



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

Master Minimum Equipment List (MMEL)

Revision: 2
Date: 08/15/2017

SAAB 2000 **Saab AB, Saab Aeronautics**

Bryan L. Watson, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Seattle Aircraft Evaluation Group (SEA-AEG)
1601 Lind Ave. SW
Renton, WA 98057-3356

Telephone: (425) 917-6600
Fax: (425) 917-6638

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	10/25/1995	Original Issue
1	05/30/2000	HIGHLIGHTS OF REV., DEFINITIONS, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 24-1, 24-2, 24-3, 24-4, 24-5, 24-6, 24-7, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 26-1, 26-2, 26-3, 27-1, 27-2, 27-3, 27-4, 28-1, 28-2, 28-3, 29-1, 30-1, 30-2, 30-3, 30-4, 30-5, 31-1, 31-2, 31-3, 31-4, 31-5, 32-1, 33-1, 33-2, 33-3, 33-4, 33-5, 33-6, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 35-1, 35-2, 35-3, 36-1, 36-2, 36-3, 36-4, 36-5, 36-6, 36-7, 38-1, 49-1, 52-1, 73-1, 75-1, 77-1, 79-1, 79-2
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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 2**. EFFECTIVE ABOVE DATE, the Saab 2000 Master Minimum Equipment List has been revised. Replace all pages with Revision No. 2 for a complete up-to-date MMEL.

PAGE NO.	EXPLANATION OF CHANGE
46-1	ATA 46, INFORMATION SYSTEMS. New ATA Chapter

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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DEFINITIONS

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

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

PREAMBLE

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

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

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-21-1	Ambient Air System	C	1	0	(O) May be inoperative with both Ambient Air Valves closed provided: a) Both Air Conditioning Packs operate normally, and b) Both Ambient Air Valves are verified to be in the closed position.	
		C	1	0	May be inoperative with one or both Ambient Air Valves stuck in the open (AMB) position provided: a) Both Air Conditioning Packs operate normally, and b) Affected side(s) RECIRC Pb(s) are selected to OFF.	
21-21-2	Ambient Air FAULT Light (AMB AIR Pb)	C	1	0	(O) May be inoperative provided: a) Ambient Air System is verified to operate normally, and b) AMB AIR FAULT Caution is not displayed on EICAS. NOTE: May be inoperative for an inoperative Ambient Air System.	
21-21-3	Flight Crew Foot Warmer Systems	C	2	0	(M) May be inoperative provided: a) Affected L/R FOOT WARMER Circuit Breaker is pulled and collared, and b) Affected FOOT WARMER(s)' Air Regulator and TEMP Selector Knob(s) remains in the CLOSED/OFF Position.	

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-22-1	Recirculation Fans					
	1) Two (2) Bottle Cargo Compartment Fire Extinguisher System	C	2	0	(O) May be inoperative provided: a) Both Air Conditioning Packs operate normally, b) Ambient Air Valves are verified to be in the closed position, and c) Alternate procedures are established and used to assure cabin comfort. NOTE: When both Recirculation Fans are inoperative, the Ambient Air System will not function.	
	2) Three (3) Bottle Cargo Compartment Fire Extinguisher System	C	2	1	(O) Right Recirculation Fan may be inoperative provided: a) Both Air Conditioning Packs operate normally, b) Ambient Air Valves are verified to be in the closed position, and c) Alternate procedures are established and used to assure cabin comfort. NOTE 1: When both Recirculation Fans are inoperative, the Ambient Air System will not function. NOTE 2: Left Recirculation Fan is required to operate normally to accomplish AFT CARGO SMOKE Malfunction Checklist.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-22-2	Recirculation Fan FAULT Lights (L/R RECIRC Pb)					
	1) Two (2) Bottle Cargo Compartment Fire Extinguisher System	C	2	0	(O) May be inoperative provided: a) Affected side(s) Recirculation Fan(s) are considered inoperative and are not used, b) Both Air Conditioning Packs operate normally, c) Ambient Air Valves are verified to be in the closed Position, and d) Alternate procedures are established and used to assure cabin comfort. NOTE 1: When both Recirculation Fans are inoperative, Ambient Air System will not function. NOTE 2: May be inoperative for inoperative Recirculation Fan.	
	2) Three (3) Bottle Cargo Compartment Fire Extinguisher System	C	2	1	(O) Right Fan FAULT Light may be inoperative provided: a) Right Recirculation Fan is not used, b) Ambient Air Valves are verified to be in the CLOSED Position, and c) Alternate procedures are established and used to assure cabin comfort, NOTE 1: When both Recirculation Fans are inoperative, the Ambient Air System will not function. NOTE 2: Left Recirculation Fan is required to operate normally to accomplish AFT CARGO SMOKE Malfunction Checklist. NOTE 3: May be inoperative for inoperative Right Recirculation Fan.	

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-24-1	Avionic Rack Fans	A	2	1	(O) One may be inoperative provided: a) Both Air Conditioning Packs operate normally, b) DCU, IAPS, and HUD (if installed) Internal Fans operate normally, c) Cabin Temperature is maintained below +24 degrees C., d) Each flight is planned to assure that aircraft remains within one hour of suitable airfield, and e) Repairs are made within one flight day.	
21-30-1	Cabin Pressure Control Systems (Automatic and Manual)	C	2	0	(M) (O) May be inoperative provided: a) Both Air Conditioning Packs operate normally, b) Outflow Valve is secured fully open, and c) PRESS DUMP switch (on EMERGENCY panel) is selected to on.	
21-30-2	Emergency Cabin Pressure Dump Valves	C	2	1	(O) One may be inoperative provided manual and automatic pressure control systems operate normally.	
		C	2	0	(M) (O) May be inoperative provided: a) Both Air Conditioning Packs operate normally, b) Outflow Valve is secured fully open, and c) PRESS DUMP switch (on EMERGENCY panel) is selected to on.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-30-4	EICAS CAB PRESS RATE Indication	C	1	0	(O) May be inoperative provided: a) Cabin Pressure Control Systems operate normally, and b) EICAS CAB PRESS ALT and EICAS CAB PRESS DIFF Indications operate normally.	
		C	1	0	(M) (O) May be inoperative provided: a) Both Air Conditioning Packs operate normally, b) Outflow Valve is secured fully open, and c) PRESS DUMP switch (on EMERGENCY panel) is selected to on.	
21-30-5	EICAS CAB PRESS ALT Indication	C	1	0	(M) (O) May be inoperative provided: a) Both Air Conditioning Packs operate normally, b) Outflow Valve is secured fully open, and c) PRESS DUMP switch (on EMERGENCY panel) is selected to on.	
21-30-6	EICAS CAB PRESS DIFF Indication	C	1	0	(O) May be inoperative provided: a) Automatic Cabin Pressure Control System operates normally, b) EICAS CAB PRESS ALT and EICAS CAB PRESS RATE indications operate normally, and c) A chart is provided to the flight crew to convert pressure altitude to cabin altitude.	
		C	1	0	(M) (O) May be inoperative provided: a) Both Air Conditioning Packs operate normally, b) Outflow Valve is secured fully open, and c) PRESS DUMP switch (on EMERGENCY panel) is selected to ON.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-50-1	Air Conditioning Packs					
	1) Two (2) Bottle Cargo Compartment Fire Extinguishing System	C	2	1	(O) One Pack may be inoperative provided: a) Affected side's L/R PACK Pb remains in the OFF Position, b) Affected sides L/R BLD and L/R HP Pb's remain in the OFF Position, c) Affected side's Recirculation Fan operates normally, d) Ambient Air System operates normally, e) Both Avionic Rack Fans operate normally, f) Flight remains at or below FL 200, g) When De-ice Boot System is required, APU must be started and APU Bleed available, h) Anti-Skid System operates normally, i) Alternate braking procedures are established and used when operating in snow, slush, or standing water, and j) Alternate procedures are established and used to assure cabin comfort. NOTE: An inoperative Air Conditioning Pack renders the affected side's Main Wheel Brake Heat System (if installed) inoperative.	
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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-50-1	Air Conditioning Packs (Cont'd)					
	2) Three (3) Bottle Cargo Compartment Fire Extinguishing System	C	2	1	(O) Right Pack may be inoperative provided: a) R PACK Pb remains in the OFF Position, b) R BLD and R HP Pb's remain in the OFF Position, c) Both Recirculation Fans operate normally, d) Ambient Air System operates normally, e) Both Avionic Rack Fans operate normally, f) Flight remains at or below FL 200, g) When De-ice Boot System is required, APU must be started and APU Bleed available, h) Anti-Skid System operates normally, i) Alternate braking procedures are established and used when operating in snow, slush, or standing water, and j) Alternate procedures are established and used to assure cabin comfort. NOTE 1: An inoperative Right Air Conditioning Pack renders the right side's Main Wheel Brake Heat System (if installed) inoperative. NOTE 2: Left Air Conditioning Pack is required to operate normally to accomplish the AFT CARGO SMOKE Malfunction Checklist.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-60-1	Cabin Temperature Control System					
	1) Automatic Mode	C	1	0	(O) May be inoperative provided: a) Manual Mode operates normally, b) Flight Compartment Automatic Temperature Control System operates normally, c) EICAS Temperature Indication for Cabin (EICAS AIR CAB) operates normally, d) EICAS Temperature Indication for Right Air Conditioning Pack Duct (EICAS AIR CAB DUCT) operates normally, and e) Procedures are established and used to control Cabin Temperature manually to assure that the Right Air Conditioning Pack Duct (EICAS AIR CAB DUCT) Temperature remains between 0 degrees C, and +75 degrees C.	
	2) Manual Mode	C	1	0	May be inoperative provided: a) Automatic Mode operates normally, b) EICAS Temperature Indication for Cabin (EICAS AIR CAB) operates normally, and c) EICAS Temperature Indication for Right Air Conditioning Pack Duct (EICAS AIR CAB DUCT) operates normally.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-60-2	Flight Deck Temperature Control System					
	1) Automatic Mode	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Manual Mode operates normally, b) Cabin Automatic Temperature Control System operates normally, c) EICAS Temperature Indication for Flight Deck (EICAS AIR F DECK) operates normally, d) EICAS Temperature Indication for Left Air Conditioning Pack Duct (EICAS AIR F DECK DUCT) operates normally, and e) Procedures are established and used to control Flight Deck Temperature manually to assure that the Left Air Conditioning Pack Duct (EICAS AIR F DECK DUCT) Temperature remains between 0 degrees C, and +75 degrees C. 	
	2) Manual Mode	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Automatic Mode operates normally, b) EICAS Temperature Indication for Flight Deck (EICAS AIR F DECK) operates normally, and c) EICAS Temperature Indication for Left Air Conditioning Pack Duct (EICAS AIR F DECK DUCT) operates normally. 	
21-60-3	EICAS AIR CAB Temperature Indication	C	1	0	May be inoperative provided Cabin Air Temperature Systems (Automatic and Manual Modes) operate normally.	
21-60-4	EICAS Flight Deck (F DECK) Temperature Indication				Deleted, Revision 2.	
21-60-5	EICAS AIR CAB DUCT Temperature Indication (Right Air Conditioning Pack Duct)	C	1	0	May be inoperative provided Cabin Air Temperature Systems (Automatic and Manual Modes) operate normally.	
21-60-6	EICAS AIR F DECK DUCT Temperature Indication (Left Air Conditioning Pack Duct)	C	1	0	May be inoperative provided Flight Deck Air Temperature Control System (Automatic and Manual Modes) operates normally.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
22-10-1	Autopilot System	B	1	0	May be inoperative provided: a) Enroute procedures (i.e., RVSM) and / or approach minimums do not require its use, and b) Unavailability of autopilot is acceptable to the crew.	
22-10-2	Yaw Damper System	A	1	0	(O) May be inoperative provided: a) Alternate procedures for flight with Yaw Auto Trim inoperative are established and used, and b) Repairs are made within one flight day. NOTE 1: Operator's alternate procedures shall include review of aircraft handling characteristics with Yaw Auto Trim inoperative, i.e., large manual trim changes will be required to keep the ball centered after power or speed changes. NOTE 2: Autopilot will not engage with inoperative Yaw Damper System.	
22-10-3	Autopilot Control Wheel Disconnect Buttons	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1500 feet AGL, and b) Approach minimums do not require Autopilot use.	
		B	2	0	May be inoperative provided autopilot is considered inoperative, and is not used.	
22-10-4	Autopilot Disconnect Aural Alert	B	1	0	May be inoperative provided autopilot is considered inoperative, and is not used.	

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-11-1	Communications System (VHF and UHF)	D	-	-	(M) Any in excess of those required by CFR may be inoperative provided: a) VHF COM 1 operates normally, and b) Inoperative radio(s) are deactivated.	
	1) VHF Communication Control Panels					
	a) Frequency Transfer Light	C	-	0		
	b) Frequency Transfer Switch	C	-	0		
	c) Frequency Selector Knob	C	-	2		
	d) Frequency Indication	C	-	2		
23-12-1 ***	High Frequency (HF) Communications System	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided inoperative radio(s) are deactivated.	
		C	-	1	(M) One 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 the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-21-1 ***	ACARS System(s)	C	-	0	(M) (O) May be inoperative provided: a) Inoperative System(s) is deactivated, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Inoperative System(s) is deactivated, and b) Procedures do not require their use.	
***	1) Printer(s)	C	-	0	(M) (O) May be inoperative provided: a) Inoperative System(s) is deactivated, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Inoperative System(s) is deactivated, and b) Procedures do not require their use.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-22-1 ***	Selective Call System (SELCAL)	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.	
23-23-1 ***	Panasonic FlightLink System (Installed IAW STC ST00807DE)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	1	0	(O) May be inoperative provided alternate flight time recording and transmission procedures are established and used.	
		D	1	0	May be inoperative provided operational procedures do not require its use.	
		D	1	0	May be inoperative provided operational procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-31-1	Passenger Address System (PA)	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 function(s) that operate normally may be used.	
		C	1	0	(O) May be inoperative provided: a) PA is not required by CFR, and b) Alternate normal and emergency procedures and/or operating restrictions are established and used, and c) Flight attendant alerting system (audio or visual) operates normally. NOTE: Any station function(s) that operate normally may be used.	
	1) Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
23-35-1	Active Noise Control System					
	1) Passenger Configuration	C	1	0	(M) May be inoperative provided system is deactivated.	
	2) Cargo Configuration				Deleted Revision 2.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-40-1	Crewmember Interphone System(s)	C	2	1		
	1) Passenger Configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communications procedures between the affected flight attendant station(s) are established and used.	
		C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate normal and emergency procedures are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
					NOTE: Any station function(s) that operate normally may be used.	
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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-40-1	Crewmember Interphone System(s) (Cont'd)					
	b) Cabin to Cabin Function	B	2	0	(O) May be inoperative provided alternate communications procedures between the affected flight attendant stations are established and used. NOTE: Any station function(s) that operate normally may be used.	
		B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communication procedures between the affected flight attendant station(s) established and used. NOTE: Any station function(s) that operate normally may be used.	
	c) Flight Deck to Ground Function	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.	

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-40-2	Handset System(s)					
	Flight Deck	C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communications operates normally, and b) Alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
	Cabin	B	2	1	(O) One may be inoperative provided: a) Fifty percent of cabin handsets operate normally, and b) Alternate communication procedures between the affected flight attendant station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement. NOTE 2: Any handset(s) function(s) that operate normally may be used.	
23-42-1	Flight Deck to Ground Interphone (including call and chime Function)				Incorporated into Item 23-40-1, Revision 1.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-42-2	Alerting System (Audio/Visual)					
	1) Passenger Configuration					
	a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided: a) Audio alerting system operates normally, and b) Audio alerting system differentiates between normal and emergency calls.	
	b) Flight Deck Call Audio Alerting System	B	1	0	May be inoperative provided: a) Flight deck visual alerting system operates normally, and b) Flight deck visual alerting system differentiates between normal and emergency calls.	
	c) Flight Attendant Visual Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used.	
					NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).	
					NOTE 2: Any visual alerting system function(s) that operate normally may be used.	
					(Continued)	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-42-2	Alerting System (Audio/Visual) (Cont'd)					
	c) Flight Attendant Visual Alerting System (Cont'd)	B	1	0	(O) May be inoperative provided: a) Audio alerting system operates normally, b) Audio alerting system differentiates between normal and emergency calls, c) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used.	
					NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).	
					NOTE 2: Any visual alerting system function(s) that operate normally may be used.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-42-2	Alerting System (Audio/Visual) (Cont'd)					
	d) Flight Attendant Audio Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operate normally may be used. (O) May be inoperative provided: a) Visual alerting system operates normally, b) Visual alerting system differentiates between normal and emergency calls, c) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and d) Alternate procedures for contacting flight attendants are established and used.	
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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
23-42-2	Alerting System (Audio/Visual) (Cont'd)					
	d) Flight Attendant Audio Alerting System	B	1	0	NOTE 1: Passenger to Attendant Call System is considered Non Essential Equipment and Furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
23-51-1	Flight Deck Loud Speakers	C	2	0	(M) May be inoperative provided: a) Normal, Alternate, Abnormal, and/or Emergency Procedures to not require their use, b) Before departure, Pilot-to-Pilot Intercom System is verified to operate normally, and c) Pilots wear headsets throughout the flight.	
23-51-2	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 three 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.	
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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
***	3) Active Noise Cancelling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
23-51-3	Boom Microphones				Incorporated into Item 23-51-2, Revision 2.	
23-51-4	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated headset boom microphone operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
23-61-1	Static Dischargers				Deleted Revision 1. Approved Limitations regarding flight with missing Static Dischargers are contained in the Configuration Deviation List (CDL).	
23-71-1	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
***	1) Independent Power Source	C	1	0		
23-81-1	Radio Tuning Units (RTU's)	B	2	1	(M) (O) Right RTU may be inoperative provided: a) FMS with Radio Tuning capability is installed and operates normally, and b) Right RTU is deactivated.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-21-1	Main AC Generators					
	1) Left AC Generator	A	1	0	(M) (O) May be inoperative provided: a) DC Electrical System operates normally, b) Before each flight, Right AC Generator and APU Generator are verified to operate normally, c) Before each flight, AC Bus Tie is verified to operate normally, d) Before each flight, Left AC Generator is inspected for evidence of physical distress or oil leakage, e) Before each flight, L DC and C/R AC Hydraulic Pumps are verified to operate in OVRD, f) Before each flight, Elevator and Rudder PBIT is accomplished using L/R ELEVATOR Switches on TEST 3 Panel and Rudder Switch on TEST 2 Panel, g) Procedures are established and used to assure backup pressure is available to all three Hydraulic Systems during ground operations, takeoff, and landing, h) During flight, APU Generator remains ON. i) Aircraft remains at or below FL 250, j) Takeoff data is calculated IAW AFM Limitations, Performance and Procedures for "Takeoff With Landing Gear Extended," k) Route of flight is planned to assure that aircraft remains within 30 minutes of a suitable airfield at all times, and l) Repairs are made within five flights, or one flight day, whichever occurs first.	
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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-21-1	Main AC Generators (Cont'd)					
	1) Left AC Generator (Cont'd)				NOTE 1: Any evidence of physical distress or oil leakage to the AC Generator renders the aircraft unacceptable for flight. NOTE 2: EICAS CONFIG GENERATOR caution will be displayed during ground operations. NOTE 3: EICAS L GEN FAULT Caution will be displayed.	
	2) Right AC Generator	A	1	0	(M) (O) May be inoperative provided: a) DC Electrical System operates normally, b) Before each flight, Left AC Generator and APU Generator are verified to operate normally, c) Before each flight, AC Bus Tie is verified to operate normally, d) Before each flight, Right AC Generator is inspected for evidence of physical distress or oil leakage, e) Before each flight, L DC and C/R AC Hydraulic Pumps are verified to operate in OVRD, f) Before each flight, Elevator and Rudder PBIT is accomplished using L/R ELEVATOR Switches on TEST 3 Panel and Rudder Switch on TEST 2 Panel, g) Procedures are established and used to assure backup pressure is available to all three Hydraulic Systems during ground operations, takeoff, and landing, h) During flight, APU Generator remains ON,	
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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-21-1	Main AC Generators (Cont'd)					
	2) Right AC Generator (Cont'd)				i) Aircraft remains at or below FL 250, j) Route of flight is planned to assure that aircraft remains within 30 minutes of a suitable airfield at all times, and k) Repairs are made within five flights, or one flight day, whichever occurs first. NOTE 1: Any evidence of physical distress or oil leakage to the AC Generator renders the aircraft unacceptable for flight. NOTE 2: EICAS CONFIG GENERATOR caution will be displayed during ground operations. NOTE 3: EICAS R GEN FAULT Caution will be displayed.	
24-21-2	Main AC Generator Fault Lights				Deleted Revision 1.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-22-1	APU Generator	C	1	0	<p>(M) (O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Before each flight, Left and Right AC Generators are verified to operate normally, b) Before each flight, AC Bus Tie is verified to operate normally, c) APU GEN Pb remains in the OFF Position, d) Before each flight, APU Generator is inspected for evidence of physical distress or oil leakage, and e) Route of flight is planned to assure that aircraft remains within 30 minutes of a suitable airfield at all times. <p>NOTE 1: Any evidence of physical distress or oil leakage to the APU Generator renders the aircraft unacceptable for flight.</p> <p>NOTE 2: If External Power is not disconnected within one minute, EICAS L ELEVATOR TEST Caution Indication might be displayed. This Caution can be cleared by accomplishing Manual Restart of PBIT using L ELEVATOR Switch on TEST 3 Panel.</p>	
24-22-2	APU Generator FAULT Light (APU GEN Pb)	C	1	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Before first flight of the day, AC Bus Tie is verified to operate normally, b) Before first flight of the day, APU Generator is inspected for evidence of physical distress or oil leakage, and c) EICAS APU FAULT Caution is not displayed. 	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-23-1	AC Inverters	B	2	1	<p>NOTE: If remaining AC Inverter fails in flight, GPWS / TAWS, DFDR, and ACARS (if installed) will be lost.</p>	
24-31-2	DC Transformer Rectifiers (TRU's) 1) Center TRU	B	1	0		<p>(M) (O) May be inoperative, provided:</p> <ul style="list-style-type: none"> a) Before first flight of the day, Left and Right TRU's are verified to operate normally, b) Before first flight of the day, DC Bus Tie is verified to operate normally, c) Airplane is not operated at night in known or forecast icing conditions, and d) On aircraft SN's 019 and previous, airplane is not operated in precipitation within 5 nautical miles of the departure or arrival airport. <p>NOTE 1: Right DC Utility Bus, Wing Inspection Lights, and Cockpit Floor Heaters will be inoperative.</p> <p>NOTE 2: On aircraft SN 019 and earlier, Right Windshield Wiper will be inoperative.</p>

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-31-2	DC Transformer Rectifiers (TRU's) (Cont'd) 2) Right TRU	B	1	0	(M) (O) May be inoperative, provided: a) Before first flight of the day, Left and Center TRU's are verified to operate normally, b) Before first flight of the day, DC Bus Tie is verified to operate normally, c) Airplane is not operated at night in known or forecast icing conditions, and d) On aircraft SN's 019 and previous, airplane is not operated in precipitation within 5 nautical miles of the departure or arrival airports. NOTE 1: Right DC Utility Bus, Wing Inspection Lights, and Cockpit Floor Heaters will be inoperative. NOTE 2: On aircraft SN 019 and earlier, Right Windshield Wiper will be inoperative.	
24-31-3	L/R DC BUS TIE FAULT Lights (L/R BUS TIE Pb's)	C	2	0	(M) (O) May be inoperative, provided: a) Left, Center, and Right TRU's operate normally, b) Before first flight of the day, DC Bus Tie is verified to operate normally, and c) Procedures are established and used to assure that DC Bus Tie function is monitored on the EICAS SED ELEC DC Page throughout the flight.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-32-1	EICAS Battery Temperature Indications	C	4	3	(M) (O) One may be inoperative, provided: a) Before first flight of the day, affected Battery's EICAS BAT OVTEMP Caution Indication is verified to operate normally, b) Before first flight of the day, affected Battery's Temperature Sensor / Battery Heater Connector is verified to be correctly installed, c) Affected Battery's Ventilating System operates normally, d) Affected Battery's EICAS SED ELEC DC Page Voltage (V) and Amperage (A) Indications operate normally, and e) Procedures are established and used to assure that affected Battery's Voltage and Amperage are monitored on the EICAS SED ELEC DC Page throughout the flight.	
24-32-2	Battery Ventilating Systems	C	4	0	(M) (O) May be inoperative, provided: a) Associated batteries are switched OFF during engine or APU runs on the ground, or when external power is supplied, b) Before departure, all battery switches are confirmed ON, c) Before departure, EICAS SED ELEC DC Page Battery(s) is verified to be within limits, and d) Before departure, EICAS BAT OVTEMP Caution Indication for affected Battery(s) is verified to operate normally.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-32-3	Battery Heater Systems	C	4	0	(M) (O) May be inoperative provided: a) Electrical Power to affected Battery Heater(s) is disconnected, and associated Circuit Breakers (s) are pulled and collared, b) Before taxi, BATTERY CHARGING White Status Message is verified not to be displayed on EICAS SED ELEC DC Page, and c) Before departure, affected Battery(s) Temperature is verified to be +10 degrees C., or higher.	
24-33-1	EICAS DC Battery Voltage Indications (L/R BAT)	C	4	2	(M) Left (L BAT) and Right (R BAT) may be inoperative provided: a) EICAS BAT VOLT LO Caution Indication for affected battery(s) is verified to operate normally, b) EICAS SED ELEC DC Page Temperature Indication (C°) for affected Battery(s) operates normally, c) EICAS SED ELEC DC Page Amperage (A) for affected Battery(s) operates normally, and d) Associated DC Busses are verified to operate normally.	
24-33-2	EICAS AC VOLT Indication	C	1	0	(M) May be inoperative provided: a) Both AC Generators are verified to operate normally, b) AC Busses are verified to operate normally, and c) EICAS AC GEN BUS FAULT Caution Indications are verified to operate normally.	
24-33-3	EICAS DC BATTERY Amperage Indications	C	4	2	(M) Left (L BAT) and Right (R BAT) may be inoperative provided: a) EICAS SED ELEC DC Page Temperature Indication(s) (C°) for affected Battery(s) operates normally, b) EICAS SED ELEC DC Page Voltage (V) Indication for affected Battery(s) operates normally, and c) Associated DC Busses are verified to operate normally.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-40-1	AC External Power System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
24-60-1	DC Utility Busses					
	1) Left DC Utility Bus	B	1	0	(M) May be inoperative provided: a) Right DC Utility Bus operates normally, b) Left, Center, and Right TRU's operate normally, c) For night operations, both Landing Lights operate normally, and d) For night operations, Navigation Light Bulbs in Navigation Lamp Set 1 (Aft Bulbs in Wingtips, Upper Bulb in Tail) are verified to operate normally. NOTE: Taxi light, forward navigation lights in wingtips, and lower navigation in tail will be inoperative.	
	2) Right DC Utility Bus	B	1	0	(M) May be inoperative provided: a) Left DC Utility Bus operates normally, b) Left, Center, and Right TRU's operate normally, c) Airplane is not operated at night in known or forecast icing conditions, and d) On aircraft SN's 019 and previous, airplane is not operated in precipitation within 5 nautical miles of the departure or arrival airports. NOTE 1: Right DC Utility Bus, Wing Inspection Lights, and Cockpit Floor Heaters will be inoperative. NOTE 2: On aircraft SN 019 and earlier, Right Windshield Wiper will be inoperative.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
24-60-2	AC Utility Busses					
	1) Left AC Utility Bus	C	1	0		
	2) Right AC Utility Bus	C	1	0	(M) May be inoperative provided lavatory water tank is drained.	
					NOTE 1: EICAS SED ELEC AC page Right AC Utility Bus voltage indication will be inoperative.	
					NOTE 2: Passenger reading lights, lavatory tank heater, and optional cove-mounted ceiling lights will be inoperative, and are considered Non-Essential Equipment and Furnishings (NEF).	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-10-1	Captain and First Officer Seat Armrests					
	1) Outboard Armrests	C	2	0	May be inoperative provided Armrest position is acceptable to affected crewmember(s).	
	2) Inboard Armrests	C	2	0	(M) May be inoperative provided: a) Affected Armrest(s) are secured in the stowed position, and b) Armrest position is acceptable to affected crewmember(s).	
25-11-1	Observer Seat (including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA Inspector for the performance of official duties, and b) Repairs are made within two flight days.	
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within two flight days.	
					NOTE 1: These provisions are intended to provide occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines that the conditions are acceptable.	
					NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-11-2 ***	Pilot Seat Heaters	D	-	0	(M) May be inoperative provided affected Seat Heater Electrical Power Supply is disconnected and secured.	
25-12-1	Cockpit Floor Heaters	C	2	0	(M) May be inoperative provided: a) Affected Cockpit Floor Heater Electrical Power Supply is disconnected and secured, b) Affected FLOOR HEATER Switch(s) remains in the OFF Position, and c) Flight Crew Foot Warmer System operates normally.	
25-21-1	Passenger Seats	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat (s) are blocked and placarded DO NOT OCCUPY. NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent to outboard seats.	
	1) Recline Mechanisms	D	-	-	(M) May be inoperative and seat occupied provided the seat back(s) is secured in the full upright position.	
		D	-	-	(M) May be inoperative and seat occupied provided the seat back(s) are immovable in the full upright position.	

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-21-1	Passenger Seats (Cont'd)					
***	2) Head Injury Criteria (HIC) Damper	C	-	-	May be inoperative and seat(s) occupied, provided affected seats(s) behind the inoperative HIC damper are blocked and placarded DO NOT OCCUPY.	
	3) Under Seat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded DO NOT STOW BAGGAGE UNDER THIS SEAT, and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.	
	4) Electrical/Electronic Systems/Components				Deleted, Revision 2.	
	5) Armrest					
	a) Armrest With Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.	
	b) Armrest Without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-21-3	Seat Tables	C	-	-	(M) May be inoperative provided affected Table(s) is secured in the stowed position.	
25-21-4	"FASTEN SEAT BELT WHILE SEATED" Signs and Placards	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.	
25-24-1	Flight Attendant Seats 1) 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 crewmembers' manuals, d) Folding type seat is stowed or is secured in the retracted position, e) Passenger seat assigned to flight attendant is placarded FOR FLIGHT ATTENDANT ONLY, and f) Repairs are made within two 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 regulations are met.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-24-1	Flight Attendant Seats (Cont'd)					
	1) Aircraft With Only One Flight Attendant Seat (Cont'd)	D	1	0	(M) May be inoperative provided: a) Flight Attendant is not required by CFR, b) Affected seat is not occupied, and c) Folding type seat is stowed 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.	
	2) Aircraft With More Than One Flight Attendant Seat					
	a) Required Flight Attendant Seats	B	-	1	(M) (O) One seat position may be inoperative provided: a) Affected seat position 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 crewmembers' manuals, d) Folding type seat is stowed or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded FOR FLIGHT ATTENDANT ONLY.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-24-1	Flight Attendant Seats (Cont'd)					
	2) Aircraft With More Than One Flight Attendant Seat (Cont'd)					
	a) Required Flight Attendant Seats (Cont'd)				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 regulations are met	
	b) Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat position is not occupied, b) Folding type seat is stowed 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.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-25-1	Automatic External Defibrillator (AED) and / or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within 1 flight.	
		D	-	-	Any in excess of those required by CFR may be incomplete, missing, or inoperative.	
25-25-2	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within 1 flight.	
		D	-	-	Any in excess of those required by CFR may be incomplete, missing, or inoperative.	
25-25-3	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by CFR, only one of the required FAK's may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within 1 flight.	
		D	-	-	Any in excess of those required by CFR may be incomplete, missing, or inoperative.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-26-1	Storage Bins/Cabin, Galley and Lavatory 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. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.	
		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 for those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded DO NOT USE, e) Procedures are established and used to alert crewmembers and passengers of inoperative bin, compartment, or closet, and f) Passengers are briefed that affected bin, compartment, or closet is not to be used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-26-1	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets (Cont'd)					
	1) Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided door can be secured by other means.	
25-64-1	Emergency Locator Transmitter (ELT)					
***	1) Survival Type ELT	D	-	-	Any in excess of those required by CFR may be inoperative or missing.	
***	2) Fixed ELT's	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	May be missing provided repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by CFR may be inoperative provided affected system is deactivated.	
		D	-	-	Any in excess of those required by CFR may be missing.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-81-1	Passenger Convenience / Non-Essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing, provided item(s) is deferred in accordance with the NEF Deferral Program. The NEF Deferral Program Procedures and Processes are outlined in the Operator's (insert name) Manual. (M) and (O) Procedures, if required, must be available to the Flight Crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ashtrays are not NEF Items.	
25-81-2	Exterior Lavatory Door Ashtray	A	1	0	May be inoperative or missing provided it is repaired or replaced within ten flight days.	
25-81-3	Flight Deck Door Surveillance System 1) Viewing Port	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
		D	1	0	May be inoperative provided procedures do not require its use.	
25-81-4	Galley/Cabin Waste Receptacles 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 Receptacle(s), 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.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
25-81-5	Cargo Restraint Systems	A	-	-	May be inoperative, or missing, provided: a) Acceptable Cargo Loading Limits, from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document, are observed, and b) Repairs or replacement are made prior to completion of the next Heavy Maintenance visit.	
		C	-	-	May be inoperative, or missing, provided Cargo Compartment remains empty.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-15-1	Lavatory Smoke Detection System	C	-	-	(M) (O) May be inoperative provided: a) Lavatory Waste Receptacle remains empty, b) 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 prevent lavatory use or inspection by crewmembers.	
26-15-2	Cargo Compartment Smoke Detection Systems	C	2	0	(O) May be inoperative provided procedures are established and used to assure associated Cargo Compartment remains empty, or is verified to contain only empty Cargo Handling Equipment, Ballast (Ballast may be loaded in ULD's) and/or Fly Away Kits. NOTE: Operators' MEL's shall define which items are Approved for inclusion in the Fly Away Kit(s), and which materials can be used as Ballast.	
26-23-1	Lavatory Fire Extinguishing System	C	1	0	May be inoperative provided Lavatory Smoke Detection System operates normally.	
		C	1	0	(M) (O) May be inoperative provided: a) Lavatory Waste Receptacle remains empty, b) 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 prevent lavatory use or inspection by crewmembers	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
26-24-1	Cargo Compartment Fire Suppression System	C	-	0	(O) May be inoperative provided procedures are established and used to assure associated Cargo Compartment remains empty, or is verified to contain only empty Cargo Handling Equipment, Ballast (Ballast may be loaded in ULD's) and/or Fly Away Kits. NOTE: Operators' MEL's shall define which items are Approved for inclusion in the Fly Away Kit(s), and which materials can be used as Ballast.	
26-24-2	Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by CFR may be inoperative or missing provided: a) Inoperative Portable Fire Extinguisher(s) remaining aboard the airplane is tagged INOPERATIVE, removed from its installed location(s) and secured out of sight, such that it can not be mistaken for functional Extinguisher(s), and b) Required distribution of operative Portable Fire Extinguisher(s) is maintained.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-12-1	Aileron (ROLL) Trim Systems 1) Standby (RH Aileron) System	C	1	0	(O) May be inoperative provided: a) Before departure, Right Aileron Trim Tab is visually verified to be in the Neutral Position, b) Before departure, EICAS SED FCS ROLL Indication for Right Aileron Trim Tab is within one unit of the Neutral Position, c) Before departure, Main (LH Aileron) Trim System is verified to operate normally through full range of travel, and d) Before departure, Rudder (YAW) Trim System is verified to operate normally through full range of travel.	
27-13-1	Aileron (ROLL) Trim Position Indications				Deleted, Revision 2.	
27-21-1	Rudder Pedal Damper	C	1	0	(M) May be inoperative provided Rudder Pedal Damper is removed.	
27-23-1	YAW Trim Indication				Deleted, Revision 1.	
27-32-1	Elevator Trim Synchronizer System (Aircraft with Mechanical Elevator Systems)				Deleted, Revision 1.	
27-33-1	PITCH Trim Indications				Deleted, Revision 2.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
27-50-1	Flap System	A	1	0	(M) (O) May be inoperative in Zero Flap Position, provided: a) Flap Control Valve is deactivated and secured, b) Before departure, Flaps are verified to be in the "0" (Zero) Degree Position, c) Flap Handle remains in the "0" (Zero) Degree Position, d) Crew operating procedures are established and used to assure that the GPWS FLAP Pb is selected to the OFF Position before commencement of approach and landing, e) Only Pilots-in Command who are qualified and current to perform Zero Flap Approach and Landing are permitted to conduct approach and landing operations, f) Approach and Landing are conducted IAW AFM Limitations, Performance and Procedures for "Zero Flap Approach and Landing," and g) Repairs are made within two flight days.	
27-51-1 ***	Automatic Flap Retraction System (AFR)	D	-	0	(O) May be inoperative provided the flight is conducted IAW AFM Landing Performance for AFR System inoperative.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-21-1	Single Point Pressure Refueling	C	1	0	(M) May be inoperative provided Acceptable Alternate Fueling Procedures are established and used.	
28-21-2	Pressure Refueling Cap	C	1	0	(M) May be inoperative provided Pressure Refueling Cap is removed.	
28-21-3	Defuel Valve	C	1	0	(M) May be inoperative provided Valve is deactivated, and verified to be in the CLOSED Position.	
28-21-4	Refuel Valves	C	2	0	(M) May be inoperative provided Acceptable Alternate Fueling Procedures are established and used. NOTE: If Refuel Valve(s) is stuck in CLOSED Position, Single Point Refueling is not possible. If Refuel Valve(s) is stuck in OPEN Position, Fuel upload can be manually controlled from the Fuel Truck / Hydrant, however, Overwing Fueling is recommended.	
28-21-5	Refuel Panel (Wing)	C	1	0	(M) May be inoperative provided: a) Panel is deactivated, b) Refuel Valves are considered inoperative (closed), and c) Acceptable Alternate Fueling Procedures are established and used. NOTE: Deactivating the Refueling Panel by pulling CB R-21 deactivates the Refuel Valves, thereby disabling Single Point Refueling.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-22-1	Fuel Interconnect Valve	C	1	0	(M) May be inoperative provided: a) Interconnect Valve is deactivated and verified to be in the CLOSED Position, b) Cockpit Fuel Quantity Indications operate normally, c) EICAS FUEL XFEED and L/R Directional Arrows are verified to operate normally, d) EICAS SED FUEL Page XFEED Valve Position Indication is verified to operate normally, and e) Cross Feed Valve is verified to operate normally, and f) Both Electric Fuel Boost Pumps are verified to operate normally.	
28-22-2	Fuel Crossfeed Indication System (EICAS FUEL XFEED L/R Directional Arrows, and EICAS SED FUEL Page XFEED Valve Position Indication)	B	1	0	(M) May be inoperative provided: a) Cockpit Fuel Quantity Indications operate normally, b) Before departure, Cross Feed Valve is verified to operate normally, c) EICAS SED FUEL Page CON VLV Position Indication is verified to operate normally, d) Interconnect Valve is verified to operate normally, and e) Before departure, both Electric Fuel Boost Pumps are verified to operate normally.	
28-22-3	Fuel Temperature Indication System	C	1	0	(M) (O) May be inoperative provided: a) Before departure, Fuel Temperature is verified to be within AFM Fuel System Operating Limits for the Fuel Type used, b) EICAS ENG FUEL TEMP LO Caution Indication operates normally, and c) Flight is not conducted at altitudes where SAT is outside of AFM Fuel System Operating Limits for the Fuel Type used.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-41-1	Cockpit Fuel Quantity Indications	C	2	1	(M) (O) One may be inoperative provided: a) EICAS FUEL QTY LO Caution Indication is verified to operate normally via Fuel LL Switch on TEST 2 Panel, b) Engine Fuel Flow Indication operates normally, and c) Electrical Fuel Boost Pump and Engine Driven Fuel Pump is verified to operate normally, d) Before departure, Fuel Quantity in affected Tank is verified to be adequate using an Accepted Procedure, and e) Procedures are established and used to monitor Fuel Usage and Balance during flight. NOTE: EICAS FUEL UNBALANCE Caution Indication may be displayed.	
28-41-2	Refueling Panel Fuel Quantity Indication System (RIGHT, LEFT, and/or TOTAL)	C	1	0	(M) May be inoperative provided, before departure, affected Fuel Quantity is verified by an Accepted Procedure.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
28-41-3	EICAS FUEL QTY LO Caution Indications	C	2	1	(M) (O) One may be inoperative provided: a) Cockpit Fuel Quantity Indications operate normally, b) EICAS FUEL XFEED and L/R Directional Arrows are verified to operate normally, c) EICAS SED FUEL Page XFEED Valve Position Indication is verified to operate normally, d) Before departure, Cross Feed Valve is verified to operate normally, e) Both Electric Fuel Boost Pumps are verified to operate normally, and f) Procedures are established and used to monitor Fuel Usage and Balance during flight.	
28-42-1	Dipsticks	C	4	0	(M) May be inoperative provided Fuel Quantity for affected Tank(s) is verified by an Accepted Procedure.	

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
29-12-1	Hydraulic Standby Pump Automatic Control Systems				Deleted, Revision 1.	
29-12-2	Left Hydraulic DC Pump Automatic Control System	A	1	0	(M) (O) May be inoperative provided: a) Left Hydraulic Pump OVRD is verified to operate normally, b) During Takeoff, Approach, and Landing, L DC HYDRAULIC PUMP Switch is selected to OVRD Position, and c) Repairs are made within 10 flight hours, or one flight day, whichever occurs first.	
29-30-1	EICAS Hydraulic Fluid Quantity Indication(s)	B	3	0	(M) (O) May be inoperative provided: a) EICAS SED HYD Page Accumulator Pressure Indications operate normally, and b) Before departure, Hydraulic Fluid Quantity in the affected Hydraulic System(s) is verified via associated Mechanical Indicator(s) in Main Landing Gear Well(s).	
29-30-2	EICAS Utility Hydraulic Accumulator Pressure Indication Systems	C	2	1	(M) One may be inoperative provided, before departure, pressure of the affected Accumulator is verified to be normal.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-10-1	Airfoil De-Icer Boot System	B	1	0	(M) May be inoperative provided: a) L and R AIR SPLY Pb's remain in the OFF Position, b) Suction Hold Down is verified to operate normally, and c) Airplane is not operated in known or forecast icing conditions.	
30-11-1	Wing and Stabilizer De-Icer Air Valves	C	2	1	(M) (O) One may be inoperative provided: a) Both Air Conditioning Packs operate normally, b) Affected side's AIR SPLY Pb remains in the OFF Position, c) Affected Valve is verified to be in the CLOSED Position, d) Before first flight of the day, APU Bleed (BLD) and Pneumatic Cross Valve (XVLV) are verified to operate normally, and e) Alternate Crew Operating Procedures are established and used to ensure adequate Deicer Boot Air Supply during low power and/or high altitude operations in Icing Conditions. NOTE: EICAS W+STAB AIR FAULT Caution Indications may annunciate during low power setting and/or high altitudes.	
30-12-1	De-Icing Timer				Deleted, Revision 2.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-12-2	EICAS W+STAB CTL FAULT Caution Indication	B	1	0	(M) May be inoperative provided: a) L and R AIR SPLY Pb's remain in the OFF Position, b) Suction Hold Down is verified to operate normally, and c) Airplane is not operated in known or forecast icing conditions. NOTE: May be inoperative for an inoperative Airfoil Deicer Boot System.	
30-20-1	Engine Air Intake Anti-Ice Systems	B	2	1	(O) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Affected side's ENG Pb remains in the OFF position.	
		B	2	0	(O) May be inoperative provided: a) Airplane is operated between sunrise and sunset in VMC only, b) Airplane is not operated in known or forecast icing conditions, and c) Both ENG Pb's remains in the OFF Position.	
30-20-2 ***	Ice Detection System	C	-	0	(M) (O) May be inoperative provided: a) System is deactivated, and b) Alternate Icing Recognition Procedures are established and used.	
30-20-3	Ice Indicator	C	1	0	(O) May be inoperative (damaged or missing) provided Alternate Icing Recognition Procedures are established and used.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-31-1	Left and Right (MAIN) Pitot Tube Heaters	B	2	1	(M) (O) One may be inoperative provided: a) Operations in RVSM Airspace are not conducted, b) Remaining Main Pitot Tube Heater is verified to operate normally, c) Standby Pitot Tube Heater is verified to operate normally, d) Airplane is operated between sunrise and sunset in VMC only, and e) Airplane is not operated in known or forecast icing conditions, or in visible moisture.	
30-31-2	Standby Pitot Tube Heater	B	1	0	(M) (O) May be inoperative provided: a) Operations in RVSM Airspace are not conducted, b) Left and Right Pitot Tube Heaters are verified to operate normally, c) Airplane is operated between sunrise and sunset in VMC only, and d) Airplane is not operated in known or forecast icing conditions, or in visible moisture.	
30-31-3	EICAS PITOT HEAT FAULT Caution Indications	B	3	2	(M) One may be inoperative provided: a) All Pitot Tube Heaters are verified to operate normally, and b) Before departure, associated Pitot Tube Heater is verified to operate normally.	
		B	3	0	NOTE: May be inoperative for an inoperative Pitot Tube Heater. (M) May be inoperative provided: a) All Pitot Tube Heaters are verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions, or in visible moisture.	
					NOTE: May be inoperative for an inoperative Pitot Tube Heater.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-32-1	Angle of Attack Sensor Heaters	C	2	1	(M) One may be inoperative provided: a) Affected Angle of Attack Sensor is verified to operate normally, b) Airplane is not operated in known or forecast icing conditions.	
30-32-2	Total Air Temperature (TAT) Probe Heater	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
30-42-1	Windshield Heaters	C	4	3	(O) One Side Windshield Heater may be inoperative provided Left Air Conditioning Pack operates normally.	
		C	4	-	(O) One Front Windshield Heater, or one Front and one Side Windshield Heater, or both Side Windshield Heaters may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Left Air Conditioning Pack operates normally.	
		C	4	0	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Left Air Conditioning Pack operates normally, c) Total Air Temperature Probe Heater operates normally, d) OAT HEAT FAULT Caution Indication is verified to operate normally, and e) Flight is conducted at OAT of +5 degrees C, or above.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-45-1	Windshield Wiper System	C	2	1	One may be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the departure or arrival airports.	
	1) LO or INT Modes	C	4	3	LO or INT mode may be inoperative on one side provided HI mode operates normally on both sides.	
		C	4	0	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the departure or arrival airports.	
	2) HI Modes	C	2	1	One may be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the departure or arrival airports.	
30-60-1	Propeller De-Icer Systems	B	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-21-1	Clock	C	-	1	May be inoperative at either Left or Right Pilot Station.	
	1) Stop Watch Function	C	-	0	May be inoperative provided an EFIS Elapsed Time Function operates normally.	
31-31-1	Flight Data Recorder (FDR) System (Holders of an Air Carrier or Commercial Operator Certificate)	C	-	-	Any in excess of those required by CFR may be inoperative.	
	1) Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL, unless. <ul style="list-style-type: none"> 1) The FDR failure occurs after pushback, but prior to take off, 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 three flight days. 	
	2) FDR Recording Parameters Required by CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within twenty (20) calendar days. 	
	3) FDR Recording Parameters Not Required by CFR	A	-	-	May be inoperative provided repairs are made at the next heavy maintenance visit.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-31-2	Flight Data Recorder (FDR) System (Other than Holders of Air Carrier or Commercial Operator Certificates)	C	-	1	Any in excess of those required by CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable CFR's.	
31-43-1	Engine Indicating and Crew Alerting System (EICAS)					
	1) Primary (Left) EICAS Display	B	1	0	(M) (O) May be inoperative provided: a) Secondary (Right) EICAS Display operates normally and is configured to serve as Primary EICAS Display, b) Circuit Breaker for Primary (Left) EICAS Display is pulled and collared, and c) Alternate procedures are established and used to utilize Secondary EICAS Display for accomplishment of relevant portions of Normal and Malfunction Procedures.	
	2) Secondary (Right) EICAS Display	B	1	0	(M) (O) May be inoperative provided: a) Primary (Left) EICAS Display operates normally, b) Circuit Breaker for Secondary (Right) EICAS Display is pulled and collared, and c) Alternate procedures are established and used to utilize Primary EICAS Display for accomplishment of relevant portions of Normal and Malfunction Procedures.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
31-50-1	Master Warning Lights	A	2	1	One may be inoperative provided: a) Before departure, Master Warning Aural Alert is verified to operate normally, b) EICAS Warning Indications operate normally, c) Approach Minimums do not require its use, and d) Repairs are made within two flight days.	
31-50-2	Master Caution Lights	A	2	1	One may be inoperative provided: a) Before departure, Master Caution Aural Alert is verified to operate normally, b) EICAS Caution Indications operate normally, c) Approach Minimums do not require its use, and d) Repairs are made within two flight days.	
31-50-3	Master Warning Aural Alert (Triple Chime)	A	1	0	May be inoperative provided: a) Before departure, both Master Warning Lights are verified to operate normally, and b) Repairs are made within one flight day.	
31-50-4	Master Caution Aural Alert (Single Chime)	B	1	0	May be inoperative provided, before departure, both Master Warning Lights are verified to operate normally.	
31-50-5	Altitude Aural Alert				Moved to Item 34-41-2, Revision 1.	
31-50-6	Overspeed Warning Aural Alert				Deleted, Revision 1.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-12-1	Main Landing Gear Door Locks	B	4	0	(M) (O) May be inoperative provided: a) Structural integrity of affected Main Landing Gear Door(s) and Telescopic Push Rod(s) is verified, b) Airplane is not operated in known or forecast icing conditions, and c) Flight is conducted IAW AFM Limitations, for "Dispatch With Landing Gear Doors Open (Landing Gear Door Lock Fault)". NOTE: Affected Landing Gear Door(s) will be partially open.	
32-31-1	Landing Gear Control Downlock Latch Solenoid	B	1	0	(M) (O) May be inoperative in Latched Position provided: a) Downlock Release Override Mechanism is verified to operate normally, and b) Alternate procedures for Landing Gear Retraction are established and used.	
32-31-2	Landing Gear Extension/Retraction System	A	1	0	(M) (O) May be inoperative provided: a) Landing Gear is pinned in the Extended Position, b) Landing Gear Handle remains in the Down (DN) Position, c) Flight is conducted IAW AFM Limitations, Performance, and Procedures for "Operation With Landing Gear Extended", d) Overwater operations are not conducted if ditching requirements are applicable, e) Airplane is not operated in known or forecast icing conditions, and f) Repairs are made within two flight days.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-31-3	EICAS Landing Gear Indications	A	3	0	(M) (O) May be inoperative provided: 1) Landing Gear is pinned in the Extended Position, 2) Landing Gear Handle remains in the Down (DN) Position, 3) Flight is conducted IAW AFM Limitations, Performance, and Procedures for "Operation With Landing Gear Extended," 4) Overwater operations are not conducted if ditching requirements are applicable, 5) Airplane is not operated in known or forecast icing conditions, and 6) Repairs are made within two flight days.	
32-31-4	Explosive Bolts	A	2	0	(M) (O) May be activated, missing or inoperative provided: a) Emergency Extension Handle (EMERG LDG) is reset to Normal Position, b) Explosive Bolts are removed from the Main Landing Gear Door Mechanism, c) Flight is conducted IAW AFM Limitations, Performance, and Procedures for "Dispatch with Landing Gear Doors Open, After Explosive Bolt Activation", and d) Repairs are made within one flight day.	
32-42-1	EICAS Parking Brake Indication System	C	1	0	(M) (O) May be inoperative provided: a) The electrical connector is disconnected, b) Before departure, Parking Brake Valve is verified to operate normally, and c) Airplane remains chocked when parked, unless qualified Flight Crew or Maintenance Personnel are stationed in the cockpit with brakes applied.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-43-1	Anti-Skid System (Includes Annunciator Lights)					
	1) Dry Runways	C	1	0	(O) May be inoperative provided: a) Operations are conducted in accordance with the Procedures and Performance Data in Section 5-12 (Operation With Anti-Skid System Inoperative) of the AFM, b) If both outboard and inboard systems are inoperative, ANTI SKID Pb remains in the OFF position, and c) If both outboard and inboard systems are inoperative, BETA OVRD Pb is selected to ON after touchdown. NOTE 1: If only one system is inoperative, leaving ANTI SKID Pb ON will retain the anti-skid protection on two wheels. NOTE 2: With ANTI SKID Pb OFF, AFR (if installed) will be inoperative.	
	2) Wet Runways (No standing water present in area of takeoff ground roll, no snow, no icy runway conditions.)	C	1	0	(O) May be inoperative provided: a) Operations are limited to utilization of PFCO or grooved runways, b) Thrust Reversers Reverse Thrust Systems operate normally, c) Acceptable Performance Data from an Analysis of the Accelerate Stop Capability on Wet Runway Surfaces is developed and used, d) The cross wind component for both departure and arrival runways is forecast to be 15 knots or less,	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
32-43-1	Anti-Skid System (Includes Annunciator Lights) (Cont'd)					
	2) Wet Runways (No standing water present in area of takeoff ground roll, no snow, no icy runway conditions.) (Cont'd)	C	1	0	e) Acceptable Performance Data Report is referenced in the Operator's Minimum Equipment List (MEL) by Report Name, Number, Revision Number, and Acceptance Date, f) Performance Data Report assumes that reverse thrust action is terminated at 60 knots, and g) Wet runway landing operations are conducted in accordance with available landing performance data in the AFM, h) If both outboard and inboard systems are inoperative, ANTI SKID Pb remains in the OFF position, and i) If both outboard and inboard systems are inoperative, BETA OVRD Pb is selected to ON after touchdown. NOTE 1: If only one system is inoperative, leaving ANTI SKID Pb ON will retain the anti-skid protection on two wheels. NOTE 2: With ANTI SKID Pb OFF, AFR (if installed) will be inoperative.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-10-1	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 flight crewmembers eyes, and c) Lighting configuration and intensity are acceptable to the flight crew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
33-20-1	Cabin Interior Illumination System	C	-	-	Individual Lights may be inoperative provided: a) Lighting is sufficient for Cabin Crew to perform their duties, and b) Lighting configuration and intensity are acceptable to the Crewmembers.	
33-22-1	Lighted Passenger Information Signs (No Smoking, Fasten Seat Belts, Return to Seat Signs)	C	-	-	(M) May be inoperative provided: a) Passenger Seat(s) and/or Lavatory from which Lighted Passenger Information Signs are not readily legible are not occupied, and b) Affected Passenger Seat(s) and/or Lavatory are blocked and placarded "DO NOT OCCUPY". NOTE: These conditions are not intended to prohibit Lavatory use or inspection by Crewmembers.	
		C	-	-	(O) May be inoperative and affected Passengers Seat(s) and/or Lavatory used, provided: a) PA System operates normally, and b) PA System is used to notify Passengers and Cabin Crew when Lighted Passenger Information signs are Switched ON.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-31-1	Cargo Compartment Lights	C	-	0	May be inoperative provided alternate lighting is available and sufficient for Crewmembers and / or Ground Personnel to perform their duties.	
33-41-1	Taxi Light	C	1	0	May be inoperative for Night Operations provided both Landing Lights operate normally.	
		C	1	0	May be inoperative for operations between sunrise and sunset.	
33-41-2	Landing Lights	C	2	1	One May be inoperative for Night Operations provided Taxi Light operates normally.	
		C	2	0	May be inoperative for operations between sunrise and sunset.	
33-42-1	Navigation Light System					
	1) Bulbs	C	8	4	One Bulb at each position may be inoperative.	
		C	8	0	May be inoperative for operations between sunrise and sunset.	
33-43-1	Wing Tip Strobe Lights					
	1) Normal (ON) Mode	C	1	0		
	2) Beacon (B/M) Mode	C	1	0	May be inoperative provided High Mode (BCN HI) of Anti-Collision Beacon System (vertical stabilizer and belly mounted strobes) operates normally.	
33-43-2	Anti-Collision Beacon System (BCN)					
	1) Low Intensity (LO) Mode	C	1	0	May be inoperative provided alternate procedures are established and used.	
	2) Beacon (BCN HI) Mode	C	1	0	May be inoperative provided Wing Tip Strobe Lights operate normally in the Beacon (B/M) Mode.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-44-1	Wing Inspection Lights (Wing Icing Detection Lights))	C	2	0	(O) May be inoperative provided: a) Aircraft is not operated at night in known or forecast icing conditions, and b) Ground De-Icing Procedures do not require their use.	
33-44-2	Ice Indicator Light	C	1	0	(O) May be inoperative provided Alternate Icing Recognition Procedures are established and used.	
33-45-1 ***	Logo Lights	D	2	0		
33-46-1	Stair Light System	C	1	0	May be inoperative provided Acceptable Alternate Lighting is used to Board and/or Deplane Passengers.	
33-51-1	Cockpit Emergency Instrument Lighting System				Deleted, Revision 1.	
33-51-2 ***	General Illumination Passenger Cabin Lights (Cove Mounted)				Deleted, Revision 1.	
33-51-3	Emergency Exit Sign				Deleted, Revision 1.	
33-51-4	Emergency Exit Locator Sign				Deleted, Revision 1.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
33-51-5	Floor Proximity Escape Path Marking System	C	1	-	Individual Lights may be inoperative provided FAA approved minimum acceptable Lighting Levels specified in one of the following documents are complied with: a) FAA Engineering Approval Letter, or b) FAA Approved report of the Type Design Certificate Holder, or c) Limitations and Conditions Section of the applicable Supplemental Type Certificate (STC), or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.	
33-51-6	Exterior Emergency Lights				Deleted, Revision 2.	
33-51-7	Flight Attendant Panel EMER LIGHT Pb Indication Light (ARM/ON)	B	1	0	(M) May be inoperative provided the FA Panel EMER LIGHT Pb is verified to operate the Emergency Light System.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-11-1	Decision Height Alert Annunciators	C	2	0	May be inoperative provided approach Procedures and/or Minimums do not require their use. NOTE: DH Alert is required for CAT II or CAT III Approach Procedures and/or Minimums.	
34-13-1	Standby Pitot Static System	B	1	0	May be inoperative for VMC operations between sunrise and sunset provided airplane is not operated in over-the-top conditions.	
34-13-2	Standby Airspeed Indicator	B	1	0	May be inoperative for VMC operations between sunrise and sunset provided airplane is not operated in over-the-top conditions.	
34-13-3	Standby Altimeter	B	1	0	May be inoperative for VMC operations between sunrise and sunset provided airplane is not operated in over-the-top conditions.	
34-23-1	Flight Directors	C	2	0	May be inoperative provided Approach Procedures and/or Minimums do not require their use. NOTE: Flight Director is required for CAT II or CAT III Approach Procedures and/or Minimums.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-25-1	Standby Compass	B	1	0	May be inoperative provided any combination of three (3) Gyro or INS/IRU Stabilized Compass Systems operate normally.	
		B	1	0	May be inoperative provided: a) Any Combination of two (2) Gyro or INS/IRU Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and is under Positive Radar Control by ATC during 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 (2) Stabilized Directional Gyro Systems are installed, operate normally, and are used in conjunction with Approved Free Gyro Navigation Techniques.	
34-26-1	Standby Attitude Indicator	C	1	0	May be inoperative provided not required by CFR.	
		B	1	0	May be inoperative for VMC operations between sunrise and sunset provided airplane is not operated in over-the-top conditions.	
34-31-1	VHF Navigation Receivers (VOR/ILS)	C	-	-	(M) Except for VHF NAV 1, any in excess of those required by CFR may be inoperative provided: a) VHF Navigation Receiver is not Powered by an Emergency Bus, and b) Inoperative VHF Navigation Receiver(s) is deactivated. NOTE: VHF NAV 1 is Powered by the Emergency Avionic Bus, and does not qualify for deferral.	
34-31-4	Marker Beacon Systems	C	2	0	May be inoperative for provided Approach Procedures and/or Minimums do not require their use.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-41-1	Radio Altimeters	C	2	1	(M) One may be inoperative provided: <ul style="list-style-type: none"> a) Approach Procedures and/or Minimums do not require its use, b) EFIS RA Switch (EFIS SOURCE PANEL) is set to BOTH ON 1 or BOTH ON 2, to select the operating Radio Altimeter, and c) Circuit Breaker for affected Radio Altimeter is pulled and collared. NOTE: CAT III Approach Procedures and/or Minimums require both Radio Altimeters to operate normally.	
		A	2	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Circuit Breakers for Radio Altimeters are pulled and collared, b) GPWS/TAWS is considered inoperative, and applicable MMEL Dispatch provisions are applied, c) TCAS is considered inoperative, and applicable MMEL Dispatch provisions applied, d) Approach Procedures and/or Minimums, and/or Operating Procedures do not require its use, and e) Repairs are made within two flight days. NOTE: With both Radio Altimeters inoperative, the CONFIG GEAR Warning will activate in flight with Landing Gear retracted, if both Power Levers are retarded below 43% Total Power, regardless of altitude. Activation of CONFIG GEAR Warning can be avoided by extending Landing Gear during approach, before power is retarded below 43% Total Power.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-41-2	Altitude Alerting System	A	-	0	(O) Except where enroute operations require its use, may be inoperative provided: a) Autopilot with altitude hold is operative, and altitude capture operates normally. b) Enroute operations, ie RVSM do not require its use. c) Airplanes does not depart from a designated airport (as listed in the operators MEL) where repair or replacement can be made, and d) Repairs are made within three flight days.	
	1) Aural Alert	C	1	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
	2) Visual Alert	C	1	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-42-1	Weather Radar System (Not Part of a Predictive Windshear Detection and Avoidance System)	C	1	0	As required by CFR.	
	1) Stabilization Function	C	1	0	(M) May be inoperative provided: a) Tilt Control operates normally, and b) Antennae is verified to scan in horizontal plane with Tilt set at Zero (0) degrees.	
***	2) Override (WXR OVRD) Function	C	-	0	(M) (O) May be inoperative, and Radar used, provided: a) Normal (NORM) Mode operates normally, b) Radar Weight-On-Wheels Protection System is verified to operate normally, c) Weather Radar is verified to operate normally, and d) Alternate Crew Operating Procedures for Activating and Deactivating Radar are established and used.	
		D	-	0	May be inoperative provided not required by CFR.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-43-1	Terrain Awareness and Warning System (GPWS) Class A Equipment					
	1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two 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 two flight days.	
	b) Test Mode	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.	
	c) Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	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 callouts not required by CFR, and b) Alternate procedures are established and used.	
	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			

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-45-1	Traffic Alert and Collision Avoidance System (TCAS II)	B	2	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute and/or Approach Procedures do not require its use.	
		C	2	0	(M) May be inoperative provided: a) CFR do not require its use, b) System is deactivated and secured, and c) Enroute and/or Approach Procedures do not require its use.	
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display Systems	C	2	1	May be inoperative on non-flying Pilot's side, provided: a) TA and RA Visual Display operates normally on Flying Pilot's side, and b) TA and RA Audio Functions operate normally on Flying Pilot's Side.	
	2) Resolution Advisory (RA) Display Systems	C	2	1	May be inoperative on non-flying Pilot's side.	
		C	2	0	(O) May be inoperative provided: a) Traffic Alert (TA) Visual Displays and Audio Functions operate normally, b) TA ONLY Mode is selected by the Flight Crew, and c) Enroute and/or Approach Procedures do not require its use.	
	3) Traffic Alert (TA) Display Systems	C	2	0	(O) May be inoperative provided: a) Resolution Advisory (RA) Visual Displays and Audio Functions operate normally, and b) Enroute and/or Approach Procedures do not require its use.	
4) Audio Functions	B	1	0	May be inoperative provided Enroute and/or Approach Procedures do not require use of TCAS.		
5) Airspace Selection Function	C	2	0			

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-51-1	Automatic Direction Finding (ADF) System(s)	C	-	-	Any in excess of those required by CFR may be inoperative.	
34-52-1	Distance Measuring Equipment (DME) System(s)	D	-	-	Any in excess of those required by CFR may be inoperative.	
34-53-1	ATC Transponders and Automatic Altitude Reporting Systems	B	2	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. NOTE: TCAS requires one normally-operating Mode S Transponder.	
		D	-	-	Any in excess of those required by CFR may be inoperative. NOTE: TCAS requires one normally-operating Mode S Transponder.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 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.	
	2) ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	(O) May be inoperative provided alternate procedures are provided and used. NOTE: Any ADS-B Out function that operates normally may be used.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-60-1	Flight Management System(s) (FMS)	C	-	0	May be inoperative provided: a) Alternate Enroute and Terminal Navigation Procedures are established and used, b) RADIO CTL FMS Switch (EFIS SOURCE PANEL) is set to OFF, and c) IRS is not installed or IRS is installed together with an RTU that provides IRS initialization functions.	
		D	-	0	May be inoperative provided: a) Procedures do not require its use, b) RADIO CTL FMS Switch (EFIS SOURCE PANEL) is set to OFF, and c) IRS is not installed or IRS is installed together with an RTU that provides IRS initialization functions.	
	1) Navigation Database(s)	C	1	0	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
35-12-1	EICAS OXY PRESS F DECK Indication	C	1	0	(O) May be inoperative provided procedures are established and used before departure, to assure Flight Deck Oxygen supply is adequate for proposed flight.	
35-21-1	Passenger Oxygen System	B	1	0	(O) May be inoperative provided: a) Flight is not conducted where Minimum Enroute Altitude (MEA) is above 14,000 feet MSL, b) Both Air Conditioning Packs operate normally, c) All other components of the Pressurization System operate normally, d) Portable oxygen units are provided for 10% of passengers, e) Passengers are appropriately briefed, and f) Flight remains at or below FL 250.	
		C	1	0	(O) May be inoperative provided flight remains below 10,000 MSL.	
	1) Passenger Service Units (PSU's)	C	-	-	(M) (O) May be inoperative without Flight altitude restriction provided: a) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY", and b) Units operate normally for all serviceable Lavatories and Flight Attendant Stations.	

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
35-21-1	Passenger Oxygen System (Cont'd)					
	2) Automatic Deployment (Drop Out) System	B	1	0	(O) May be inoperative provided: a) Flight is not conducted where Minimum Enroute Altitude (MEA) is above 14,000 feet MSL, b) Both Air Conditioning Packs operate normally, c) All other components of the Pressurization System operate normally, d) Portable oxygen units are provided for 10% of passengers, e) Passengers are appropriately briefed, and f) Flight remains at or below FL 250.	
		C	1	0	(O) May be inoperative provided flight remains below 10,000 MSL.	
35-30-1 ***	Portable Oxygen Units and Smoke Mask				Relief incorporated into Item 35-31-2, Protective Breathing Equipment (PBE), Revision 1.	
35-31-1	Portable Passenger Oxygen Bottle(s) and Mask(s)	C	-	-	(M) Any in excess of those required by CFR may be unserviceable or removed provided: a) Required distribution of serviceable Bottles is maintained throughout the aircraft, b) Bottles not properly serviced are replaced, serviced, or removed at the next available Maintenance Facility, and c) Placarding indicating location of unserviceable or missing Bottle(s) is removed or obscured.	
35-31-2	Protective Breathing Equipment (PBE)	D	-	-	(M) Any in excess of those required by CFR may be inoperative or removed provided location placarding is removed or obscured.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-11-1	HP Bleed Air Valves (L/R HP)	C	2	1	(M) One may be inoperative provided: a) Inoperative HP Bleed Valve is secured closed, and verified to be in the CLOSED Position b) Affected side's HP Pb remains in the OFF Position, and c) All remaining Components and Indications associated with the Bleed Air System operate normally.	
		C	2	0	(M) Both may be inoperative provided: a) Both HP Bleed Air Valves are secured closed, and verified to be in the CLOSED Position, b) L and R HP Pb's remain in the OFF Position, c) All remaining Components and Indications associated with the Bleed Air System operate normally, d) APU BLD Pb remains in the ON Position throughout the flight, and e) Flight remains at or below FL 250.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-11-2	Engine Bleed Air Valves (Pressure Regulator and Shutoff Valves) (L/R BLD)					
	1) Left Engine Bleed Air Valve	C	1	0	(M) May be inoperative provided: a) Left Engine Bleed Air Valve is secured closed and verified to be in the CLOSED Position, b) L BLD Pb remains in the OFF Position, c) All remaining Components and Indications associated with Bleed Air System operate normally, d) APU BLD Pb remains in the ON Position throughout the flight, e) XVLV Pb remains in the ON Position throughout the flight, and f) Flight remains at or below FL 250.	
	2) Right Engine Bleed Air Valve	C	1	0	(M) May be inoperative provided: a) Right Engine Bleed Air Valve is secured closed and verified to be in the CLOSED Position, b) R BLD Pb remains in the OFF Position, c) All remaining Components and Indications associated with Bleed Air System operate normally, d) APU BLD Pb remains in the ON Position throughout the flight, and e) Flight remains at or below FL 250.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-11-4	Pneumatic Crossover Valve	B	1	0	(M) (O) May be inoperative provided: a) Pneumatic Crossover Valve is secured open and verified to be in the OPEN Position, b) XVLV Pb remains in the OPEN Position, c) L and R BLD Pb's remain in the OFF Position, d) L and R Engine Bleed Valves are verified to be Closed on the EICAS SED Page, e) APU BLD Pb remains in the ON Position throughout the flight, f) Alternate procedures are established and used to address loss of APU Bleed utilizing one Engine Bleed and one Air Conditioning Pack, and g) Flight remains at or below FL 250.	
36-13-1 ***	Ground Air Supply Connection System	C	-	0	(M) (O) May be inoperative provided alternate procedures for Engine Starting are established and used.	
	1) Ground Air Supply Connection Duct Check Valves	C	-	0	(M) (O) May be inoperative provided: a) Ground Air Supply Connection Duct is sealed closed with an Acceptable Plug, b) Ground Air Supply System is considered inoperative, and c) Both Check Valves in APU Pneumatic Supply Duct are verified to operate normally.	
36-13-2 ***	Ground Air Supply Connection Check Valves				Incorporated into Item 36-13-1-1, Revision 2.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-21-1	HP Bleed Air Valve FAULT Lights (L/R HP Pb)	C	2	1	(M) One may be inoperative provided: a) Affected HP Bleed Air Valve is considered inoperative, b) Associated HP Bleed Air Valve is secured closed, and verified to be in the CLOSED Position, c) Affected side's HP Pb remains in the OFF Position, and d) All remaining Components and Indications associated with the Bleed Air System operate normally. NOTE: May be inoperative for an inoperative HP Bleed Air Valve.	
		C	2	0	(M) May be inoperative provided: a) Both HP Bleed Air Valves are considered inoperative, b) Both HP Bleed Air Valves are secured closed, and verified to be in the CLOSED Position, c) L and R HP Pb's remain in the OFF Position, d) All remaining Components and Indications associated with the Bleed Air System operate normally, e) APU BLD Pb remains in the ON Position throughout the flight, and f) Flight remains at or below FL 250. NOTE: May be inoperative for an inoperative HP Bleed Air Valve.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-21-2	Engine Bleed Air Valve FAULT Lights (L/R BLD Pb)					
	1) Left Engine Bleed Air Valve FAULT Light	C	1	0	(M) May be inoperative provided: a) Left Engine Bleed Air Valve is considered inoperative, b) Left Engine Bleed Air Valve is secured closed, and verified to be in the CLOSED Position, c) L BLD Pb remains in the OFF Position, d) All remaining Components and Indications associated with the Bleed Air System operate normally. e) APU BLD Pb remains in the ON Position throughout the flight, f) XVLV Pb remains in the ON Position throughout the flight, and g) Flight remains at or below FL 250. NOTE: May be inoperative for an inoperative Engine Bleed Air Valve	
	2) Right Engine Bleed Air Valve FAULT Light	C	1	0	(M) May be inoperative provided: a) Right Engine Bleed Air Valve is considered inoperative, b) Right Engine Bleed Air Valve is secured closed, and verified to be in the CLOSED Position, c) R BLD Pb remains in the OFF Position, d) All remaining Components and Indications associated with the Bleed Air System operate normally, e) APU BLD Pb remains in the ON Position throughout the flight, and f) Flight remains at or below FL 250. NOTE: May be inoperative for an inoperative Engine Bleed Air Valve.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
36-21-4	EICAS SED AIR Page Pneumatic Crossover Valve (XVLV) Position Indication	C	1	0	(M) May be inoperative provided: a) Pneumatic Crossover Valve is verified to operate normally, and b) All remaining Components and Indications associated with the Bleed Air System operate normally. NOTE: May be inoperative for an inoperative Crossover Valve.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
38-11-1 ***	Potable Water System	C	-	-	(M) Individual System Components may be inoperative provided: a) Affected System Components are deactivated or isolated, and b) Affected System Components are verified not to have leaks. NOTE: Any portion of systems which operate normally may be used.	
		C	-	-	(M) May be inoperative provided: a) Affected System is drained, and b) Procedures are established and used to ensure affected System is not serviced.	
38-31-1	Lavatory Waste System(s) (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual System Components may be inoperative provided: a) Affected System Components are deactivated or isolated, and b) Affected System Components are verified not to have leaks. NOTE: Any portion of systems which operate normally may be used.	
		C	-	-	(M) May be inoperative provided: a) Affected System Components are deactivated or isolated, b) Affected System Components are verified not to have leaks, and c) Lavatory Door is secured Closed and Placarded "INOPERATIVE – DO NOT USE".	

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46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
46-10-1 ***	Electronic Flight Bag Systems (EFB's)					
***	1) Class 3 EFB's	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
49-11-1	APU Air Intake Door Actuator	B	1	0	(M) May be inoperative provided: a) Intake Door Actuator is deactivated and door is secured in the Open position, and, b) Prior to entering known or forecast icing conditions, APU is started and remains on for the duration of flight in those conditions.	
49-60-1	APU EMERGENCY CONTROLS Panel in Left Wing Aft Fairing (APU STOP Switch and APU FIRE EXTINGUISHER Button)	C	1	0	(M) May be inoperative provided a person qualified to operate the APU remains in the cockpit to monitor APU operation during all ground APU use.	
49-70-1	EICAS APU TEMP Indication	C	1	0		
49-70-2	EICAS APU RPM Indication	C	1	0		
49-70-3	EICAS APU COWL OPEN Caution Indication	C	1	0	(M) (O) May be inoperative provided: a) Before first flight of the day, and following Maintenance action which accesses the APU, Qualified Maintenance Personnel verify APU Access Cowl is Closed and Locked, and b) Before departure, Access Cowl is visually verified to be Closed and Locked.	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
52-70-2	DOOR IND FAULT Indication	C	1	0	(M) (O) May be inoperative provided: a) Before each departure, MAIN DOOR, SERVICE DOOR, and CARGO DOOR indications on the EICAS ground status panel operate normally, b) Before each departure, qualified pilot or maintenance personnel visually verify affected door(s) are closed and locked, c) Before each departure, qualified pilot or maintenance personnel additionally verify that inward opening doors (cargo door and cockpit escape hatch) are closed and locked by pushing against them, and d) Before each departure, DOOR IND FAULT indication disappears when all doors are closed.	

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73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
73-30-1	EICAS FUEL FLOW Indications	B	2	1	(M) One may be inoperative provided: a) Affected Engine's EICAS PWR, ITT and NG Indications operate normally, b) Both EICAS FUEL QTY Indications operate normally, and c) Alternate Engine Performance and Fuel Consumption Monitoring Procedures are established and used.	
73-30-2	EICAS Fuel Used Indications	C	1	0	(O) May be inoperative provided Alternate Fuel Consumption Monitoring Procedures are established and used.	
73-30-3	EICAS L/R ENG FUEL TEMP LO Caution Indications	C	2	0	May be inoperative provided: a) Before departure, Fuel Temperature is verified to be within AFM Fuel System Operating Limits for the Fuel Type used, b) EICAS SED FUEL Page Fuel Temperature Indication(s) operates normally and is monitored throughout the flight, and c) Flight is not operated at altitudes where SAT is outside of AFM Fuel System Operating Limits for the Fuel Type used.	

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75. AIR

Sequence No.	Item	1	2	3	4	Change Bar
75-10-1	Engine Inlet Duct Anti-Ice Pressure Switches	C	2	0	May be inoperative provided: a) Affected ENG Pb on the ICE PROTECTION Panel remains in the OFF position, and b) Airplane is not operated in known or forecast icing conditions.	

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77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
77-40-1	Compressor Discharge Pressure Sensors	A	2	0	(M) May be inoperative provided: a) Alternate Engine Trend Monitoring Procedures are established and used, and b) Repairs are made within one flight day.	
77-40-2	Compressor Discharge Temperature Sensors	A	2	0	(M) May be inoperative provided: a) Alternate Engine Trend Monitoring Procedures are established and used, and b) Repairs are made within one flight day.	
77-40-3	Turbine Outlet Pressure Sensors	A	2	0	(M) May be inoperative provided: a) Alternate Engine Trend Monitoring Procedures are established and used, and b) Repairs are made within one flight day.	
77-40-4	Power Section Turbine Vibration Sensors	A	2	0	(M) May be inoperative provided: a) Alternate Engine Vibration Monitoring Procedures are established and used, and b) Repairs are made within one flight day.	
77-40-5	Compressor Vibration Sensors	A	2	0	(M) May be inoperative provided: a) Alternate Engine Vibration Monitoring Procedures are established and used, and b) Repairs are made within one flight day.	
77-40-6	Propeller Gearbox Vibration Sensors	A	2	0	(M) May be inoperative provided: a) Alternate Engine Vibration Monitoring Procedures are established and used, and b) Repairs are made within one flight day.	
77-45-1	Nacelle Interface Units				Deleted, Revision 1.	

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79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
79-25-2	L, R ENG CHIP Indication				Deleted, Revision 1.	
79-31-1	Engine Magnetic Indicating Plug Sensors				Deleted, Revision 1.	
79-31-2	Propeller Gearbox Magnetic Indicating Plug Sensors				Deleted, Revision 1.	
79-31-3	Propeller Gearbox Accessory Drive Magnetic Indicating Plug Sensors				Deleted, Revision 1.	
79-33-1	Engine Oil Level Sensors				Deleted, Revision 2.	
79-34-2	Engine Low Oil Pressure Switches				Deleted, Revision 1.	
79-34-4	Propeller Gearbox Low Oil Pressure Switches				Deleted, Revision 1.	