C	2	0	(M) May be inoperative provided: a) Divider Valve is installed and verified operative, and b) Affected valve is secured OPEN.	
36-05	Reserved					
36-06 ***	Nacelle Preheat System	D	-	0		
36-07	Bleed Air Divider Valve (Airplanes Prior to Serial Number 4653)	B	1	0	(M) May be inoperative provided: a) Affected valve is secured OPEN, and b) Both Wing Isolation Valves are operative.	

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
38-01	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: <ol style="list-style-type: none"> a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <p>NOTE: Any portion of system which operates normally may be used.</p>	
		C	-	-	(M) May be inoperative provided: <ol style="list-style-type: none"> a) System is drained, and b) Procedures are established to ensure that system is not serviced. 	
38-02	Lavatory Waste Systems	C	-	-	(M) Individual components may be inoperative provided: <ol style="list-style-type: none"> a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. <p>NOTE: Any portion of system which operates normally may be used.</p>	
		C	-	-	(M) Associated lavatory system may be inoperative provided: <ol style="list-style-type: none"> a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded "INOPERATIVE – DO NOT ENTER". <p>NOTE: These provisions are not intended to prohibit inspections by crewmembers.</p>	
		C	-	-		

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-01 ***	Electronic Flight Bag (EFB)					
1) ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
2) ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
3) ***	Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
4) ***	Mounting Device (Class 2)	C	-	0	(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.	
		D	-	0	(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
49-01 ***	Auxiliary Power Unit (APU) and Ground Turbine Compressor (GTC) (including STCs SA3171WE, ST02140AT)	C	1	0		
49-02	Reserved					
49-03 ***	ATM System					
1)	C-130A	B	1	0	(M) May be inoperative provided: a) Both AC Generators are operative, and b) ATM is secured OFF.	
2)	Airplanes Prior to Serial Number 4653, Except C-130A)	C	1	0	(M) May be inoperative provided ATM is secured OFF.	
49-04	GTC/APU Door Warning Light	C	1	0	(M) May be inoperative provided door is verified CLOSED before each takeoff.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Reserved					
52-02 ***	Aft Entry Doors	C	2	0	(M) May be inoperative provided affected door is secured CLOSED and LATCHED.	
52-03	Cargo Ramp and Door	B	2	0	(M) May be inoperative provided Ramp Door and Cargo Door are verified CLOSED and LATCHED before each departure.	
52-04	Cargo Door Latches	B	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) Remaining Latch is operative, and b) Cargo Door is verified CLOSED and LATCHED before each departure. 	
52-05	Cargo Ramp Latches	B	10	9	(M) One may be inoperative provided: <ol style="list-style-type: none"> a) All remaining latches are operative, b) Latch Warning System is made operative for remaining Latches, c) No Cargo is carried on the Ramp, d) Ramp is verified CLOSED and LATCHED before each departure, and e) Cabin Differential Pressure is limited to 5 in of mercury (5 in Hg). 	
52-06	Reserved					
52-07	Door Warning Light System (Master Light and Individual Lights and Switches)	B	1	0	(M) May be inoperative provided all doors are verified CLOSED and LOCKED before each takeoff.	

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53. Fuselage

Sequence No.	Item	1	2	3	4	Change Bar
53-01 ***	Tank and Door System (STCs SA4850NM, ST02584LA)	C	1	0	(M)(O) May be inoperative provided: a) Associated circuit breaker is opened and secured, b) Doors are visually confirmed closed, and c) Crewmember verifies that the retardant tank is empty.	
53-02 ***	Tank Control Box (STCs SA4850NM, ST02584LA)	C	1	0	(M)(O) May be inoperative provided associated circuit breaker is opened and secured.	
53-03 ***	Hydraulic Pallet (STCs SA4850NM, ST02584LA)	C	1	0	(M)(O) May be inoperative provided associated circuit breaker is opened and secured.	

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61. Propellers

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Reserved					
61-02	Propeller Synchrophasing System	C	1	0		

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-01	Fuel Flow Indicating Systems	B	4	3		
73-02	Temperature Datum (TD) Systems	C	4	3	(O) May be inoperative provided: a) Associated Turbine Inlet Temperature (TIT) Indicating System is operative, b) Associated Fuel Flow Indicating System is operative, and c) Associated TD Control Valve Switch remains in NULL.	
73-03	Secondary Fuel Pump Pressure Light System	B	4	3	(O) May be inoperative provided "Series TIT Cutback" is verified on each engine start.	
73-04 ***	Fuel Enrichment System	C	1	0		

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4. REMARKS OR EXCEPTIONS

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
77-01	Torque Indications	B	4	3	May be inoperative provided: a) Associated Fuel Flow Indicating System is operative, b) Associated TIT Indicating System is operative, and c) Associated Tachometer Indicating System is operative.	
77-02	Tachometer Indicating Systems (RPM)	B	4	3	May be inoperative provided: a) Frequency Meter for the associated engine is operative, and b) AC Generator for the associated engine is operative.	

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79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
79-01	Engine Low Oil Pressure Warning Light	B	4	3		
79-02	Oil Quantity Indications	B	4	3	May be inoperative provided Low Oil Quantity Light is operative.	
		B	4	3	May be inoperative provided: <ol style="list-style-type: none"> a) Associated engine oil quantity is verified (visual or dipstick check) during each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Associated Engine Low Oil Pressure Warning Indication is operative. 	
79-03	Engine Low Oil Quantity Light System	C	1	0	May be inoperative provided all four Oil Quantity Indicators are operative.	
1) ***	Engine Low Oil Quantity Indications (STC ST01162LA)	C	4	0	May be inoperative provided all four Oil Quantity Indications are operative.	
79-04	Oil Cooler Flap Position Indications	C	4	0		
79-05	Oil Cooler Flap Actuating Systems					
1)	Automatic	C	4	0	May be inoperative provided Manual Oil Cooler Flap Actuating System is operative.	
2)	Manual	C	4	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Oil Cooler Flap Actuator is secured OPEN, and b) Engine Oil Temperature Limitations are observed. 	

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4. REMARKS OR EXCEPTIONS

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
80-01 ***	Start Valve Open Light (Start Push Button Light)	C	4	0	(O) May be inoperative provided alternate engine start procedures are established and used.	