



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

Master Minimum Equipment List (MMEL)

Revision: Original
Date: 12/20/2016

Harbin Hafei Aviation Industry Co., Ltd. Y-12F

Don Thorstensen, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Kansas City Aircraft Evaluation Group (MKC-AEG)
Department of Transportation Building
901 Locust Street, Room 332
Kansas City, MO 64106

Telephone: (816) 329-3282
Fax: (816) 329-3241

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

I

TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
	Cover Page	--
--	Table of Contents	I
--	Log of Revisions	II
--	Control Page	III thru IV
--	Highlights of Change	V
--	Definitions	VI
--	Preamble	VII
--	Guidelines for (M) and (O) Procedures	VIII thru X
21	Air Conditioning	21-1
23	Communications	23-1 thru 6
24	Electrical Power	24-1
25	Equipment/Furnishings	25-1 thru 6
26	Fire Protection	26-1 thru 2
27	Flight Controls	27-1
28	Fuel	28-1
30	Ice and Rain Protection	30-1
31	Indicating/Recording Systems	31-1 thru 2
32	Landing Gear	32-1
33	Lights	33-1 thru 2
34	Navigation	34-1 thru 7
35	Oxygen	35-1
46	Information Systems	46-1 thru 2
72	Turbine/Turboprop Engine	72-1

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

II

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	12/20/2016	All Pages

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

III

CONTROL PAGE

SYSTEM	PAGE NO.	REV. NO.	CURRENT DATE
Cover Page	--	Original	12/20/2016
Table of Contents	I	Original	12/20/2016
Log of Revisions	II	Original	12/20/2016
Control Page	III	Original	12/20/2016
	IV	Original	12/20/2016
Highlights of Change	V	Original	12/20/2016
Definitions	VI	Original	12/20/2016
Preamble	VII	Original	12/20/2016
Guidelines for (M) and (O) Procedures	VIII	Original	12/20/2016
	IX	Original	12/20/2016
	X	Original	12/20/2016
21	21-1	Original	12/20/2016
23	23-1	Original	12/20/2016
	23-2	Original	12/20/2016
	23-3	Original	12/20/2016
	23-4	Original	12/20/2016
	23-5	Original	12/20/2016
	23-6	Original	12/20/2016
24	24-1	Original	12/20/2016
25	25-1	Original	12/20/2016
	25-2	Original	12/20/2016
	25-3	Original	12/20/2016
	25-4	Original	12/20/2016
	25-5	Original	12/20/2016
	25-6	Original	12/20/2016
26	26-1	Original	12/20/2016
	26-2	Original	12/20/2016
27	27-1	Original	12/20/2016
28	28-1	Original	12/20/2016
30	30-1	Original	12/20/2016
31	31-1	Original	12/20/2016
	31-2	Original	12/20/2016
32	32-1	Original	12/20/2016
33	33-1	Original	12/20/2016
	33-2	Original	12/20/2016
	33-3	Original	12/20/2016
34	34-1	Original	12/20/2016
	34-2	Original	12/20/2016
	34-3	Original	12/20/2016
	34-4	Original	12/20/2016
	34-5	Original	12/20/2016
	34-6	Original	12/20/2016
	34-7	Original	12/20/2016

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

IV

CONTROL PAGE

SYSTEM	PAGE NO.	REV. NO.	CURRENT DATE
35	35-1	Original	12/20/2016
46	46-1	Original	12/20/2016
	46-2	Original	12/20/2016
72	72-1	Original	12/20/2016

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

V

HIGHLIGHTS OF CHANGE

PAGE

EXPLANATION OF CHANGE

All Pages

Original

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO:

VI

DEFINITIONS

The required definitions listed are listed in Appendix B of MMEL Policy Letter 25. Additional definitions may be included in an operator's MEL as desired. A revision of PL-25 does not require a revision to the operator's MEL.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: Y-12F	REVISION NO. Original DATE: 12/20/2016	PAGE NO: VII
PREAMBLE		

The applicable preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE, or FAA MMEL Policy Letter PL-36, FAR PART 91 MEL APPROVAL.

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO:

VIII

GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

SEQUENCE NO.	PROCEDURE
21-00-01	(O) Operations procedure to ensure the bleed air shutoff valves are in the off position.
21-21-01	(M) Maintenance procedure to ensure axial fan is deactivated.
21-40-01	(O) Operations procedure to ensure bleed air switches are in the off position.
	(M) Maintenance procedure to ensure that the bleed air shutoff valves are closed.
21-60-02	(M) Maintenance procedure to verify that the bleed air shutoff valves are closed.
23-10-01	(O) Operations procedure to ensure SATVOICE operates normally, SATVOICE coverage is available over the intended route of flight, ICAO flight plan is updated to notify ATC of equipment status, and alternate procedures are established and used.
23-20-01	(O) Operations procedure to ensure alternate procedures are established and used.
23-20-02-02	(M) Maintenance procedure to ensure that the system is deactivated and repairs are made in 90 days.
23-40-01-01	(O) Operations procedure to ensure alternate, normal, and emergency procedures and restrictions are used.
25-10-01-01; -02; -04; -05	(M) Maintenance procedure to ensure seat is secured in a position acceptable to the crewmember.
25-10-01-03	(M) Maintenance procedure to ensure armrest is in the fully retracted position or removed.
25-20-01-01	(M) Maintenance procedure to ensure seat is secured in the upright position.
25-20-01-02	(O) Operations procedure to ensure baggage is not stowed under seat with inoperative restraining bar, seat is properly placarded, and cabin crew is alerted.
25-60-01	(O) Operations procedure to ensure FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit and repairs are made within one flight.

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO:

IX

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
25-71-01	(M) Maintenance procedure to ensure compartment is secured closed, not used for storage, and is properly placarded.
	(O) Operations procedure to alert passengers of inoperative bins or compartments.
	(M) Maintenance procedure to ensure compartment is secured closed, not used for storage, and is properly placarded.
26-11-01	(O) Operations procedure to ensure rear baggage remains empty or contains only authorized equipment.
26-11-02-01	(O) Operations procedure to ensure lavatory is used only by crewmembers.
	(M) Maintenance procedure to ensure lavatory waste receptacle is empty and door is locked closed and properly placarded.
28-22-01	(O) Operations procedure to ensure flights are conducted below 10,000 feet MSL and Jet B or Avgas is not used.
	(M) Maintenance procedure to ensure that one fuel boost in each tank is operative and repairs are made within 1 calendar-day.
32-41-01	(M) Operations procedure to ensure that AFM performance is used.
32-52-01	(O) Operations procedure to ensure that pilots use differential braking for steering.
33-20-01	(O) Operations procedure to ensure alternate procedures are used to notify cabin occupants.
34-44-01	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-01-01	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-01-04	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-01-05	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-02	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-05	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-05-01	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-05-04	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-05-05	(O) Operations procedure to ensure alternate procedures are established and used.
34-44-09	(O) Operations procedure to ensure alternate procedures are established and used.

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO:

X

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-45-01	(M) Maintenance procedure to ensure system is deactivated and procedures do not require its use.
	(M) Maintenance procedure to ensure system is deactivated, procedures do not require its use, and it is not required by 14 CFR.
34-45-01-02	(O) Operations procedure to ensure that TA visual and audio functions are operative, TA mode is selected, and procedures do not require its use.
34-45-01-03	(O) Operations procedure to ensure that RA visual and audio functions are operative and procedures do not require its use.
34-52-01-02	(O) Operations procedure to ensure alternate procedures are established and used.
34-61-01-01	(O) Operations procedure to ensure current aeronautical charts are used, status and suitability of navigation facilities to be used are verified, and approach navigation radios are manually tuned and identified.
46-10-01-01	(O) Operations procedure to ensure alternate procedures are established and used.
46-10-01-02	(O) Operations procedure to ensure alternate procedures are established and used.
46-10-01-03	(O) Operations procedure to ensure alternate procedures are established and used.
46-10-01-04	(O) Operations procedure to ensure alternate procedures are established and used.
	(M) Maintenance procedure to ensure that hardware is secured or removed.
46-10-01-05	(M) Maintenance procedure to ensure that hardware is secured or removed.
46-20-01	(O) Operations procedure to ensure alternate procedures are established and used.
52-10-01	(O) Operations procedure to confirm door is latched prior to engine start and FASTEN SEAT BELT sign remains on during the entire flight.
71-20-01	(O) Operations procedure to ensure that flight is not conducted in ice, rain, snow, or dust, operations are conducted on paved surfaces, and AFM takeoff power is available.
	(M) Maintenance procedure to ensure the No. 1 vane is secured in the full up position and bypass door is secured closed.
71-20-02	(M) Maintenance procedure to ensure the No. 1 vane is secured in the full down position and bypass door is secured open.

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

21-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
00-01 ***	Air Conditioning System	D	1	0	(O) May be inoperative provided: a) Bleed air shutoff valve switches are in the OFF position, and b) Bleed air shutoff valves are verified closed.	
20-01	Individual Cabin Air Vent Nozzles	C	-	0		
21-01	Flight Compartment Fan (Axial)	C	1	0	(M) May be inoperative provided: a) Axial fan switch is in the off position, and b) Axial fan is deactivated.	
40-01 ***	Heating System	D	1	0	(M) May be inoperative provided: a) Bleed air shutoff valve switches are in the OFF position, and b) Bleed air shutoff valves are verified closed.	
60-01 ***	Temperature Selector	D	1	0	May be inoperative provided the cabin temperature is acceptable for operation.	
60-02 ***	Temperature Adjustment Valve	D	1	0	(M) May be inoperative provided bleed air valves are verified closed.	

AIRCRAFT: Y-12F	REVISION NO. Original DATE: 12/20/2016	PAGE NO. 23-1
--------------------	---	------------------

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
10-01	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE System operates normally, b) SATVOICE services are available over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
12-01	VHF Communications System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by any Emergency Power Source and is not required for emergency procedures. NOTE: VHF 1 must be operative.	

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

23-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
20-02 ***	Emergency Locator Transmitter (ELT)					
-01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02	Fixed ELTs	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	-	0	Any in excess of those required by 14 CFR may be inoperative provided the system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
40-01	Passenger Address System (PA)					
-01	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA is not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
					NOTE: Any station function(s) that operate normally may be used.	
-02	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	
50-01	Cockpit Speakers	C	2	0	May be inoperative provided an operative headset is provided for each crewmember.	

AIRCRAFT: Y-12F	REVISION NO. Original DATE: 12/20/2016	PAGE NO. 23-3
--------------------	---	------------------

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY
		2. NUMBER INSTALLED
		3. NUMBER REQUIRED FOR DISPATCH
		4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
50-02	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
	HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
-02	Headset Earphones/Headphones	C	-	1	May be inoperative provided the associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
-03	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided the normal audio function of the headset is operative.	

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

23-4

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
50-03	Flight Deck Headsets/Headphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
	OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
-02	Headset Earphones/Headphones	C	-	1	May be inoperative provided the associated flight deck speaker operates normally.	
-03	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided the normal audio function of the headset is operative.	
55-01	Flight Deck Hand Microphones	C	-	0	May be inoperative provided the associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by regulation may be inoperative.	
60-01	Static Discharge Wicks	C	7	5	One on each wing may be damaged or missing.	

AIRCRAFT: Y-12F	REVISION NO. Original DATE: 12/20/2016	PAGE NO. 23-5
--------------------	---	------------------

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY
		2. NUMBER INSTALLED
		3. NUMBER REQUIRED FOR DISPATCH
		4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
65-01	Flight Data Recorder (FDR) System					
	HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
-01	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.	
-02	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
-03	FDR Recording Parameters not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

23-6

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
65-02	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	A	-	0	May be inoperative provided repairs are made in accordance with 14 CFR.	

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

24-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
22-01	AC Inverters (L or R Inverter Fail)	C	2	1	One may be inoperative for operations conducted between sunrise and sunset.	
	(L+R Inverter Fail)	B	2	0		

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

25-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Pilot's Seat					
-01	Fore and Aft Adjustment Mechanism	C	2	0	(M) May be inoperative provided it is fixed in a position acceptable to the crewmember.	
-02	Back Adjustment Mechanism	C	2	0	(M) May be inoperative provided it is fixed in a position acceptable to the crewmember.	
-03	Armrest	C	4	0	(M) May be inoperative provided it is in the fully retracted position or removed.	
-04	Height Adjustment Mechanism	C	2	0	(M) May be inoperative provided it is fixed in a position acceptable to the crewmember.	
-05	Headrest	C	2	0	(M) May be inoperative provided it is fixed in a position acceptable to the crewmember.	
10-02	Observer's Seat	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight days.	

(Continued)

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

25-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Observer's Seat (Cont'd)	A	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight days. <p>NOTE 1: These provisos are intended to provide for occupancy of the above seat by an inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be acceptable.</p> <p>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).</p>	

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

25-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Passenger Seat(s)	D	-	-	May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.	
-01	Recline Mechanism	D	-	-	(M) May be inoperative and the seat occupied provided the seat is secured in the upright position.	
		D	-	-	May be inoperative and the seat occupied provided the seat back is immovable in the full upright position.	
-02	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> 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. (Continued)	

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

25-4

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Passenger Seat(s) (Cont'd)					
-03	Armrest					
	Armrest with Recline Mechanism	D	-	-	May be inoperative or missing and the 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, the seat is secured in the upright position.	
	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and the 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.	
21-01	"FASTEN SEAT BELT" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
51-01	Aft Baggage Cargo Net	C	1	0	May be inoperative or missing provided the cargo compartment remains empty.	
60-01	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

25-5

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
61-01 ***	Flotation Devices (Life Jackets)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
71-01	Storage Bins, Cabin/Galley and Lavatory Storage Compartments, and 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 the affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for the 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.	
(Continued)						

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

25-6

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
70-01	Storage Bins, Cabin/Galley and Lavatory Storage Compartments, and Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, the affected door is removed, b) For retractable doors, the affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is not used for the 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 bins, compartments, or closets, and f) Passengers are briefed that the affected bin, compartment, or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

26-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
11-01 ***	Aft Baggage Compartment Smoke Detection Systems (CARGO SMOKE)	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or only contains fly away kits. NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
11-02	Lavatory Smoke Detection System (LAVATORY SMOKE)					
-01	Passenger Configuration	C	-	-	(M)(O) Lavatory Smoke Detection System may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
-02	Cargo Configuration	D	-	0	Any in excess of that required by 14 CFR may be inoperative.	

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

26-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Portable Fire Extinguisher(s)	D	-	2	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged INOPERATIVE, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

27-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Flap Position Indicator	B	1	0	May be inoperative provided the flap angle is visually checked.	

AIRCRAFT: Y-12F	REVISION NO. Original DATE: 12/20/2016	PAGE NO. 28-1
--------------------	---	------------------

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Fuel Boost Pump	A	4	2	(M)(O) May be inoperative provided: a) One fuel pump in each tank is operative, b) Flight is conducted below 10,000 feet (3,000 m) MSL, c) Jet B or Avgas is not used, and d) Repairs are made within 1 flight day	

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

30-1

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-03	Pitot Heat CAS (L, R, L+R Pitot Heat Fail)					
-01	System Required by Certification or Operating Rules	C	2	1	May be inoperative provided: a) All other elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions.	
-02	System not Required by Certification or Operating Rules	C	2	0	May be inoperative provided: a) All other elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions.	
40-01	Windshield Wipers	B	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
-01	Windshield Heat CAS (L or R WINDSHLD Heat Fail)	C	2	0	May be inoperative provided Windshield Heat is operative.	
60-01	Propeller Deicing	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

AIRCRAFT: Y-12F	REVISION NO. Original DATE: 12/20/2016	PAGE NO. 31-1
--------------------	---	------------------

MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar	
20-01	Clock	C	-	0	May be inoperative provided aircraft is operated VFR.		
30-01	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative. May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.		
	FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	C	-	-			
-01	FDR Recording Parameters Required by 14 CFR	A	-	-		Up to three parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
-02	FDR Recording Parameters not Required by 14 CFR	A	-	-		May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.	

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

31-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
30-02	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

32-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Brake Pressure Indicator	C	1	0	May be inoperative provided: a) Hydraulic System Pressure Indicator is operative, and b) Brake System operates normally.	
41-01 ***	Anti-Skid System (Includes Annunciator Lights)				(M) May be inoperative provided the system is deactivated.	
52-01	Nose Wheel Steering Anti-Shimmy System	B	1	0	(O) The steering function may be inoperative. Pilots must use differential braking for steering.	

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

33-1

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
10-01	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 it is provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciators/indications are excluded from this relief.	
10-02	Cockpit Ceiling Light	C	2	1		
10-03	Cockpit Reading Light	C	3	1		
10-04	Cockpit Portable Light	C	2	0	May be inoperative provided center console flood lighting is operative.	
10-05	Chart Lighting	C	2	0		
10-06	Center Console Flood Lighting	C	1	0	May be inoperative provided both cockpit portable lights are operative.	
10-07	Panel Edge Lighting	C	-	0	May be inoperative provided aircraft is not operated during nighttime.	
20-01	Passenger Lighted Information Sign (Seat Belt/No Smoking)	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
		D	1	0	May be inoperative for all-cargo operations only.	
20-02	Cabin Ceiling Lights	C	12	8	May be inoperative provided emergency evacuation lights remain operative.	

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

33-2

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
20-03	Lavatory Lighting	C	3	1		
20-04	Passenger Entry Lights	B	2	1		
20-05	Passenger Reading Lights	C	19	0		
30-01	Front Baggage Compartment Light	D	1	0		
30-02	Aft Baggage Compartment Light	D	1	0		
30-03	Aft Equipment Compartment	D	1	0		
30-04	Landing Gear Compartment Lights	D	3	0		
40-01	Position Lights	C	3	0	May be inoperative for operations conducted between sunrise and sunset.	
40-02	Landing Lights	C	2	1	One may be inoperative for operations conducted between sunrise and sunset.	
40-03	Taxi Lights	C	2	0	May be inoperative for operations conducted between sunrise and sunset.	
40-04	Wing Icing Detection Lights	C	2	0	May be inoperative provided: a) Ice detection system is operative, and b) Ground deicing procedures do not require their use.	

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

34-1

MMEL TABLE KEYSYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Navigation Equipment	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
12-01	Total Air Temperature	B	2	1	May be inoperative provided flight is conducted in VMC. NOTE: ADC A(B) Fail CAS message will be displayed.	
16-01	Radio Altimeter	A	1	0	May be inoperative provided: a) TAWS A is considered inoperative, b) TCAS II is considered inoperative, and c) Must be repaired within 2 flight days.	
16-02	Altitude Alerting System	C	-	0	May be inoperative provided it is not required by 14 CFR.	
21-01	Standby Attitude Indicator	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
31-01	VOR/Localizer System	D	2	1	May be inoperative provided: a) It is not required by regulation, and b) Operations do not require its use.	
		C	2	0	May be inoperative provided: a) It is not required by regulation, and b) Operations do not require its use.	
33-01	Glide Slope System	C	2	1	May be inoperative provided: a) It is not required by regulation, and b) Operations do not require its use.	

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

34-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
34-01	Marker Beacon Receiver	C	1	0	May be inoperative provided: a) It is not required by regulation, and b) Operations do not require its use.	
42-01	Weather Radar	C	1	0	May be inoperative provided it is not required by 14 CFR.	
44-01	Ground Proximity Warning System (GPWS) Class A TAWS Equipment Required	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-01	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
-03	Glideslope Deviation(s) (Mode 5)	C	-	1		
-04	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 are not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

34-3

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Ground Proximity Warning System (GPWS) (Cont'd)					
-05	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
44-02	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.	
44-03	Terrain Displays	C	-	1		
		B	-	0		
44-04 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

34-4

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
44-05	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
	Class B TAWS Equipment Required					
-01	Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
-03 ***	Modes 2, 4, and 5	C	3	0		
-04	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 are not required by 14 CFR, and b) Alternate procedures are established and used.	
-05 ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
44-06	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
44-07 ***	Terrain Displays	C	-	0		

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

34-5

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
44-08 ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
44-09 ***	TAWS/GPWS Class C TAWS Equipment	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any Mode that operates normally may be used.	
45-01	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) It is not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
-01	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
-02	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
(Continued)						

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

34-6

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
-03	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
-04	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require the use of TCAS.	
-05	Airspace Selection Function	C	1	0		
51-01	Distance Measuring Equipment (DME) Systems	C	1	0	May be inoperative provided operations do not require its use.	
52-01	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.	
		D	2	1	Any in excess of those required by 14 CFR may be inoperative.	
55-01	Automatic Direction Finding Equipment (ADF)	D	1	0	May be inoperative provided operations do not require its use.	
57-01	Global Positioning System					

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

34-7

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
60-01	Flight Management System					
-01	Navigation Databases	C	-	-	(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 the status and suitability of navigation facilities used to define the route of flight, and c) Approach navigation radios are manually tuned and identified.	

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

35-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
00-01 ***	Passenger Oxygen System	C	1	-	May be inoperative provided the flight is conducted below 10,000 feet MSL.	
-01 ***	Passenger Oxygen Mask Outlets	C	-	0	May be inoperative provided: a) Passengers do not occupy the seat(s) located at the inoperative outlet, and b) The seat is placarded "DO NOT OCCUPY".	

AIRCRAFT:

Y-12F

REVISION NO. Original

DATE: 12/20/2016

PAGE NO.

46-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
10-01 ***	Electronic Flight Bag Systems (EFBs)					
-01 ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
-02 ***	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.	
-03 ***	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.	
-04 ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The 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.	

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

46-2

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
20-01	APEX Electronic Terminal/Approach Charts	C	-	0	<p>NOTE: Single function installation on only one AIOB is not authorized for sole source of aeronautical information.</p> <p>(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form.</p> <p>NOTE: If the alternate source is electronic, dual redundancy is required for operation.</p>	
20-02	APEX Electronic Checklist	C	1	0	<p>May be inoperative provided an alternate copy of the checklist is available to the crew.</p>	

AIRCRAFT:

Y-12F

REVISION NO. Original
DATE: 12/20/2016

PAGE NO.

72-1

MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

72. TURBINE/TURBOPROP ENGINE

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Inertial Separator System	B	2	0	(M)(O) May be inoperative, provided: a) Affected No. 1 Vane is secured in the down position, b) Affected Bypass Door is secured in the open position, and c) AFM Takeoff and Maximum Continuous Power is available.	
20-02	Inertial Separator System	B	2	0	(M) May be inoperative, provided: a) Affected No. 1 Vane is secured in the up position, and b) Affected Bypass Door is secured in the closed position. NOTE 1: Flight during ice, rain, snow, and dust should be avoided. NOTE 2: Takeoffs and landings should be conducted on paved runways.	