



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

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# Master Minimum Equipment List (MMEL)

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Revision: 1  
Date: 10/04/2021

## Lockheed Martin Corporation P-3

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REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. I

AIRCRAFT:  
 P-3

**TABLE OF CONTENTS AND CONTROL PAGE**

SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	1	10/04/2021
--	Table of Contents and Control Page	I	1	10/04/2021
--	Log of Revisions	II	1	10/04/2021
--	Highlights of Change	III thru IV	1	10/04/2021
--	Definitions	V	1	10/04/2021
--	Preamble	VI	1	10/04/2021
21	Air Conditioning	21-1	1	10/04/2021
22	Autoflight	22-1	1	10/04/2021
23	Communications	23-1 thru 5	1	10/04/2021
24	Electrical Power	24-1	1	10/04/2021
25	Equipment/Furnishings	25-1 thru 7	1	10/04/2021
26	Fire Protection	26-1	1	10/04/2021
28	Fuel	28-1 thru 2	1	10/04/2021
29	Hydraulic Power	29-1	Original	01/15/2003
30	Ice and Rain Protection	30-1 thru 2	1	10/04/2021
31	Indicating/Recording Systems	31-1	1	10/04/2021
32	Landing Gear	32-1	Original	01/15/2003
33	Lights	33-1 thru 2	1	10/04/2021
34	Navigation	34-1 thru 12	1	10/04/2021
35	Oxygen	35-1 thru 2	1	10/04/2021
46	Information Systems	46-1	1	10/04/2021
49	Airborne Auxiliary Power	49-1	1	10/04/2021
52	Doors	52-1	Original	01/15/2003
61	Propellers	61-1	1	10/04/2021
73	Engine Fuel and Control	73-1	1	10/04/2021
74	Ignition	74-1	1	10/04/2021
77	Engine Indicating	77-1	1	10/04/2021
79	Engine Oil	79-1	1	10/04/2021

REVISION NO. 1  
DATE: 10/04/2021

PAGE NO. II

AIRCRAFT:  
P-3

**LOG OF REVISIONS**

REV NO.	DATE
Original	01/15/2003
1	10/04/2021

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. III

AIRCRAFT:  
 P-3

**HIGHLIGHTS OF CHANGE**

The following changes are the Highlights of Changes for **Revision 1**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
ATA 22 Autoflight	
22-1	Deleted Note and relief for Control Wheel Disengage Switches.  Added Relief per Policy Letter (PL) 93, Revision 1.
ATA 23 Communications	
23-1	Modified provisos for Items 1 and 5.
23-1 thru 2	Added Relief per Policy Letter (PL) 29, Revision 5.
23-3 thru 4	Added Relief per Policy Letter (PL) 58, Revision 4.
23-5	Added Relief per Policy Letter (PL) 106, Revision 5.
23-5	Added Relief per Policy Letter (PL) 117, Revision 0.
ATA 24 Electrical Power	
24-1	Modified Item 1 proviso title.
ATA 25 Equipment/Furnishings	
25-1	Added Relief per Policy Letter (PL) 120, Revision 3.
25-2 thru 3	Added Relief per Policy Letter (PL) 56, Revision 5.
25-4	Added Relief per Policy Letter (PL) 100, Revision 3.
25-4 thru 7	Added Relief per Policy Letter (PL) 132, Revision 0.
ATA 26 Fire Protection	
26-1	Added Relief per Policy Letter (PL) 132, Revision 0.  Deleted relief for Engine Fire Warning Horn.
ATA 30 Ice and Rain Protection	
30-1 thru 2	Modified provisos.

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. IV

AIRCRAFT:  
 P-3

**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
ATA 33 Lights	
33-1	Added Relief per Policy Letter (PL) 77, Revision 4.
33-2	Added Relief per Policy Letter (PL) 72, Revision 4.
	Added Relief per Policy Letter (PL) 127, Revision 0.
	Revised wording to replace “operated at night” with “operated from sunset to sunrise”.
ATA 34 Navigation	
34-1	Added Relief per Policy Letter (PL) 111, Revision 1.
34-3	Added Relief per Policy Letter (PL) 76, Revision 7.
	Added Relief per Policy Letter (PL) 3, Revision 1.
34-4 thru 7	Added Relief per Policy Letter (PL) 54, Revision 10.
	Added Relief per Policy Letter (PL) 39, Revision 5.
34-8 thru 9	Added Relief per Policy Letter (PL) 32, Revision 7.
34-10	Added Relief per Policy Letter (PL) 98, Revision 1.
34-11 thru 12	Added Relief per Policy Letter (PL) 105, Revision 4.
ATA 35 Oxygen	
35-1 thru 2	Added Relief per Policy Letter (PL) 132, Revision 0.
ATA 46 Information Systems	
46-1	Added Relief per Policy Letter (PL) 121, Revision 1.
ATA 52 Doors	
52-1	Modified proviso in accordance with Policy Letter (PL) 69, Revision 2.
ATA 61 Propellers	
61-1	Modified proviso.

REVISION NO. 1  
DATE: 10/04/2021

PAGE NO. V

AIRCRAFT:  
P-3

**DEFINITIONS**

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

REVISION NO. 1  
DATE: 10/04/2021

PAGE NO. VI

AIRCRAFT:  
P-3

**PREAMBLE**

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 21-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
1.	Vapor Cycle (Freon) Environment Control System (ECS)	C	1	0	(M) May be inoperative provided cabin exhaust fan and flight station auxiliary vent valve are operative.	
2.	Cabin Exhaust Fan	C	1	0	May be inoperative provided smoke removal hatch is operative.	
3.	Flight Station Auxiliary Vent Valve	C	1	0	(M) May be inoperative provided ECS (Freon) cooling system and cabin exhaust fan are operative.	



REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 22-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Autopilot System	B	1	0	(M)(O) May be inoperative provided approach minimums or operating procedures do not require its use.	
2.	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require use of autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 23-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
1.	Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by CFR may be inoperative provided it is not powered by Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or DC Transfer and not required for emergency procedures.	
2. ***	Flight Deck Speakers	C	-	0	May be inoperative provided: a) They are not required for emergency procedures, and b) Headsets are installed and operative for all required flight deck crewmembers.	
3.	Radio Rack Cooling Fan	B	1	0	(M)(O) May be inoperative: a) Ground operations are limited to 20 minutes, and b) Cockpit cooling (ECS) system is operative.	
4.	Audio Amplifier	C	1	0	May be inoperative provided all required flightcrew members have operative headsets.	
5.	Control Yoke Press-to-Talk Switches	C	2	1	One may be inoperative provided alternate procedures are established and used.	
	COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER (FDR) INSTALLED					
6.	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
***	1) Independent Power Source	C	1	0		

(Continued)

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 23-2

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
6.	Cockpit Voice Recorder (CVR) (Cont'd)					
	COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER (FDR) INSTALLED					
	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
***	Independent Power Source	C	1	0		
	COCKPIT VOICE RECORDER (CVR) INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
***	1) Independent Power Source	C	1	0		

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 23-3

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
	HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
7.	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
	1) Headset 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 required.	
	3) 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.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 23-4

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
	OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
9.	Flight Deck Headsets/Headphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
	1) Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		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.	
	3) Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
10.	Flight Deck Hand Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
		C	-	0	May be inoperative provided associated boom microphone operates normally.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 23-5

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
11.	High Frequency (HF) Communications System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over intended route of flight, c) ICAO Flight Plan is updated (as required) to notify ATC of communications equipment status of aircraft, and d) Alternate procedures are established and used.	
12.	Selective Call Systems (SELCAL)  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.	
		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.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 24-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
1.	AC Generator	A	3	2	(M) One may be inoperative provided: a) Cause of malfunction is determined, b) Appropriate action is taken to assure that no hazard exists, and c) Repairs are made within 3 flight-days.	
2.	Generator Caution Lights					
	1) Generator OFF Lights	B	-	-	(M) May be inoperative provided: a) Associated generator is inoperative, and b) Associated Mechanical Failure Light is inoperative.	
	2) Mechanical Failure Lights	B	3	2	(M) One may be inoperative provided associated generator is removed or disengaged and secured by an acceptable procedure.	
3.	Transformer Rectifier Units (TRU)	B	3	2	(M) TRU #3 may be inoperative provided TRU #1 and TRU #2 are operative.	
4. ***	External Power	C	1	0		

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 25-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
1.	Emergency Locator Transmitter (ELT)					
***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
***	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 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.	
***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in ARMED mode.	
***	ELT Indicator Light	D	-	0		
***	ELT Aural Alarm	D	-	0		



REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 25-2

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
2.	Airborne Application System (Retardant/Spray)	D	1	0	(M) May be inoperative provided system is deactivated and secured by an acceptable procedure.	
3.	Observer Seat(s)					
	1) Primary Observer Seat (including associated equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	-	-	May be inoperative provided: a) Secondary observer's seat is available to the FAA for the performance of official duties, and b) Repairs are made within 2 flight-days	
		A	-	-	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within 2 flight-days.	
(Continued)						

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 25-3

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
3.	Observer Seat(s) (Cont'd)				NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.  NOTE 2: The pilot in command (PIC) will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
***	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).	
	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).	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 25-4

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
4.	Portable Flashlights/ Flashlight Holders	C	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
5.	Megaphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative megaphone remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 25-5

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
6.	Automated External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, inoperative, or removed provided: a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.  NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	
7.	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.	

(Continued)

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 25-6

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
7.	Emergency Medical Kit (EMK) and/or Associated Equipment (Cont'd)				NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	
8.	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.	
					NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
(Continued)						

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 25-7

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
8.	First Aid Kit (FAK) and/or Associated Equipment (Cont'd)	D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 26-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------	--

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
1.	APU Fire Detection Control and Extinguishing System	C	1	0	(M)(O) May be inoperative provided: a) Visual check of APU compartment is accomplished prior to APU start, b) APU is used for engine starting only, and c) A fire guard is stationed on the ground adjacent to the APU at all times while it is being operated, and for at least 3 minutes after APU shut down.	
		C	1	0	APU is considered inoperative, and not used.	
2.	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.  NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	
3.	Engine Fire Warning Horn				Deleted, Rev 1.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 28-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------	--

**28. Fuel**

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



REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 28-2

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------	--

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
7. ***	Fuel Dump System (P-3B/P-3C)	B	1	0	(O) May be inoperative provided: a) Takeoff weight does not exceed 114,000 lbs, b) All Fuel Dump Valves are verified closed, c) Performance is not predicated on fuel dumping for enroute engine(s) inoperative procedures, and d) AFM Limitations and Procedures are followed.	

REVISION NO. Original  
 DATE: 01/15/2003

PAGE NO. 29-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------	--

**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
1.	AC Hydraulic Pumps	B	3	2	(M) Hydraulic Pump #2 may be inoperative provided both Pump #1 and Pump #1A are operative.	
2.	Battery Powered DC Pump (1b Pump)	C	1	0		
3.	Hydraulic System Pressure Indications	B	2	1	(M) One may be inoperative provided Hydraulic Low Pressure Warning Lights are operative.	
4.	Hydraulic Low Pressure Warning Lights	C	3	0	(M) May be inoperative provided associated system pressure indicator is operative.	

REVISION NO. 1  
DATE: 10/04/2021

PAGE NO. 30-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 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
1.	Engine Air Scoop and Inlet Vane Systems	B	8	7	(M)(O) May be inoperative provided: a) Solenoid Valves are verified OPEN, b) Remaining three Engine Anti-Ice Systems are operative, and c) Associated Engine Air Scoop and Inlet Vane Icing Light is operative.	
2.	Engine Air Scoop and Inlet Vane Icing Lights	B	4	2	(M) Two may be inoperative provided associated TIT and Horsepower indicators are operative.	
3.	Propeller Anti-Icing (Including Spinner and Islands)	C	4	0	(M)(O) May be inoperative provided AFM approved "ICEX" (or equivalent product) anti-icing procedure is used.	
		C	4	0	May be inoperative if aircraft is not operated in known or forecast icing.	
4.	Wing and Empennage De-Icing and Anti-Icing Systems					
	1) Wing System	C	1	0	(M)(O) May be inoperative provided: a) Valves are verified CLOSED, and b) Aircraft is not operated in known or forecast icing.	
	2) Empennage System	C	1	0	(M)(O) May be inoperative provided: a) System is secured by an acceptable procedure, and b) Aircraft is not operated in known or forecast icing.	
5. ***	Icing Light	C	1	0		
6.	Engine Bleed Air Valve Lights	C	6	5	One may be inoperative provided manifold pressure indicator is operative.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 30-2

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 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
7.	Fuselage Duct Hot Warning Light	B	1	0	(M) May be inoperative provided: a) Both fuselage bleed air valves are verified closed, and b) Aircraft is not operated in known or forecast icing conditions.	
8.	Pitot Heaters	B	2	1	One may be inoperative for day VMC provided aircraft is not operated in visible moisture or known or forecast icing conditions.	
9.	Electric Windshield Heat (Does Not Apply to Aft Stationary Panels)	B	1	0	(M)(O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Maximum speed is limited to 240 knots IAS below 10,000 ft. MSL, and c) ECS System is operative.	
10.	Windshield Wipers	B	2	0	(O) May be inoperative provided aircraft is not operated in precipitation within 5 miles of airport of takeoff or intended landing.	
11.	Anti-Ice Manifold Leakage Test system (Accept Leak Light)	B	1	0	(M) May be inoperative provided system operation is verified by checking manifold gauge and verifying that leakage decay time is within acceptable limits (from 24.5 PSI to 14.5 PSI in 8 or more seconds).	
12.	Pitot Heat Annunciator Lights	B	2	1	(M) One may be inoperative provided both heaters are verified operative before each departure.	
		B	2	1	(M) May be inoperative provided: a) Aircraft is not operated in visible moisture, and b) Aircraft is not operated in known or forecast icing conditions.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 31-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
1.	Clocks with Sweep Second Hand (Or equivalent)	D	-	1	Any in excess of those required by 14 CFR may be required.	
		D	1	0	May be inoperative provided operations are conducted under VFR only.	
2. ***	Digital Flight Data Recorder System (DFDRS)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport where repairs or replacements can be made, and c) Repairs are made within 3 flight-days.	

REVISION NO. Original  
 DATE: 01/15/2003

PAGE NO. 32-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------	--

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Air Brake Pressure Indicator	C	2	1	(M) May be inoperative provided Cockpit Indicator is operative.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 33-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
1.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members eyes, and c) Lighting configuration and intensity is acceptable to flightcrew.  NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.  NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
2.	Cabin Interior Illumination System	C	-	-	May be inoperative provided: a) Cabin Emergency Lighting is operative, b) Sufficient lighting is operative for crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to flightcrew.	
3.	Anti-Collision Beacon Lights	C	2	1	One may be inoperative provided: a) A Strobe Light System meeting requirements of 14 CFR (Anti-Collision Beacon system) is installed, and b) Aircraft is not operated at night.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 33-2

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
4.	Taxi Lights	C	2	0		
5.	Landing Lights	C	2	1	One may be inoperative provided aircraft has dual taxi lights installed and operative.	
		C	2	0	Both may be inoperative provided aircraft is not operated from sunset to sunrise.	
6.	Position Lights System	C	1	0	May be inoperative provided aircraft is not operated from sunset to sunrise.	
7.	Wing Icing Detection Lights	C	2	0	May be inoperative provided: a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require their use.	
8.	NVG Compatible Lighting system	C	-	-	Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flightcrew members eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.	



REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 34-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
1. ***	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.	
2. ***	Turn & Bank Indicator	C	2	1	One may be inoperative for day VMC operations only.	
		C	2	0	May be inoperative provided three independent attitude indicators are operative.	
3.	Compass Systems Sensors (Directional Gyro, AHRS, IRS, etc.)	D	-	2	May be inoperative provided: a) Both Pilot's Directional Compass Systems are operative from independent sources, and b) Each pilot's panel has independent heading indications.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 34-2

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
4.	Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three gyros or INS (IRU) stabilized compass systems operate normally.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two gyro stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC during enroute flight phase.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.	

REVISION NO. 1  
DATE: 10/04/2021

PAGE NO. 34-3

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
5. ***	Flight Director System	C	1	0	May be inoperative provided approach minimums do not require its use.	
6.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
7.	Marker Beacon Systems	C	-	0	May be inoperative provided approach minimums do not require its use.	
8. ***	Long Range Navigation Systems (INS, GPS, etc.)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
9. ***	Weather Radar	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
10.	Radio Compass (ADF) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
11.	VHF Navigation Systems (VOR/ILS)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
12.	ATC Transponders/ Automatic Altitude Reporting System	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.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 34-4

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
13.	Class A TAWS Equipment Required					
	1) 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.	
	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	-	1		
	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.	
(Continued)						

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 34-5

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
13.	Class A TAWS Equipment Required					
	1) GPWS (Cont'd)					
***	e) Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
	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 & Advisory System (RAAS)	C	1	0		

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 34-6

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
14.	Class B TAWS Equipment Required					
	1) 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.	
	a) Modes 1 & 3	A	2	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	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
***	c) Modes 2, 4 & 5	C	3	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 Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
(Continued)						

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 34-7

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
14.	Class B TAWS Equipment Required (Cont'd)					
***	3) Terrain Displays	C	-	0		
***	4) Runway Awareness & Advisory system (RAAS)	C	1	0		
15.	Altitude Alerting System	C	-	0	May be inoperative provided enroute operations, ie RVSM, do not require its use.	
16.	Radio Altimeter (Radar Altimeter)	A	-	0	(O) May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, and c) Repairs are made within 3 flight-days.	
17. ***	Traffic Collision Avoidance and Detection (TCAD) System	C	1	0	(M) May be inoperative provided system is secured.	
18. ***	Flight Watch (Tracker) System	D	1	0		
19. ***	Angle of Attack (AOA) System	D	1	0	(M) May be inoperative provided system is secured.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 34-8

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
20.	Traffic Alert and Collision Avoidance System (TCAS I)	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.	
	Traffic Alert and Collision Avoidance System (TCAS II)	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 non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
(Continued)						



REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 34-9

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
20.	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.	
	3) Traffic Alert 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.	
	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		



REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 34-11

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
22. ***	ADS-B System (In and Out)	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.  NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.  NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	

(Continued)

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 34-12

AIRCRAFT: P-3	<b>TABLE KEY</b> 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
22. ***	ADS-B System (In and Out) (Cont'd)					
***	ADS-B Out UAT	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.  NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use.	
					NOTE: Any ADS-B In function that operates normally may be used.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 35-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------	--

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.  NOTE: Inoperative PBEs, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 35-2

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------	--

**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
2.	Portable Oxygen Bottles or Units (Including Masks and Hoses)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> <li>a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ul> NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.  NOTE 2: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 46-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------	--

**46. Information Systems**

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

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 49-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
------------------	--

**49. Airborne Auxiliary Power**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Auxiliary Power Unit (APU)	C	1	0	(M) May be inoperative provided APU is secured by an acceptable procedure.	
	1) APU Generator	C	1	0	(M) May be inoperative provided Generator is secured by an acceptable procedure.	
	2) APU Bleed Air	C	1	0	May be inoperative provided APU Bleed valve remains closed.	
2.	APU Advisory Lights					
	1) Doors Open	C	1	0	(M) May be inoperative provided Exhaust Door is verified closed.	
	2) Generator OFF	C	1	0	(M) May be inoperative provided Generator is considered inoperative.	
	Armed	C	1	0		
3.	APU Exhaust Door System					
	1) Failed Closed	C	1	0	(M) May be inoperative provided APU is not used.	
	2) Failed Open	C	1	0	(M) May be inoperative provided operations are limited to 225 KIAS or less.	



REVISION NO. Original  
 DATE: 01/15/2003

PAGE NO. 52-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Main Cabin Door Caution Light System	C	1	0	(O) May be inoperative provided Door(s) are verified closed and latched prior to each departure.	 

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 61-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**61. Propellers**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Propeller Synchronizing System  1) Synchronizing/ Syncrophase Function	C	1	0	(M) May be inoperative provided switch(s) remain OFF.	 

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 73-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Temperature Datum System	C	4	0	(M) May be inoperative provided: a) Associated Fuel Flow and TIT indicating systems are operative, and b) Associated TD control valve switch remains in null.	
2.	Fuel Flow Indicators	B	4	3	One may be inoperative provided: a) Associated Engine Instruments are operative, and b) All Fuel Quantity Indicators are operative.	
3.	Fuel Flow Indicators Power Supply	A	1	0	(O) May be inoperative provided: a) All remaining Engine Instruments are operative, b) All Fuel Low Pressure Lights are verified Out after engine start and are monitored during flight, c) All fuel quantity indicators are operative, and d) Repairs are made within 2 flight-days.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 74-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**74. Ignition**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Speed Sensitive Control (65% Switch)	A	4	3	(M)(O) One may be inoperative provided: a) It is verified to be the 65% Switch by an acceptable procedure, and b) Repairs are made within 1 flight-day.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 77-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	TIT Indicators (Digital Function)	B	4	0		
2.	Torque (Horsepower) Indicators	A	4	3	(M) One may be inoperative provided: a) Associated fuel flow, TIT, and tachometer indicating systems are operative, and b) Repairs are made within 1 flight-day.	

REVISION NO. 1  
 DATE: 10/04/2021

PAGE NO. 79-1

AIRCRAFT: P-3	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**79. Engine Oil**

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Oil Pressure Caution Lights	B	4	2	May be inoperative provided associated Power Section and Gear Box Oil Pressure Indicators are operative.	
2.	Oil Quantity Indicators	B	4	2	(M) May be inoperative provided: a) Associated Power Section and Gear Box Oil Pressure Indicators are operative, b) Associated Oil Temperature Indicators are operative, c) Associated Low Pressure Warning Lights are operative, d) There is no evidence of above normal oil consumption or leakage, and e) Associated Oil Quantity is verified adequate before each departure.	
3.	Oil Cooler Inducers	A	4	0	(O) May be inoperative provided: a) Associated Oil Temperature Indicator is operative, b) Oil Temperature is closely monitored during ground operations, and c) Repairs are made within 3 flight-days.	
4.	Oil Cooler Flap Position Indicator	C	4	2	May be inoperative provided associated Oil temperature Indicator is operative.	