

*Civil Aviation Authority*

**SUPPLEMENT TO  
FOKKER / CAA-NL APPROVED  
MASTER MINIMUM EQUIPMENT LIST  
FOR  
FOKKER 100 / FOKKER 70**

**REVISION 3**

**12 March 2004**

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# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### **FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

This Master Minimum Equipment List (MMEL) is issued by the Civil Aviation Authority at the above revision and is approved as the basis for the preparation and approval of individual operator's Minimum Equipment Lists (MELs) for aircraft of this Type.

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# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

**FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

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# **Civil Aviation Authority**

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

**FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

### REVISION RECORD

REVISION NO.	ISSUE DATE	INCORPORATED BY	DATE
Original	6 March 2000		
Revision 1	1 December 2000		
Revision 2	1 March 2001		
Revision 3	12 March 2004		

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

**FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

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# **Civil Aviation Authority**

## **MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT**

### **FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

### **TABLE OF CONTENTS**

	REVISION RECORD
	LIST OF EFFECTIVE PAGES
	INTRODUCTION
	PREAMBLE
	NOTES AND DEFINITIONS
	HIGHLIGHTS OF REVISION 3
21	AIR CONDITIONING
22	AUTO FLIGHT
23	COMMUNICATIONS
24	ELECTRICAL POWER
25	EQUIPMENT/FURNISHINGS
26	FIRE PROTECTION
27	FLIGHT CONTROLS
28	FUEL
29	HYDRAULICS
30	ICE AND RAIN PROTECTION
31	INDICATING / RECORDING
32	LANDING GEAR
33	LIGHTS
34	NAVIGATION
35	OXYGEN
52	DOORS
53	FUSELAGE
56	WINDOWS
73	ENGINE FUEL AND CONTROLS
74	IGNITION
77	ENGINE INDICATING
78	EXHAUST

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

**FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

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# **Civil Aviation Authority**

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### FOKKER 100 / FOKKER 70

REVISION 3  
12 March 2004

### LIST OF EFFECTIVE PAGES

	<u>Page</u>	<u>Revision</u>	<u>Date</u>
(i)	Approval Sheet	Revision 3	12 March 2004
(iii)	Revision Record	Revision 3	12 March 2004
(v)	Table of Contents	Revision 3	12 March 2004
(vii)	List of Effective Pages	Revision 3	12 March 2004
(viii)	List of Effective Pages (Cont..)	Revision 3	12 March 2004
(ix)	Introduction	Revision 3	12 March 2004
(xi)	Preamble	Revision 3	12 March 2004
(xii)	Preamble (Cont...)	Revision 3	12 March 2004
(xiii)	Notes and Definitions	Revision 3	12 March 2004
(xiv)	Notes and Definitions (Cont..)	Revision 3	12 March 2004
(xv)	Notes and Definitions (Cont..)	Revision 3	12 March 2004
(xvi)	Notes and Definitions (Cont..)	Revision 3	12 March 2004
(xvii)	Notes and Definitions (Cont..)	Revision 3	12 March 2004
(xix)	Highlights of Revision 3	Revision 3	12 March 2004
(xx)	Highlights of Revision 3 (Cont..)	Revision 3	12 March 2004
(xxi)	Highlights of Revision 3 (Cont..)	Revision 3	12 March 2004
(xxii)	Highlights of Revision 3 (Cont..)	Revision 3	12 March 2004
	S21-1	Revision 3	12 March 2004
	S22-1	Revision 3	12 March 2004
	S22-2	Revision 3	12 March 2004
	S22-3	Revision 3	12 March 2004
	S23-1	Revision 3	12 March 2004
	S23-2	Revision 3	12 March 2004
	S24-1	Revision 3	12 March 2004
	S24-2	Revision 3	12 March 2004
	S25-1	Revision 3	12 March 2004
	S25-2	Revision 3	12 March 2004
	S25-3	Revision 3	12 March 2004
	S25-4	Revision 3	12 March 2004
	S26-1	Revision 3	12 March 2004
	S26-2	Revision 3	12 March 2004
	S27-1	Revision 3	12 March 2004
	S27-2	Revision 3	12 March 2004
	S28-1	Revision 3	12 March 2004
	S29-1	Revision 3	12 March 2004
	S30-1	Revision 3	12 March 2004
	S30-2	Revision 3	12 March 2004
	S30-3	Revision 3	12 March 2004
	S31-1	Revision 3	12 March 2004
	S31-2	Revision 3	12 March 2004
	S32-1	Revision 3	12 March 2004
	S32-2	Revision 3	12 March 2004
	S33-1	Revision 3	12 March 2004
	S33-2	Revision 3	12 March 2004

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### **FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

S33-3

Revision 3

12 March 2004

# **Civil Aviation Authority**

## **MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT**

### **FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

#### **LIST OF EFFECTIVE PAGES (Cont..)**

<u>Page</u>	<u>Revision</u>	<u>Date</u>
S34-1	Revision 3	12 March 2004
S34-2	Revision 3	12 March 2004
S34-3	Revision 3	12 March 2004
S34-4	Revision 3	12 March 2004
S35-1	Revision 3	12 March 2004
S35-2	Revision 3	12 March 2004
S52-1	Revision 3	12 March 2004
S52-2	Revision 3	12 March 2004
S52-3	Revision 3	12 March 2004
S53-1	Revision 3	12 March 2004
S56-1	Revision 3	12 March 2004
S73-1	Revision 3	12 March 2004
S74-1	Revision 3	12 March 2004
S77-1	Revision 3	12 March 2004
S78-1	Revision 3	12 March 2004

# **Civil Aviation Authority**

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### FOKKER 100 / FOKKER 70

REVISION 3  
12 March 2004

## INTRODUCTION

### Guidance For Use Of This Supplement

1. The Supplement identifies only the differences from the CAA-NL approved Fokker MMEL for the F28 Mk 0070 / Mk 0100, as well as giving CAA Policy on some items. The information presented in the CAA-NL MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this Supplement. Any alleviations given in this Supplement supersede those given in the CAA-NL MMEL.
2. Item numbering in the Supplement aligns with the CAA-NL MMEL, where applicable.
3. The standard Preamble and Definitions appropriate to a CAA MMEL are included here. These should be applied, in conjunction with those in the CAA-NL MMEL, to any MEL generated by use of this supplement.
4. **This supplement identifies those items which are required to be modified from that defined in the CAA-NL MMEL or are introduced as additional alleviations. Where no item exists in this supplement, but an entry is stated in the CAA-NL MMEL, the CAA-NL MMEL is the acceptable entry.**

**NOTE 1 :** Some items are complete replacement entries whilst others modify only parts/sections of entries - in this latter case only the amended part/section is stated in this supplement.

**NOTE 2 :** The text presented in bold format within this document indicates:

- a) **additional or altered text introduced since the previous CAA MMEL Supplement for the Fokker 100 / Fokker 70, Revision 2, dated 1 March 2001, or**
  - b) **highlighted parts of the CAA MMEL entry which differ from the CAA-NL MMEL entry.**
5. This Supplement is based on the CAA-NL approved F28 Mk 0070 / Mk 0100 MMEL at issue **MAR 28/03**. Additional MMEL alleviations provided by later issues of the CAA-NL MMEL must not be used until the CAA Supplement has been updated to confirm that issue as the base document.

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

**FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

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# **Civil Aviation Authority**

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### FOKKER 100 / FOKKER 70

REVISION 3  
12 March 2004

#### PREAMBLE

1. The CAA approved Master Minimum Equipment List (MMEL) provides owners/operators of United Kingdom registered aircraft, of the relevant type, with the basis for the preparation of their individual Minimum Equipment List (MELs). In the case of holders of Air Operators Certificates the MEL will be included in that company's Operations Manual.
2. The approved MMEL represents a list of items of equipment which, under particular circumstances, can, to the satisfaction of the CAA, be unserviceable when the aircraft is despatched, while still retaining the required level of safety.
3. The CAA recognises that in some respects the standard and scale of equipment provided in the aircraft may exceed the minimum required to satisfy airworthiness or Air Navigation Legislation requirements. Where necessary to achieve a satisfactory level of safety with an inoperative item, appropriate limitations are imposed or the function transferred to another component.
4. The MMEL does not include items such as wings, engines and landing gear that are always required, nor is reference made to equipment such as passenger convenience and entertainment items which when inoperative obviously do not affect airworthiness. It is important to note therefore that **ANY ITEM WHICH IS RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND WHICH IS NOT INCLUDED IN THE MMEL IS ALWAYS REQUIRED TO BE OPERATIVE BEFORE A FLIGHT IS DESPATCHED.** This also applies to items required by Air Navigation Legislation. Additional Certification Requirements (as appropriate) which are not listed must be operative.
5. The MMEL may not waive a limitation or an emergency procedure which is given in the Flight Manual (FM) or override an Airworthiness Directive (AD) / Mandatory Inspection unless the FM/AD provides otherwise. Similarly any Additional Certification Requirements, or other special provisions, as appropriate which have been determined as necessary by the CAA shall not be waived unless otherwise agreed or varied by the CAA.
6. An Owner/Operator's MEL must receive CAA approval which thereby conveys the permission, required by the UK Air Navigation Order, to the Commander, for operation of the aircraft with specified items of equipment unserviceable.
7. The MEL may not be less restrictive than the MMEL, therefore the number of items required for despatch shall not be less than the corresponding number in column 4 of the MMEL and any associated conditions shall be at least as severe as those specified in column 5.
8. The MMEL does not anticipate the effects of combinations of apparently unrelated unserviceabilities or allow for situations where systems are made inoperative for special purposes such as demonstration, test or crew training. Other provisions may apply to positioning or ferrying flights but these may not necessarily be included in the MMEL.
9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible interrelated or additive effects and, if necessary, following consultation with appropriate engineering specialists.

# **Civil Aviation Authority**

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### FOKKER 100 / FOKKER 70

REVISION 3  
12 March 2004

#### **PREAMBLE (Cont...)**

10. It is not the purpose of the MMEL to allow defects of other than optional items to remain unrectified indefinitely. The operational flexibility provided under the MMEL policy is justified only within a framework of controlled and sound programmes of repairs, replacement and servicing. Defects should be rectified expeditiously thus retaining the intended overall level of safety and reducing the possibility of a subsequent failure necessitating the removal of the aircraft from service. Some particular items in the MMEL may be subject to a limitation of flight hours, number of flights or consecutive calendar days, and these must be transferred into the MEL.

A limit of 3 calendar days for the completion of repairs or replacements has been applied to some items. Other time limits for rectification, such as those specified by the ANO, may also be applied as appropriate. Operators with established routes shall specify in the MEL at which stations, in addition to the main maintenance base, repair facilities exist.

11. This MMEL is based upon UK legislation and some of the alleviations it provides may not therefore necessarily comply with foreign legislation.
12. Where entries specify the use of (O) and/or (M) procedures, the information contained in the procedures issued by Fokker in line with the CAA-NL MMEL have been taken as the minimum required.
13. **The CAA MMELs and Supplements are produced in conjunction with a base document, generally either the MMEL issued/approved by a Foreign Airworthiness Authority or the aircraft manufacturer at a specific quoted revision number and date. There may be occasions whereby the CAA MMEL or Supplement has not been updated to consider later revisions of the base document. This could lead to instances where there are alleviations in the base MMEL which have either been revised or deleted and are now more restrictive than the corresponding CAA MMEL or Supplement entry. Operators are invited to review all new base document MMEL revisions and where necessary advise the CAA MMEL section of any significantly more restrictive alleviations introduced by the revision. The CAA will then expedite review of these variations and, where required, issue amendments to the CAA MMEL or Supplement.**

**New or amended alleviations given in later issues of the base document shall not be used until the CAA MMEL or Supplement has been updated to confirm that issue of the base document is acceptable.**

# **Civil Aviation Authority**

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### FOKKER 100 / FOKKER 70

REVISION 3  
12 March 2004

### NOTES AND DEFINITIONS

1. In this list, the items of equipment are classified in systems according to the ATA 100 specification. Individual items within a given ATA classification are numbered sequentially.

2. "Item" (Column 1): The equipment, system, components or function as listed in Column 1.

“(If Installed)”: Indicates the listed item of equipment is not applicable to all models or configurations. It does not imply that the aircraft may be operated in accordance with this MMEL with the item removed.

NOTE 1: Items annotated in UPPER CASE letters indicate the precise flight deck legend used.

NOTE 2: A single computer may include several functions. The corresponding MMEL entry addresses either the computer, (if allowed totally inoperative), or individual functions. If several functions are inoperative reference must be made to each one - see Preamble items 8 and 9.

3. "Rectification Intervals" (Column 2) : Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators given in the "Rectification Interval" column (2) of the MMEL.

#### Category A

No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL.

Where a time period is specified it shall start at 00:01 on the calendar day following the day of discovery.

#### Category B

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery. For example, if it was recorded at 10 am on January 26<sup>th</sup>, the three day interval would begin at midnight on the 26<sup>th</sup> and end at midnight on the 29<sup>th</sup>.

#### Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it was recorded at 10 am on January 26<sup>th</sup>, the 10 day interval would begin at midnight on the 26<sup>th</sup> and end at midnight on February 5<sup>th</sup>.

#### Category D

Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.



# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### **FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

Note: The operator may permit, with Authority agreement, a one-off extension of the applicable rectification interval B, C or D for the same duration as that specified in the MMEL, in accordance with JAR MMEL/MEL.

# **Civil Aviation Authority**

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### FOKKER 100 / FOKKER 70

REVISION 3  
12 March 2004

#### NOTES AND DEFINITIONS (Cont...)

4. "Number Installed" (Column 3): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.

NOTE: The operator's MEL should list the number installed in a particular aircraft.

5. "Number Required for Despatch" (Column 4): The minimum number of the specified items required for operation provided the conditions defined in Column 5 are met.

6. "Remarks or Exceptions" (Column 5): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.

A note in column 5 indicates additional information and references for crew and/or maintenance personnel consideration; they are not part of the provisos.

Where references are stated in column 5 these are to identify certain inter-relationships between the subject item and other MMEL items, AFM material etc. These references are intended to assist, but not relieve, an operator of the responsibility for determining such inter-relationships as stated in the Preamble.

7. Dash (-): This symbol indicates a variable quantity when used in Columns 3 or 4.

NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 3 and 4.

8. Placarding: Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition. To the extent practicable, placards should be located adjacent to the control or indicator for the item affected such that it is clear to the operating crew that it or its associated system is inoperative.

NOTE: The practice of specifying which items must be placarded, by means of an asterisk (\*) has been discontinued within the CAA Supplement.

9. "Inoperative": A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).

# **Civil Aviation Authority**

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### FOKKER 100 / FOKKER 70

REVISION 3  
12 March 2004

#### NOTES AND DEFINITIONS (Cont...)

10. **"(O)":** The use of this symbol in Column 5 indicates that an appropriate operating procedure (or change to an existing procedure) must be established, published and utilised to maintain the required level of safety while operating under the terms of the (M)MEL.

Normally, these procedures are accomplished by the flight crew. However, other personnel may be qualified and authorised to perform certain functions.

11. **"(M)":** The use of this symbol in Column 5 indicates that an appropriate maintenance procedure must be established, published and utilised prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.

Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorised to perform certain functions.

NOTE: Where an item is annotated (O)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

12. **"As required by Air Navigation Legislation / Operating Requirements":** The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (JAR-OPS 1) in force during the flight.

**Operators should refer to the JAR-OPS 1 MEL Policy document (Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within JAR-OPS 1, subparts K and L (published in the JAA Administrative and Guidance, section four, Operations, part three).**

13. **"VMC" and "IMC":** The definitions of these terms are those used in Section 2 of the Air Navigation Order - Rules of the air.

14. **"Icing Conditions":** An atmospheric condition that may cause ice to form on the aircraft or in the engines.

15. **"Visible Moisture":** An atmospheric environment containing water in any form that can be seen in natural or artificial light, i.e. clouds, fog, rain, sleet, hail, snow.

16. **"Flight Hour":** The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.

NOTE: The definition differs from that given in the Air Navigation Order.

# **Civil Aviation Authority**

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### FOKKER 100 / FOKKER 70

REVISION 3  
12 March 2004

#### NOTES AND DEFINITIONS (Cont...)

17. "ETOPS": Refers to "extended range" operations which may be defined as "operation of a two-engined aeroplane over a route that contains a point farther than one hour flying time at the normal one-engined inoperative cruise speed (in still air) from an adequate airport".
18. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.
19. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the U.K. this is the Civil Aviation Authority.
20. "Deleted": When applied to an item number, indicates that the item was previously listed but is now required to be operative.
21. "Combustible (Material)": is defined as material which is capable of catching fire and burning.
- When an MMEL item specifies the condition that only non-combustible materials are to be carried, it is the operator's responsibility to determine that all material (including containers, packing material and pallets etc) in the associated compartments is of a non-combustible nature.
- If it cannot be determined whether any proposed cargo is non-combustible, it must not be loaded in compartments where non-combustible materials are prohibited.
22. "System": System means the group of directly related components which together perform a specified function, for example "RPM Indication System" would include the RPM Indicator, tachometer generator, circuit breaker and associated circuitry.
23. "Dispatch": The point at which an aircraft first moves under its own power for the purpose of commencing a flight.

NOTE The definition above is in accordance with that given in Article 129(2)(a) of the ANO and it is at the point of dispatch that the provisions of the MMEL cease to apply. They come into affect again when the aircraft next comes to rest at the end of its flight. In the case of a helicopter which comes to rest without stopping rotors, it is deemed to have ended its flight and the provisions of the MMEL then apply until it is next despatched.

# **Civil Aviation Authority**

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### FOKKER 100 / FOKKER 70

REVISION 3  
12 March 2004

#### NOTES AND DEFINITIONS (Cont...)

24. **Flight:** For the purpose of a MEL, a flight is the period of time between the moment when an aeroplane begins to move by its own means, for the purpose of preparing for take-off, until the moment the aeroplane comes to a complete stop on its parking area, after the subsequent landing (and no subsequent take-off).
25. **It is not reasonably practical to repair or replace before the commencement of flight / it is not reasonably practicable for repairs or replacements to be made:** These statements are intended to cover situations where there is a lack of a replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.
- Note:** The intention of either of these statements in an MMEL is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorised personnel on base to perform the task. The definition is not dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport, but the spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorised personnel on base, the defect must be rectified.
26. **The aircraft may depart on the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made / the aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made:** These statements are intended to allow the aircraft to be flown, using the most direct route, to the nearest maintenance base where arrangements for repairs or replacements can be made.
- Note:** Once the aircraft lands at the maintenance base, the aircraft shall not be dispatched until the defect has been rectified.
27. This CAA document is based on the CAA-NL MMEL, where modification status affects the eligibility of a number of entries. To ensure effectivity only applies to modified aircraft, applicable entries quote modification numbers in column 1.
28. Base documents used for the preparation of this MMEL are:
- (a) CAA-NL approved Fokker F28 Mk 0070 / Mk 0100 MMEL dated MAR 28/03.
  - (b) CAA MMEL Policy as at 12 March 2004.
  - (c) CAA MMEL Supplement for Fokker 100 / Fokker 70, Revision 2, dated 1 March 2001.
  - (d) JAR-OPS 1 MEL Policy Document (TGL 26) dated 1 June 2002.

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

**FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

- (e) **JAR-MMEL/MEL dated 1 May 2000.**

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# **Civil Aviation Authority**

## **MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT**

### **FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

### **HIGHLIGHTS OF REVISION 3**

<b>General</b>	These highlights reflect the changes introduced as a consequence of reviewing the CAA-NL approved MMEL for the F28 Mk 0070 / Mk 0100 at revisions OCT 16/02 and MAR 28/03. Temporary Revision Record deleted. All references to RLD have been changed to CAA-NL.	
<b>Introduction</b>	Items 1 and 3 deleted, and subsequent items renumbered. TR-20 incorporated in item 4. Source document amended.	
<b>Preamble</b>	Source document amended. TR-G4 incorporated as item 14. Item 12 deleted and subsequent items renumbered. Item 13 added.	
<b>Notes and Definitions</b>	TR-G4 incorporated in items 12 and 25. Item 18 deleted. New items 25 and 26 added in line with current CAA MMEL Policy, incorporating and amending TR-21. Subsequent items renumbered. Source documents updated.	
<b>ATA 21</b>	<b>AIR CONDITIONING</b>	
-26-9	“AVNCS COOL REDUCED” message on MFDS	Title amended in line with CAA-NL MMEL.
<b>ATA 22</b>	<b>AUTOFLIGHT</b>	
-21-0	FAC Functions	The CAA-NL MMEL at revision MAR 28/03 is now acceptable.
-41-1	AFCAS MAINT REQD Message on MFDS	Part (2) amended in line with CAA MMEL Policy.
<b>ATA 23</b>	<b>COMMUNICATIONS</b>	
-71-1	Cockpit Voice Recorder	TR-G4 incorporated.
<b>ATA 24</b>	<b>ELECTRICAL POWER</b>	
-26-2	Autoland Static Inverter	The CAA-NL MMEL at revision MAR 28/03 is now acceptable.

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

**FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004



# **Civil Aviation Authority**

## **MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT**

### **FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

#### **HIGHLIGHTS OF REVISION 3 (cont.)**

##### **ATA 25            EQUIPMENT / FURNISHINGS**

-21-2	Cabin Attendant Seat	Updated in line with current CAA MMEL Policy.
-63-1	Emergency Locator Transmitter	TR-G4 incorporated.
-64-2	Protective Breathing Equipment	Combined previous items 64-2 and 64-3 in line with current JAA policy.

##### **ATA 26            FIRE PROTECTION**

-13-3	Lavatory Smoke Detection System	Updated in line with current CAA MMEL Policy.
-24-1	Portable Fire Extinguishers	Reference to Airworthiness Notice 760 has been removed.
-24-2	Lavatory Fire Extinguishers	The rectification interval is now "C" in line with current CAA MMEL Policy.

##### **ATA 27            FLIGHT CONTROLS**

-45-1	Stabiliser Position Indicator	Rectification Interval corrected to "A" category.
-54-1	Alternate Flap Control System	Rectification Interval corrected to "A" category.

##### **ATA 28            FUEL**

-16-5	Auxiliary FUEL TRANSFER System	This item is not applicable.
-16-6	Auxiliary FUEL TRANSFER "FAULT" Indication	This item is not applicable.
-16-7	Auxiliary FUEL TRANSFER "MAN" Indication	This item is not applicable.
-45-2	"COLL TK 1/2 LO LVL" alert Message on MFDS	New item.

# **Civil Aviation Authority**

## **MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT**

### **FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

#### **HIGHLIGHTS OF REVISION 3 (cont.)**

##### **ATA 30 ICE AND RAIN PROTECTION**

- |       |   |  |
|-------|---|--|
| -11-1 | Wing Anti-Icing                         | Updated to reflect changes in CAA-NL MMEL.               |
| -11-2 | Wing Anti-Icing Fault Indication        | The CAA-NL MMEL at revision MAR 28/03 is now acceptable. |
| -11-3 | Wing Anti-Icing Low Capacity Indication | The CAA-NL MMEL at revision MAR 28/03 is now acceptable. |

##### **ATA 31 INDICATING / RECORDING**

- |       |                       |                     |
|-------|-----------------------|---------------------|
| -31-1 | Flight Data Recorder  | TR-G4 incorporated. |
| -31-2 | Quick Access Recorder | TR-G5 incorporated. |

##### **ATA 32 LANDING GEAR**

- |       |                     |  |
|-------|---------------------|--|
| -61-4 | MLG Downlock Switch | Rectification interval changed to "A" category with 2 flight days to align with CAA-NL MMEL. |
| -61-4 | NLG Downlock Switch | Rectification interval changed to "A" category with 2 flight days to align with CAA-NL MMEL. |

##### **ATA 33 LIGHTS**

- |       |                                |   |
|-------|--------------------------------|---|
| -20-1 | Passenger Compartment Lighting | TR-20 incorporated.                         |
| -24-1 | Passenger Notice System        | TR-17 incorporated.                         |
| -42-1 | Anti-Collision Lights          | Updated to reflect current CAA MMEL policy. |

##### **ATA 34 NAVIGATION**

- |       |                          |   |
|-------|--------------------------|---|
| -11-1 | Static Ports             | New entry. TR-19 incorporated.              |
| -24-1 | Standby Magnetic Compass | TR-18 incorporated.                         |
| -42-1 | Radio Altimeter          | Updated to reflect current CAA MMEL policy. |

# **Civil Aviation Authority**

## **MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT**

### **FOKKER 100 / FOKKER 70**

REVISION 3  
12 March 2004

#### **HIGHLIGHTS OF REVISION 3 (cont.)**

##### **ATA 34            NAVIGATION (cont.)**

- |       |             |   |
|-------|-------------|---|
| -43-1 | GPWS / TAWS | The CAA-NL MMEL at revision MAR 28/03 is now acceptable. Title amended to include TAWS. |
| -46-1 | ACAS II     | Amended to include TR-G4 and updated to reflect current CAA MMEL policy.                |

##### **ATA 52            DOORS**

- |       |   |   |
|-------|---|---|
| -11-1 | Airstair Passenger Door Safety Pin System | Rectification Interval corrected to "A" category.   |
| -51-1 | Reinforced Flight Deck Door               | Revised entry in line with current CAA MMEL Policy. Title revised and item moved from Additional Items. |
| -71-1 | Door lock Warning System                  | Updated in line with CAA-NL MMEL at revision MAR 28/03.   |
| -71-2 | Airstair Passenger Door Indication Lights | New entry.  |
| -00-1 | Emergency Exits                           | Amended to reflect current CAA MMEL Policy. Rectification Interval changed to "A" category.             |

##### **ATA 78            EXHAUST**

- |       |  |  |
|-------|--|--|
| -30-1 | Thrust Reversers                               | TR-20 incorporated.                                      |
| -33-1 | Thrust reverser Indication and Alerting System | The CAA-NL MMEL at revision MAR 28/03 is now acceptable. |

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3 DATE: 12 March 2004		PAGE: S21-1	
(1) System & Sequence Numbers Item	(2) Rectification Interval				
		(3) Number Installed			
		(4) Number required for despatch			
		(5) Remarks or Exceptions			
<b>21</b>	<b>AIR CONDITIONING</b>				
-26-9	“AVNCS COOL REDUCED” message on MFDS	C	-	-	(M) Operation with the AVNCS COOL REDUCED message on the MFDS is permitted <b>provided the dispatch conditions for items 21-26-1 and 21-26-2 are complied with.</b>
-33-1	Cabin Rate of Climb Indication	C	1	0	May be inoperative provided:  (a) Cabin altitude indication is operative, <b>and</b>  (b) <b>Both automatic pressure control systems operate normally.</b>
-33-2	Cabin Altitude Indication	C	1	0	<b>(O)</b> May be inoperative provided:  (a) Cabin differential pressure indication is operative, <b>and</b>  (b) <b>A chart is provided to convert cabin altitude to differential pressure.</b>
-33-3	Cabin Differential Pressure Indication	C	1	0	<b>(O)</b> May be inoperative provided:  (a) Cabin altitude indication is operative, and  (b) <b>A chart is provided to convert cabin altitude to differential pressure.</b>
-52-1	PACK FAULT/OFF Light (On overhead panel)	D	2	0	One or both may be inoperative <b>provided the associated warning is operative on the MFDS.</b>

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

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**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S22-1
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>22 AUTOFLIGHT</b>				
-10-0 FCC and FAC functions				
1) Autopilots	C	2	1	One may be inoperative provided approach minima do not depend on two autopilots.  <b>Note 1:</b> Landing weather minima may be affected - refer to the AFM.  <b>Note 2: The altitude hold function is required to be operative for RVSM operations.</b>
	B	2	0	May be inoperative provided approach minima do not depend on the use of the autopilot.  <b>Note 1:</b> Landing weather minima may be affected - refer to the AFM.  <b>Note 2:</b> Any mode that operates normally may be used.  <b>Note 3: The altitude hold function is required to be operative for RVSM operations.</b>
2) Auto Throttle Channels (ATS)	C	2	1	(O) One may be inoperative.
	C	2	0	(O) Both may be inoperative. Landing weather minima are affected - refer to the AFM.  <b>Note:</b> Steep approach and landing operations (if applicable) may be affected. Refer to the AFM appendix: STEEP APPROACH AND LANDING.
-10-1 FCC functions				
1) Altitude alerts	C	2	1	(O) <b>One may be inoperative.</b>  <b>Note: This system is required to be operative for RVSM operations.</b>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S22-2	
(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed	
				(4) Number required for despatch	
				(5) Remarks or Exceptions	
<b>22 AUTOFLIGHT (Cont.)</b>					
-10-4	Flight Mode Panel ALTITUDE Control Functions				
2)	Altitude hold function (push knob)	C	1	0	<p>May be inoperative provided the selected altitude display on each PFD follows rotation of the altitude control knob.</p> <p><b>Note: The altitude hold function is required to be operative for RVSM operations.</b></p>
-11-2	Control Wheel Autopilot Disconnects	C	2	1	<p>One may be inoperative provided:</p> <p>(a) The disconnect switches at the non-affected side are checked to be operative by cavalry charge audio,</p> <p>(b) The aircraft is flown from the non-affected side, <b>and</b></p> <p>(c) <b>The autopilot is not used below 1500ft AGL.</b></p>
		C	2	0	<p>Both may be inoperative provided:</p> <p>(a) The autopilot is not used, <b>and</b></p> <p>(b) <b>Approach minima do not require the use of the autopilot.</b></p>
-11-5	AUTOLAND Caution Lights and Resets	C	2	0	<p><b>(O) One or both may be inoperative provided approach minima are not dependent on their use. Refer to Flight Manual.</b></p>
-21-0	FAC Functions				<p><b>The CAA-NL MMEL at revision MAR 28/03 is now acceptable.</b></p>
-21-3	Yaw Rate Sensor Unit (If installed)	A	1	0	<p>May be inoperative <b>provided repairs or replacements are made within ten calendar days.</b></p> <p><b>Note:</b> Yaw damper may be affected.</p>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S22-3
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval
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(3) Number Installed
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(4) Number required for despatch
----------------------------------

(5) Remarks or Exceptions
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**22 AUTOFLIGHT (Cont.)**

-41-1 AFCAS MAINT REQD Message on MFDS (If installed)

1)	Mk0100 (Pre SB 22-37)	A	-	-	With this message on the MFDS the aircraft may continue the flights, for a maximum of 100 flight hours.
2)	Mk0100 (Post SB 22-37)	A	-	-	With this message on the MFDS the aircraft may continue
	Mk0070				the flight or series of flights <b>for the purpose of returning directly to a base where repairs or replacements can be made.</b>



# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

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**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S23-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed	
				(4) Number required for despatch	
				(5) Remarks or Exceptions	
<b>23 COMMUNICATIONS</b>					
-21-1	Selective Call System (SELCAL) (If installed)	D	-	0	<p><b>(O) May be inoperative provided:</b></p> <p>(a) Procedures do not require its use,</p> <p><b>OR</b></p> <p>(b) Flight crew monitor appropriate radio frequency.</p>
-33-1	Megaphone				<b>Refer to item 25-63-2.</b>
-41-1	Service Interphone	C	1	0	<p><b>(O) May be inoperative provided:</b></p> <p>(a) Procedures are not dependent on its use,</p> <p><b>OR</b></p> <p>(b) Alternate procedures are established and used.</p>
-41-2	Cabin Interphone System	C	1	0	<p><b>(O) As required by Air Navigation Legislation. May be inoperative provided:</b></p> <p>(a) The PA is operative, and</p> <p>(b) Alternate normal and emergency procedures are established and utilised.</p> <p><b>Note: Any station that operates normally may be used.</b></p>
-51-1	Audio Management Channels (Including Flight Interphone)	C	4	-	<b>One required for each crew member on flight deck duty.</b>
-51-2	Audio Control Panels	C	3	-	<b>One required for each crew member on flight deck duty.</b>
-51-3	Audio Jack Panels	C	3	-	<b>One required for each crew member on flight deck duty.</b>
-51-4	Flight Deck Speakers	C	2	0	<b>One or both may be inoperative provided procedures are not dependent on their use.</b>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S23-2
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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S23-3
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>23 COMMUNICATIONS (Cont.)</b>				
-51-5 Oxygen Mask Microphones	D	3	-	<b>One required for each crew member on flight deck duty.</b>
-51-6 Hand Held Microphones	C	2	0	<b>Any or all may be inoperative.</b>
-51-7 Headsets (boom type, including microphones)	D	3	-	<b>One headset (including boom microphone) must be operative for each required crew member on flight deck duty.</b>
-51-9 AUDIO Source Selections				<b>Any in excess of those required by legislation may be inoperative.</b>
-51-9 AUDIO Source Selections				<b>Refer to item 23-51-1.</b>
-71-1 Cockpit Voice Recorder (CVR)	-	-	-	<b>As required by Operating Requirements.</b>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3			PAGE:
		DATE: 12 March 2004			S24-1
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number Installed			
		(4) Number required for despatch			
		(5) Remarks or Exceptions			
<b>24</b>	<b>ELECTRICAL POWER</b>				
-21-2	APU Driven Generator Channel	D	1	0	<b>May be inoperative provided both engine driven generator channels operate normally.</b>
-21-3	GEN FAULT Lights (Including APU)	C	3	0	<b>May be inoperative provided Generator Fault message on MFDS and related audio alerts are available.</b>
-22-1	AUTO AC X-TIE FAULT Lights	C	2	0	<b>May be inoperative provided AC X-TIE message on MFDS and related audio alerts are available.</b>
-25-1	AC and DC Indication System	-	1	1	<b>Must be operative.</b>
-26-1	Emergency Inverter				
	(1) Aircraft fitted with GTCP36-150R APU	C	1	0	(O) May be inoperative provided:  (a) Both engine driven generators are operative, (b) APU driven generator is operative, and (c) <b>Flight altitude is limited to FL250 or below.</b>
	(2) Aircraft fitted with GTCP36-150RR APU (Post mod SBF100-49-018)	C	1	0	(O) May be inoperative provided:  (a) Both engine driven generators are operative, and (b) APU driven generator is operative.
-26-2	Autoland Static Inverter (If installed)				<b>The CAA-NL MMEL at revision MAR 28/03 is now acceptable.</b>
-31-1	<b>Transformer Rectifier Units</b>	-	2	2	<b>Must be operative.</b>
-31-2	TRU FAULT Lights	C	2	0	<b>Both may be inoperative provided TRU FAULT message on MFDS and related audio alerts are available.</b>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S24-2
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(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed		(4) Number required for despatch	(5) Remarks or Exceptions
<b>24 ELECTRICAL POWER (Cont.)</b>							
-32-1	DC X-TIE "ON" Light	C	1	0			<b>May be inoperative provided DC X-TIE message on MFDS and related audio alerts are available.</b>
-33-1	BAT CHARGER FAULT Lights	C	2	0			<b>Both may be inoperative provided BAT 1(2) CHARGER message on MFDS and related audio alerts are available.</b>
-33-2	BAT NOT ON Message on MFDS (If installed)	-	-	-			<b>Must be operative.</b>
-33-3	Battery Charger	-	2	2			<b>Must be operative.</b>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3	<b>PAGE:</b>
	<b>DATE:</b> 12 March 2004	S25-1

(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed		(4) Number required for despatch		(5) Remarks or Exceptions	
<b>25 EQUIPMENT / FURNISHINGS</b>									
-11-1	<b>Flight Crew Seat Harness</b>	-	3	-	-	-	-	As required by Air Navigation Legislation.	
	<b>(1) Inertia Reels</b>	<b>B</b>	-	-	-	-	-	<b>As required by Air Navigation Legislation. May be inoperative provided the affected harness is adjusted and locked by an approved means to suit the individual flight crew member.</b>	
-11-2	<b>Flight Deck Observer Seat and Harnesses</b>	D	1	0	0	-	-	May be inoperative provided <b>the seat is not required and is correctly stowed.</b>	
-21-1	<b>Cabin Attendant Seat Harness</b>	D	3	-	-	-	-	<b>(M)/(O) As required by Air Navigation Legislation.</b>  <b>Any in excess of those required by legislation may be inoperative.</b>  <b>Note: A seat with a defective harness is considered to be inoperative and shall be secured in the retracted position or removed.</b>	
-21-2	<b>Cabin Attendant Seat</b>	D	-	-	-	-	-	<b>(M)/(O) As required by Air Navigation Legislation. Any cabin attendant seat in excess of those required by legislation to be occupied may be inoperative.</b>	
		<b>B</b>	-	-	-	-	-	<b>(M) (O) One required cabin attendant seat may be inoperative provided:</b>  <b>(a) The inoperative seat is not occupied,</b>  <b>(b) The cabin attendant displaced by the inoperative seat occupies the passenger seat nearest to the inoperative cabin attendant seat,</b>  <b>(c) Alternate procedures are established and approved for the displaced cabin attendant,</b>  <b>(d) Folding type seat is stowed or secured in the retracted position,</b>  <b>(e) The passenger seat assigned to the cabin attendant is placarded "FOR CABIN CREW USE ONLY", and</b>  <b>(cont.)</b>	

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3 DATE: 12 March 2004		PAGE: S25-2
(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>25</b>				
<b>EQUIP MENT/ FURNI SHING S</b>				
-21-2 Cabin Attendant Seat (cont.)				<p>(f) If the aircraft is subject to direct view requirements, direct view of the passenger cabin by the cabin crew must not be impaired.</p> <p><b>Note 1:</b> A fully automatic seat that will not stow automatically or remain stowed is considered to be inoperative and shall be secured in the retracted position or removed. An exception should only be made where the cabin layout is such that emergency egress is not in any way compromised by a seat in the deployed position.</p> <p><b>Note 2:</b> A seat with an inoperative or missing seat belt or harness is considered to be inoperative.</p> <p><b>Note 3:</b> This requirement does not preclude the use of passenger seats by cabin attendants carried in excess of the required cabin crew complement.</p>
-57-1 Moving Belt Cargo Loading System (If installed)	D	1	0	<p>(O) May be inoperative provided aircraft loading is in accordance with the Weight and Balance Manual.</p> <p><b>Note:</b> The flight crew must visually confirm that the cargo hold loading configuration is correctly recorded on the load sheet.</p>
-63-1 Emergency Locator Transmitter (ELT) (If installed)	A	-	-	<p>May be inoperative provided repairs or replacements are made within 6 further flights or 25 flying hours, whichever occurs first.</p>
	D	-	-	<p>Any in excess of those required may be inoperative.</p>



**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3	<b>PAGE:</b>
	<b>DATE:</b> 12 March 2004	S25-3

(1) System & Sequence Numbers Item			(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>25 EQUIPMENT/ FURNISHINGS (Cont.)</b>						
<u>ADDITIONAL ITEMS</u>						
<b>-20-1</b>	<b>Passenger Seats (Including Seat Backs)</b>	<b>D</b>	-	-	<b>(M) May be inoperative secured in the upright position.</b>	
		<b>D</b>	-	<b>0</b>	<b>(M) One or more may be inoperative provided:</b>	
					<b>(a) Affected seat does not block an emergency exit,</b>	
					<b>(b) Does not restrict any passenger from access to the main aircraft aisle, and</b>	
					<b>(c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".</b>	
					<b>Note 1: A seat with an inoperative seat belt is considered inoperative.</b>	
					<b>Note 2: A seat with an inoperative seat belt is considered to be inoperative if the seat cannot be secured upright.</b>	
					<b>Note 3: Inoperative seats do not affect the number of Cabin Crew required by Air Navigation.</b>	
<b>-60-1</b>	<b>Cabin Emergency Torches / Holders</b>	<b>C</b>	-	-	<b>As required by Air Navigation Legislation. May be inoperative or missing provided cabin crew member assigned to affected position has an operative torch readily available.</b>	
<b>-60-2</b>	<b>First Aid Kits</b>	<b>D</b>	-	-	<b>As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative or missing.</b>	
<b>-63-2</b>	<b>Megaphones</b>	<b>D</b>	-	-	<b>As required by Air Navigation Legislation. Any in excess of those required by Air Navigation Legislation may be inoperative or missing provided the inoperative megaphone is removed from the passenger cabin.</b>	

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S25-4
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(1) System & Sequence Numbers Item					(2) Rectification Interval
(3) Number Installed					
(4) Number required for despatch					
(5) Remarks or Exceptions					
<b>25</b>	<b>EQUIPMENT/ FURNISHINGS (Cont.)</b>				
<u>ADDITIONAL ITEMS (Cont.)</u>					
-64-2	Protective Breathing Equipment (PBE)	D	-	-	(M) Any in excess of that required may be inoperative or missing provided the inoperative PBE is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.
-66-2	Emergency Evacuation Devices (Slides/Sliderafts), including Inflation Medium	A	-	-	(M) (O) As required by Air Navigation Legislation, one device may be inoperative provided all the conditions associated with an inoperative exit/door are observed and applied (see Chapter 52).  Note: The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S26-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number Installed		(4) Number required for despatch	
		(5) Remarks or Exceptions			
<b>26 FIRE PROTECTION</b>					
-11-1	Engine Fire Detection System	C	2	2	(O) One detection loop on each engine may be inoperative provided:  (a) The inoperative loop is switched OFF, OFF light must illuminate and  (b) An engine fire test is performed prior to <b>each</b> engine start.
-11-3	Fire Handle Warning Light	-	2	2	<b>Both must be operative.</b>
-12-3	APU Fire Warning Light	C	1	0	<b>May be inoperative provided the APU is not used and procedures are not dependent on its use.</b>
-13-3	Lavatory Smoke Detection System	C	-	-	(M) <b>May be inoperative provided:</b>  (a) <b>Lavatory compartment is electrically isolated (including flush motors and other high voltage devices),</b>  (b) <b>Lavatory waste-bin is empty,</b>  (c) <b>Lavatory door is locked and appropriately placarded, and</b>  (d) <b>Lavatory is not used for any other purpose.</b>
		B	-	-	(O) <b>May be inoperative provided:</b>  (a) <b>Lavatory compartment Fire Extinguishers are fitted and operating normally, and</b>  (b) <b>Lavatory compartment is checked at 20 (twenty) minute intervals for evidence of fire and smoke.</b>
-22-1	APU Fire Extinguishing System	D	1	0	May be inoperative provided APU is not used, and appropriately placarded.  <b>Note: The second alleviation in the Fokker MMEL for one fire extinguishing system installed is not acceptable.</b>
(cont.)					

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S26-2
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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S26-3	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number Installed			
		(4) Number required for despatch			
		(5) Remarks or Exceptions			
<b>26</b>	<b>FIRE PROTECTION (Cont.)</b>				
-22-1	APU Fire Extinguishing System  (cont.)	C	2	1	<p><b>(M) (O) If</b> two APU fire extinguisher bottles are installed, one may be inoperative provided:</p> <p>(a) The operative bottle is fired first in <b>the event</b> of an APU fire, and</p> <p>(b) If No. 1 bottle is inoperative, the APU is monitored from the cockpit by qualified personnel during ground operation.</p>
-23-1	Engine Fire Extinguisher AGENT "LO" Indication	C	2	0	<p>(M) One or both may be inoperative provided <b>an approved test procedure is used once each flight day to verify that associated bottles are properly charged.</b></p>
-23-2	APU Fire Extinguisher AGENT LO Pressure Indication	C	1	0	<p>(M) <b>If</b> one bottle is installed the indication may be inoperative provided the bottle is checked to be serviceable <b>once each flight day.</b></p>
		C	2	1	<p>(M) <b>If</b> two fire extinguisher bottles are installed, one indication may be inoperative provided the bottle is checked to be serviceable <b>once each flight day.</b></p>
		C	2	1	<p><b>(M) (O) If</b> two fire extinguisher bottles are installed, one indication may be inoperative provided:</p> <p>(a) The bottle corresponding with the operative indication is fired first in case of an APU, and</p> <p>(b) If indication of the No.1 bottle is inoperative the APU is monitored from the cockpit by qualified personnel during ground operation.</p>
-24-1	Portable Fire Extinguishers	D	-	-	<p><b>Extinguishers in excess of the minimum required may be inoperative.</b></p>
-24-2	Lavatory Fire Extinguishing System	C	-	-	<p><b>May be inoperative.</b></p>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S27-1
--	--	-----------------------

(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed		(4) Number required for despatch	(5) Remarks or Exceptions
<b>27 FLIGHT CONTROLS</b>							
-21-1	Rudder Pedal Adjustment Systems	B	2	0		May be inoperative provided:	<p>(a) <b>Pedals are adjusted utilising an approved maintenance procedure to satisfy the individual requirements of the flight crew, and</b></p> <p>(b) <b>It is verified that rudder and brake systems operate normally.</b></p>
-35-2	Stick Pusher System	-	-	-		<b>Must be operative.</b>	
-35-3	Stall Warning System	-	-	-		<b>Must be operative.</b>	
-45-1	Stabiliser Position Indicator	A	1	0		(O) May be inoperative provided:	<p>(a) T/O configuration warning system for stabiliser trim is checked to be operative,</p> <p>(b) T/O stabiliser trim setting is set by means of the markings on the vertical stabiliser before departure, <b>and</b></p> <p>(c) <b>Repairs or replacements are carried out within three calendar days.</b></p>
-54-1	Alternate Flap Control System	A	1	0		(O) (M) May be inoperative provided:	<p>(a) Normal flap control system is operative,</p> <p>(b) Lift dumper accumulators are serviceable, <b>and</b></p> <p>(c) <b>Repairs or replacements are made within three calendar days.</b></p>
-54-2	Flap Auto Reset System	-	1	1		<b>Must be operative.</b>	

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S27-2
--	--	-----------------------

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>27 FLIGHT CONTROLS</b>					
-56-1	Flap Position Indicator (If Installed)	C	1	0	(O) May be inoperative provided:  (a) Flap disagree alert is operative,  <b>(b) The input(s) from the flap system to the take-off configuration warning system is operative, and</b>  (c) Flap lever position is used as flap position indication.
-56-2	Flap Position Indication on EFIS (If Installed)	C	2	0	(O) May be inoperative provided:  (a) Flap disagree alert is operative,  <b>(b) The input(s) from the flap system to the take-off configuration warning system is operative, and</b>  (c) Flap lever position is used as flap position indication.
-65-1	Lift Dumper Accumulator Pressure Indicator (On Accumulator Service Panel)	D	1	0	(M) May be inoperative provided:  (a) Accumulator pre-charge is checked to be correct <b>prior to each flight,</b>  OR  (b) Dispatch is made in accordance with item 27-64-1.

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S28-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number Installed			
		(4) Number required for despatch			
		(5) Remarks or Exceptions			
<b>28 FUEL</b>					
-12-1	Centre Tank Fuel System (If installed)	D	1	0	(M) May be inoperative provided:  (a) Centre tank is empty,  (b) Both CTR TANK pumps are switched OFF, and  (c) Pressure refuelling <b>must</b> be done only in MANUAL mode with centre tank switch <b>in the SHUT position.</b>
		C	1	0	(M) May be inoperative provided:  (a) Both CTR TANK pumps are switched OFF,  (b) Fuel in centre tank is considered to be unusable,  (c) Fuel in centre tank is considered as payload,  (d) Non-allowable leakage is not observed, and  (e) Pressure refuelling <b>must</b> be done only in MANUAL mode with centre tank switch <b>in the SHUT position.</b>
-16-5	Auxiliary Fuel AUTO TRANSFER System				<b>This item is not applicable.</b>
-16-6	Auxiliary Fuel AUTO TRANSFER "FAULT" Indication				<b>This item is not applicable.</b>
-16-7	Auxiliary Fuel AUTO TRANSFER "MAN" Indication				<b>This item is not applicable.</b>
-21-3	Fuelling Control Panel Fuel Quantity Indication	D	3	0	(M) One or all may be inoperative provided:  (a) The tanks are refuelled according to the manual refuelling procedure,  (b) Tank contents are monitored during refuelling by the use of the flight deck indicators or magnetic level indicators or by other approved means, <b>and</b>  (c) <b>Fuel quantity in the centre tank is determined prior to refuelling.</b>



**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S28-2	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number Installed			
		(4) Number required for despatch			
		(5) Remarks or Exceptions			
<b>28 FUEL (cont.)</b>					
-22-11	Fuel Pump (Wing Tank)	C	4	3	(O) <b>One may be inoperative</b> provided:  (a) <b>Both main tank quantity indications operate normally,</b>  (b) Crossfeed system is checked to be operative, and  (c) Jet A or Jet A-1 type of fuel is used.
-22-14	SYS SHUTOFF Valve "SHUT" ("CLOSED") Indication	C	2	0	(M) <b>May be inoperative provided flow bar indication is installed and is operative.</b>  <b>Note: The second alleviation in the Fokker MMEL regarding fuel flow indication on the MFDS is not acceptable.</b>
-45-2	"COLL TK 1/2 LO LVL" alert message on MFDS				
	(1) Indication switches	C	2	1	<b>One</b> may be inoperative. Dispatch with a continuous "COLL TK 1/2 LO LVL" alert message on the MFDS is allowed provided:  (a) MFDS alert message is ON immediately after refuelling of more than 700 kg (1540 lb) in the corresponding tank,  (b) The corresponding fuel tank quantity indication is operative,  (c) The corresponding fuel tank quantity indication is monitored regularly, and  (d) Extreme flight attitudes are avoided at corresponding fuel tank quantity indication below 500 kg (1100 lb).

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S28-3
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>28</b>	<b>FUEL (cont.)</b>			
-45-2	"COLL TK 1/2 LO LVL" alert message on MFDS (cont.)			
(2) Transfer Jet Pump System	B	2	1	<p><b>One</b> may be inoperative. Dispatch with a "COLL TK 1/2 LO LVL" alert message on the MFDS is allowed provided:</p> <ul style="list-style-type: none"> <li>(a) The corresponding fuel tank quantity indication is operative,</li> <li>(b) The corresponding fuel tank quantity indication is monitored regularly,</li> <li>(c) Minimum flight plan fuel is increased by 120 kg (260 lb) for each corresponding fuel tank, and</li> <li>(d) Extreme flight attitudes are avoided.</li> </ul>

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

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**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:
		DATE: 12 March 2004		S29-1
(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>29 HYDRAULICS</b>				
-11-1 Engine Driven Hydraulic Pumps				
(1) System 1	C	2	2	Must be operative. However, the depressurisation function may be unserviceable for one pump provided affected pump and system functions are normal.
(2) System 2	C	2	1	<b>(O) One may be inoperative provided:</b> <b>(a) No.2 electric pump is operative,</b> <b>(b) Brake system automatic change over valve function is checked to be operative, and</b> <b>(c) The aircraft shall not depart an airport where repairs or replacements can be made.</b>
-11-2 System Accumulator (Including Indicator on Accumulator Service Panel [ASP])	C	2	0	May be inoperative provided: <b>(a) Hydraulic system functions normally, and</b> <b>(b) Both electric pumps are operative.</b>
-31-1 Fluid Quantity Indication System	C	2	0	<b>(M) One or both may be inoperative provided:</b> <b>(a) Reservoir level is verified normal prior to each take-off, and</b> <b>(b) Associated low quantity lights operate normally.</b>
-32-1 Hydraulic Tank Pressurisation	-	2	2	<b>Must be operative.</b>
-33-1 System Pressure Indication (System 1 and 2)	C	2	0	<b>(O) One or both may be inoperative provided:</b> <b>(a) System functions are normal, and</b> <b>(b) All associated pump FAULT lights operate normally.</b>

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

INTENTIONALLY LEFT BLANK

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S30-1
--	--	-----------------------

(1) System & Sequence Numbers Item					(2) Rectification Interval
					(3) Number Installed
					(4) Number required for despatch
					(5) Remarks or Exceptions
<b>30 ICE AND RAIN PROTECTION</b>					
-11-1 Wing Anti-Icing System					
(1) In flight system or for post SBF100-30-018: In flight system and on ground heating system	B	1	0		(M) May be inoperative provided:  (a) The wing modulating and shut-off valve is closed <b>and/or the wing shut-off valve (if installed) is closed,</b>  (b) The aircraft is not operated in known or forecast icing conditions, and  (c) After de-icing, a tactile inspection or the alternative take-off technique is applied in accordance with the AFM.  <u>Note:</u> If icing conditions are encountered during the flight, apply the AFM procedure "Airframe anti-icing fail".
(2) On ground heating system (post SBF100-30-018)	C	1	0		(M) May be inoperative provided:  (a) If ground icing conditions exist, after de-icing a tactile inspection is performed or the alternate take-off technique is applied in accordance with the AFM, and  (b) <b>The wing anti-icing in flight system is verified to be operative - if the system is not operative, see 30-11-1 part (1).</b>
-11-2 Wing Anti-Icing Fault Indication					<b>The CAA-NL MMEL at revision MAR 28/03 is now acceptable.</b>
-11-3 Wing Anti-Icing Low Capacity Indication					<b>The CAA-NL MMEL at revision MAR 28/03 is now acceptable.</b>
-21-2 Engine Anti-Icing Fault Indication	C	2	0		(M) Both may be inoperative provided the engine anti-icing system, <b>including remaining annunciators</b> , is operating normally.

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S30-2	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number Installed			
		(4) Number required for despatch			
		(5) Remarks or Exceptions			
<b>30</b>	<b>ICE AND RAIN PROTECTION (Cont.)</b>				
-21-3	Engine Anti-Icing ON Indication	C	2	1	(O) May be inoperative provided <b>both engine anti-icing systems are verified to be operative.</b>
		-	2	-	<b>OR</b> <b>May be inoperative provided the associated engine anti-icing system(s) is/are considered to be inoperative, in accordance with Fokker MMEL item 30-21-1.</b>
-31-1	Static Port Heating	C	6	3	(M) One in each <b>static</b> system may be inoperative provided:  (a) <b>Aircraft is not operated in visible moisture or forecast icing conditions, and</b>  (b) <b>The remaining static port heaters are verified to be operative at least once each flight day.</b>  <b>Note: This system is required to be operative for RVSM operations.</b>
-32-1	Vane Heating	C	2	1	<b>One</b> may be inoperative provided the aircraft is not operated into known or forecast icing conditions.
-32-2	Vane 1, 2 Fault Lights	C	2	0	(O) <b>One or both may be inoperative provided vane heat messages on the MFDS and related audio alerts are operative.</b>
-41-1	Windshield Heating	C	2	1	One may be inoperative provided:  (a) A maximum of 300 kts IAS applies below 10,000ft,  (b) The flight is not operated into known or forecast icing conditions,  (c) <b>Sliding window heating is operative, and</b>  (d) Flight Manual limitations are observed.

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S30-3	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number Installed		(4) Number required for despatch	
		(5) Remarks or Exceptions			
<b>30</b>	<b>ICE AND RAIN PROTECTION (Cont.)</b>				
-42-1	Windshield Wipers	C	2	0	One or both may be inoperative provided:  <b>(a) The aircraft is not operated in precipitation within the arrival and departure areas, and</b>  <b>(b) Approach minima do not require their use.</b>
	(1) High Speed Function	C	-	0	May be inoperative provided the associated low speed function operates normally.
	(2) Low Speed Function	C	-	0	May be inoperative provided the associated high speed function operates normally.
-81-1	Ice Detection System	C	1	0	May be inoperative for daylight operations.
		C	1	0	May be inoperative for night operations provided an adequate means is available to illuminate the wings and detect ice formation.



# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

INTENTIONALLY LEFT BLANK

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S31-1
--	--	-----------------------

(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed		(4) Number required for despatch	(5) Remarks or Exceptions
<b>31 INDICATING / RECORDING</b>							
-31-1	Flight Data Recorder (FDR)	-	-	-	-	-	<b>As required by Operating Requirements.</b>
-41-2	PROX SW SYS INOP Message on MFDS (If Installed)	C	-	-	-	-	(M) The faulty function causing this message <b>must</b> be identified by the established procedure before each flight.  Refer to the appropriate MMEL item for despatch conditions.  <u>Note:</u> The dedicated PSS function "MTP PSS IND" or "MTP/CFDU IND" may be inoperative.
-51-2	Standby Annunciator Panel	-	1	1	1	1	<b>Must be operative.</b>
-51-3	Alert Inhibition	-	1	1	1	1	<b>Must be operative.</b>
-51-5	Standby Annunciator Panel (SAP) Manual Back-up Function	C	1	0	0	0	<b>May be inoperative provided:</b>  (a) <b>Automatic Back-up switching is operative, and</b>  (b) <b>Both Flight Warning Computer Channels (FWC) are operative.</b>
-51-8	Master Warning Lights	C	2	1	1	1	<b>(O) One may be inoperative provided the associated triple chime audio is operative.</b>
-51-10	Master Caution Lights	C	2	1	1	1	<b>(O) One may be inoperative provided the associated audio alerts operate normally.</b>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S31-2	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number Installed			
		(4) Number required for despatch			
		(5) Remarks or Exceptions			
<b>31</b>	<b>INDICATING / RECORDING (Cont..)</b>				
-61-1	Multi-Function Display Units (MFDU)	B	2	1	<p>(M) One may be inoperative provided:</p> <p>(a) The operative Display Unit (DU) is displaying Primary Engine Parameters.</p> <p>(b) The Standby Engine Indicator (SEI) is operative and switched on.</p> <p>(c) The SAP test is performed and passed before every flight:</p> <ul style="list-style-type: none"> <li>- From MTP or CFDU according to the established procedure, or</li> <li>- Using the OHP ANN test switch with the SAP in the back-up mode.</li> </ul> <p>(d) <b>At least one autopilot operates normally.</b></p>
<b><u>ADDITIONAL ITEM</u></b>					
-31-2	Quick Access Recorders (QAR)	A	-	-	<p>May be inoperative subject to arrangements approved by the Authority.</p> <p><b>Note:</b> Any alleviation and corresponding rectification interval will be dependent on the usage requirements of the QAR for individual operators, and will be subject to approval by the Authority.</p>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S32-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed	
				(4) Number required for despatch	
				(5) Remarks or Exceptions	
<b>32 LANDING GEAR</b>					
-31-1	Landing Gear Selector Lock	<b>B</b>	1	0	(O) May be inoperative in the locked position (down) provided <b>the over-ride mechanism is operating normally.</b>
-45-2	Anti-Skid Annunciator on Overhead "Test" Panel	C	1	0	(M) <b>May be inoperative provided anti-skid system is verified by other means to operate normally.</b>
-46-1	Alternate Brake Pressure Indicating System	<b>B</b>	1	0	May be inoperative provided hydraulic pressure system 1 indication functions normally <b>and repairs or replacements are made within three calendar days.</b>
-48-1	Automatic Braking System (ABS) (If installed)	C	1	0	(M) May be inoperative provided: <b>(a) Selector switch is selected "OFF" and</b> <b>(b) Automatic Braking System is deactivated.</b>
-61-1	Landing Gear Position Indicators (Green)	-	3	<b>3</b>	<b>Must be operative.</b>
-61-4	Main Landing Gear Downlock Switch	A	4	3	(O) (M) One downlock <b>switch</b> may be inoperative in the unlocked position provided: <b>(a) Landing gear position indicating lights are serviceable,</b> <b>(b) Associated downlock unit is verified to be serviceable, and</b> <b>(c) Repairs are made within 2 flight days.</b>  <b>Note:</b> In case an L LG DOWNLOCK SW alert is given, the GPWS is affected - refer to item 34-43-1. <b>In case an R LG DOWNLOCK SW alert is given, the automatic retraction function of the speed brake is partly affected.</b>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S32-2
--	--	-----------------------

(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>32 LANDING GEAR (Cont.)</b>						
-61-5 Nose Landing Gear Downlock Switch A	2	1	1		<p>(O) (M) One downlock <b>switch</b> may be inoperative <b>in the unlocked position</b> provided:</p> <p>(a) Landing gear position indicating lights are serviceable,</p> <p>(b) Associated downlock unit is verified to be serviceable,</p> <p>(c) <b>If the failure is in the primary downlock switch, flight is by day only, and</b></p> <p>(d) Repairs are made within 2 flight days.</p> <p><b>Note:</b> Failure of the primary downlock switch may affect operation of the landing / flare lights.</p>	
<b><u>ADDITIONAL ITEM</u></b>						
-40-1 Parking Brake	-	1	1		Must be operative.	

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S33-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed	
				(4) Number required for despatch	
				(5) Remarks or Exceptions	
<b>33 LIGHTS</b>					
-10-1	Flight Compartment and Instrument Lighting System	C	-	0	As required by Air Navigation legislation. May be inoperative for daylight operations.
		C	-	-	As required by Air Navigation Legislation. Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li>(a) Sufficient lighting is operative to make each required instrument, control and other device for which it is provided easily readable,</li> <li>(b) Remaining lights are positioned so that direct rays are shielded from the flight crew's eyes,</li> <li>(c) Sufficient flight deck emergency lighting is operative, and</li> <li>(d) Lighting configuration at despatch is acceptable to the flight crew.</li> </ul>
-20-1	Passenger Compartment Lighting	C	-	-	As required by Air Navigation Legislation. Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li>(a) Lighting is adequate for the cabin crew to perform their required duties, and</li> <li>(b) Cabin emergency lighting is verified operative.</li> </ul>
		C	-	-	The passenger compartment lighting system may be inoperative provided passengers are not carried.  <u>Note:</u> Cabin emergency lighting does not include floor proximity lights.
-24-1	Passenger Notice System  (NO SMOKING/FASTEN SEAT BELT/RETURN TO CABIN)	C	-	-	(M)(O) As required by Air Navigation Legislation. No No passenger seat, cabin attendant seat or lavatory may be occupied from which a "No Smoking/Fasten Seat Belt/Return to Cabin" sign is not readily legible or that seat or lavatory must be blocked and placarded - "DO NOT OCCUPY".  (Cont..)

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S33-2
--	--	-----------------------

(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>33 LIGHTS (Cont.)</b>						
-24-1	Passenger Notice System (NO SMOKING/FASTEN SEAT BELT/RETURN TO CABIN) (cont.)	C	-	-	-	<p><b>(O) No Smoking/Fasten Seat Belt/Return to Cabin signs may be inoperative and the affected passenger seat(s), cabin attendant seat(s) or lavatories may be occupied provided:</b></p> <p>(a) The PA system operates normally and can be clearly heard throughout the cabin during flight, and</p> <p>(b) An acceptable procedure is used to notify passengers when seat belts must be fastened, smoking is prohibited and (if applicable) when passengers should return to cabin from toilet compartments.</p>
		C	-	-	-	<p><b>(O) No Smoking/Fasten Seat Belt/Return to Cabin signs may be inoperative provided passengers are not carried.</b></p>
-41-1	Navigation Lights	C	-	3	3	<p><b>As required by Air Navigation Legislation. Any except the following minimum may be inoperative for night operations.</b></p> <p>(a) One steady red wing tip bulb.</p> <p>(b) One steady green wing tip bulb.</p> <p>(c) One steady white tail bulb.</p>
		C	6	0	0	<p><b>Any or all may be inoperative for day operations.</b></p>
-42-1	Anti-Collision Lights	C	2	1	1	<p><b>(O) Any in excess of one may be inoperative provided:</b></p> <p>(a) A high intensity strobe light system is installed and operative, and</p> <p>(b) The light(s) is(are) repaired at the earliest practicable opportunity.</p>
		C	2	0	0	<p><b>(O) All may be inoperative for daylight operations provided the light(s) is(are) repaired at the earliest practicable opportunity.</b></p>
						<p><b>Note:</b> If the red anti-collision light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.</p>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S33-3
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions



**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S33-4
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>33 LIGHTS (Cont.)</b>				
-47-1 Strobe Lights (If installed)	C	-	0	May be inoperative.
-51-1 Standby Lighting	C	1	0	May be inoperative for daylight operations.
-52-1 Emergency Lighting (Interior)	B	1	0	May be inoperative for daylight operations provided the Floor Proximity Emergency Escape Path Marking System is fully operating.
	B	1	1	Two lamps or EXIT signs may be inoperative. If an EXIT sign in the cabin entrance area is inoperative, the adjacent Floor Proximity Escape EXIT sign / marker must be operative.
-52-2 Floor Proximity Emergency Escape Path Marking System	A	1	1	As required by Air Navigation Legislation. Specific lights may be inoperative for a particular lighting configuration.  If the equipment becomes unserviceable the aircraft may continue to fly in accordance with arrangements approved by the authority.
-52-4 Emergency Lights NOT ARMED Indication	C	1	0	May be inoperative provided indication on MFDS is operative.

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

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**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S34-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number Installed			
		(4) Number required for despatch			
		(5) Remarks or Exceptions			
<b>34 NAVIGATION</b>					
-11-1	Static Ports	A	6	-	<p>(O) (M) One or more on one side of the aircraft may be inoperative provided:</p> <p>(a) All ports on affected side are capped,</p> <p>(b) The crosswind component for take-off and landing is restricted to 15 knots,</p> <p>(c) Performance correction for take-off and landing is applied,</p> <p>(d) Do not engage the autopilot in take-off below 500 ft, <b>and</b></p> <p>(e) <b>Repairs or replacements are made within three calendar days.</b></p>
-12-1	Air Data Computer (ADC) Source Selections	C	2	0	<p>May be inoperative provided both ADCs are selected to the <b>operative Primary Flight Displays (PFDs)</b>.</p> <p><b>Note: Independent altitude information and altitude alerts are required to be available and operative for RVSM operations.</b></p>
-12-2	Air Data Computer FAULT Lights	C	2	0	<b>Both may be inoperative provided all EFIS Display units are operative.</b>
-13-1	Standby Altimeter	B	-	1	<b>One must be operative.</b>
-13-2	Metric Altimeter (If installed)	D	-	0	<p><b>May be inoperative provided:</b></p> <p>(a) <b>Alternate procedures are established and used.</b></p> <p><b>OR</b></p> <p>(b) <b>Procedures do not require its use.</b></p>
-13-3	Standby ASI	B	-	1	<b>One must be operative.</b>
-24-1	Standby Magnetic Compass	B	1	0	<b>May be inoperative.</b>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S34-2
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE: S34-3	
(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed	
				(4) Number required for despatch	
				(5) Remarks or Exceptions	
<b>34 NAVIGATION (Cont.)</b>					
-26-6	ADF 1 / 2 Selectors (If installed)	-	-	-	As required by Air Navigation Legislation.
-41-1	Weather Radar System	A	1	-	<p><b>(O) As required by Air Navigation Legislation. One display required when flying for the purposes of public transport except that a flight may commence if the system is unserviceable such that:</b></p> <p>(a) The weather radar display is provided to only one pilot, so long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the set to be repaired; or</p> <p>(b) When the weather report or forecasts available to the commander of the aircraft indicate that cumulonimbus clouds or other potentially hazardous weather conditions, which can be detected by the system when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom or the commander has satisfied himself that any such weather conditions will be encountered in daylight and can be seen and avoided, and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the operations manual.</p>
-42-1	Radio Altimeters	B	-	1	<p><b>(O) One must be operative.</b></p> <p><u>Note 1:</u> STAB TRIM will be affected.</p> <p><u>Note 2:</u> If RA1 is inoperative, GPWS and FDR will be affected - refer to items 34-43-1 and 31-31-1.</p> <p><u>Note 3:</u> Landing weather minima will be affected.</p> <p><u>Note 4:</u> <b>If the loss of the radio altimeter prohibits normal operation of the ACAS, the dispatch deviation and rectification interval for an inoperative ACAS must be observed – refer to item 34-46-1.</b></p>
-43-1	GPWS / TAWS				The CAA-NL MMEL at revision MAR 28/03 is now acceptable.

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3 DATE: 12 March 2004		PAGE: S34-4	
(1) System & Sequence Numbers Item	(2) Rectification Interval		(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>34 NAVIGATION (Cont.)</b>					
-46-1	<b>Airborne Alert and Collision Avoidance System II (ACAS II)</b> (If installed)				
(1)	<b>ACAS II System</b>	<b>A</b>	<b>-</b>	<b>0</b>	<b>(O) (M) May be inoperative provided the system is deactivated and secured, and:</b>  <b>(a) It is not reasonably practicable for repairs or replacements to be made before the commencement of flight, and</b>  <b>(b) Repairs or replacements must be carried out within 10 calendar days.</b>
(2)	<b>Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display (If installed)</b>	<b>C</b>	<b>2</b>	<b>1</b>	<b>(O) May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on flying pilot side.</b>
(3)	<b>Resolution Advisory (RA) Display System(s)</b>	<b>C</b>	<b>2</b>	<b>1</b>	<b>(O) One may be inoperative on the non-flying pilot side.</b>
		<b>C</b>	<b>-</b>	<b>0</b>	<b>(O) May be inoperative provided:</b>  <b>(a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and</b>  <b>(b) TA only mode is selected by the crew.</b>
(4)	<b>Traffic Alert (TA) Display System(s)</b>	<b>C</b>	<b>-</b>	<b>0</b>	<b>(O) May be inoperative provided all installed RA display and audio functions are operative.</b>
-51-2	VOR/DME Control Panels	-	2	-	As required by Air Navigation Legislation.
-51-3	RMIs (Dual Distance)				Refer to items 34-52-1 and 34-53-1.
-53-2	ADF Indication on RMI (If Installed)	-	-	-	As required by Air Navigation Legislation.
-54-1	ATC Transponder	-	-	-	As required by Air Navigation Legislation.
					<b>Note: One system is required to be operative for RVSM operations.</b>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S34-5
--	--	-----------------------

(1) System & Sequence Numbers Item					(2) Rectification Interval
					(3) Number Installed
					(4) Number required for despatch
					(5) Remarks or Exceptions
<b>34 NAVIGATION (Cont.)</b>					
-59-1	Global Positioning System (GPS) (If installed)	C	1	0	<b>May be inoperative provided procedures do not require its use.</b>
-61-1	FMS	C	2	0	<p>(O) Both may be inoperative.</p> <p>Note: Windshear system will be affected when both FMCs are inoperative (refer to 34-16-1).</p> <p>Note: A STALL CMPTR alert may be displayed due to FMS failure.</p>
(1)	<b>Navigation Database (If installed)</b>	A	-	-	<p><b>(O) May be out of currency provided:</b></p> <p>(a) <b>Current aeronautical information is used to verify Navigation Fixes prior to dispatch,</b></p> <p>(b) <b>Procedures are established to verify status and suitability of Navigation Facilities used to define route of flight, and</b></p> <p>(c) <b>The navigation database is updated to the current standard within 10 calendar days.</b></p>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S35-1
--	--	-----------------------

(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>35 OXYGEN</b>						
-11-1	Crew Oxygen System	D	3	2		<b>As required by Air Navigation Legislation.</b> Must be operative for <b>pilot</b> and <b>co-pilot</b> . Oxygen system for observer seat may be inoperative provided seat is not occupied.
-21-1	Passenger Oxygen System	C	1	0		(M) or (O) <b>As required by Air Navigation Legislation.</b> The automatic presentation system may be inoperative provided: <ul style="list-style-type: none"> <li>(a) The manual deployment system operates normally, and</li> <li>(b) The flight is limited to FL300 or below.</li> </ul>
		B	1	0		(M) <b>As required by Air Navigation Legislation.</b> <b>May be inoperative provided:</b> <ul style="list-style-type: none"> <li>(a) <b>Flight is not conducted where the minimum en route altitude is above 12,000 ft AMSL,</b></li> <li>(b) <b>Both air conditioning packs operate normally,</b></li> <li>(c) <b>All other components of the pressurisation system operate normally,</b></li> <li>(d) <b>Maximum flight altitude does not exceed FL250,</b></li> <li>(e) <b>Portable oxygen units are provided for 10% of the passengers, and</b></li> <li>(f) <b>Passengers are appropriately briefed.</b></li> </ul> <p><b>NOTE:</b> The ANO oxygen requirements are given in Schedule 4 Scales L1 and L2. The effectivity depends upon date of first issue of a certificate of airworthiness. Therefore, a given type of aircraft may have examples subject to either of the two scales of requirements.</p> <p>The amount of oxygen required varies considerably between L1 and L2, particularly for operations above FL250/300. Provided the operator supplies</p>



**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S35-2
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
				<p><b>the required amount of oxygen, despatch is considered acceptable. (Cont...)</b></p>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3 DATE: 12 March 2004		PAGE: S35-3
(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>35 OXYGEN (Cont.)</b>				
-21-1 Passenger Oxygen System (Cont.)				<p>Since there are a large number of permutations, it is proposed to refer to Air Navigation Legislation to allow the operator to adapt the MEL as necessary within the constraints applicable. The main constraints are:-</p> <ul style="list-style-type: none"> <li>(a) The date of first issue of a certificate of Airworthiness for individual aircraft,</li> <li>(b) The aircraft altitude and cabin altitude on routes flown, and</li> <li>(c) The numbers of passengers and crew carried.</li> </ul>
-21-2 PAX OXYGEN "SYS ACTV" Indication	-	1	1	<b>Must be operative.</b>
-21-3 Passenger Oxygen Drop-out Panels in Cabin	C	-	-	<p>(M) As required by Air Navigation Legislation. One or more panels may be inoperative <b>without altitude restriction:</b></p> <ul style="list-style-type: none"> <li>(a) Affected seats are blocked and placarded to prevent occupancy, and</li> <li>(b) Units operate normally for all usable passenger seats, lavatory and flight attendant locations.</li> </ul>
-21-4 Passenger Oxygen Drop-out Panel in Lavatory	C	-	0	<b>(O) May be inoperative provided affected toilet compartment is locked and placarded to prevent occupancy.</b>
-30-1 Portable Oxygen	D	-	-	<p>As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative.</p> <p><b>Note:</b> The portable oxygen supplies required by ANO Schedule 4, Scales L1 and L2 are totally separate from the requirements of Scale R2.</p>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S52-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed	
				(4) Number required for despatch	
				(5) Remarks or Exceptions	
<b>52 DOORS</b>					
-11-1	Airstair Passenger Door Safety-Pin System (If installed)	A	1	0	<p>(O) (M) <b>May be inoperative provided:</b></p> <p>(a) <b>The passenger door can be opened and closed undisturbed,</b></p> <p>(b) <b>The door is visually checked to be locked and closed,</b></p> <p>(c) <b>The door lock warning system is operative,</b></p> <p>(d) <b>The PAX DOOR message on the MFDS is checked to be operative, and</b></p> <p>(e) <b>Repairs or replacements are carried out within three calendar days.</b></p> <p><b>Note:</b> <b>If the passenger door can not be opened and closed undisturbed, the safety-pin system must be disengaged.</b></p>
-30-1	Small Cargo Door Pull-Up Mechanism	C	1	0	<p>(M) May be inoperative provided small cargo door pull-up mechanism is removed.</p> <p><b>Note 1:</b> <b>A placard must be installed externally which informs the cargo loading personnel to be aware of the inoperative cargo door pull-up mechanism.</b></p> <p><b>Note 2:</b> Cargo door must be opened and closed with due care.</p>
-51-1	Reinforced Flight Deck Door	-	-	-	<b>As required by Operating Requirements.</b>
-71-1	Door Lock Warning System	B	1	1	<p>(O) The system must be operative. Individual door position switches may be inoperative provided the door(s) or access hatch(es) identified on the MFDS is (are) checked by visual inspection to be closed and locked <b>immediately prior to each departure.</b></p> <p><b>Note:</b> For aircraft with an airstair passenger door and post SBF100-0520069, failure of on the of the passenger door switches may result in one of the lights of the door indication system to be inoperative.</p>
-71-2	Airstair Passenger Door Indication Lights (for aircraft with airstair passenger door in post SBF100-52-069 configuration)	C	2	0	<p>(O) One or both lights may be inoperative provided the passenger door is checked by visual inspection to be closed and locked <b>immediately prior to each departure.</b></p>

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S52-2
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S52-3
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval
---------------------------------------	----------------------------

(3) Number Installed
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(4) Number required for despatch
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(5) Remarks or Exceptions
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**52 DOORS (Cont.)**

ADDITIONAL ITEMS (Cont.)

-00-1	Emergency Exits (Including Passenger Entry Doors, Galley Service Doors and Overwing Exits)	A	-	-	<p><b>(M)(O) As required by Air Navigation Legislation, one exit may be inoperative provided:</b></p> <p>(a) The exit is secured closed prior to passengers boarding and is not used for any purpose whilst passengers are on board,</p> <p>(b) All other exits and escape slides are fully operative,</p> <p>(c) The number of passengers carried and the position of the seats which they occupy is in accordance with arrangements approved by the authority in relation to the particular aircraft,</p> <p>(d) All the emergency exit and/or exit markings signs and lights associated with the affected door must be obscured,</p> <p>(e) The exit is marked by a red disc at least 23 centimetres in diameter with a horizontal white bar across it bearing the words "NO EXIT" in red letters,</p> <p>(f) Passengers are not seated near the unserviceable exit - subject to centre of gravity limitations,</p> <p>(g) The pre-take-off briefing to passengers must accurately represent the current state and condition of the aircraft's escape facilities. An oral briefing by cabin staff, or a briefing using automatic audio/visual means, or a briefing by reference to a briefing card, must be immediately qualified by an oral announcement to draw the attention of passengers to the fact that a particular exist is inoperative and displays a red "NO EXIT" disc,</p> <p>(h) Where the evacuation drill calls for cabin crew to be seated by the inoperative exit, they are briefed to direct passengers to a serviceable exits,</p>
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**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S52-4
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval
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(3) Number Installed
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(4) Number required for despatch
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(5) Remarks or Exceptions
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**52 DOORS (Cont.)**

ADDITIONAL ITEMS (Cont.)

**-00-1 Emergency Exits (Including Passenger Entry Doors, Galley Service Doors and Overwing Exits) (cont.)**

- (i) It is not reasonably practicable to repair the inoperative exit before the commencement of flight,**
- (j) The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made,**
- (k) Not more than 72 hours have elapsed since the exit became inoperative, and**
- (l) The aircraft does not exceed 5 further flights with the exit inoperative.**

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

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**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S53-1
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval
---------------------------------------	----------------------------

(3) Number Installed

(4) Number required for despatch

(5) Remarks or Exceptions

**53 FUSELAGE**

**ADDITIONAL ITEM**

<b>-30-1 Fuselage adjacent to Main Static Vents / Pitot-Static Vents</b>	<b>-</b>	<b>-</b>	<b>(M) For RVSM operations, fuselage damage must be within approved limits.</b>
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# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

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**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S56-1
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>56 WINDOWS</b>				
-11-1	Windshields			
(1) Inner glass pane	C	-	-	One inner glass pane may be cracked provided: <ul style="list-style-type: none"> <li>(a) Vision is not unacceptably impaired,</li> <li>(b) Centre glass pane is intact, and</li> <li>(c) Outer glass pane is intact.</li> </ul>
(2) Outer glass pane	A	-	-	One outer glass pane may be cracked provided: <ul style="list-style-type: none"> <li>(a) Vision is not unacceptably impaired,</li> <li>(b) Centre glass pane is intact,</li> <li>(c) Inner glass pane is intact,</li> <li>(d) Affected window heating is selected off,</li> <li>(e) Below 10,000ft the airspeed is limited to 300kt,</li> <li>(f) Flight is not conducted into known or forecast icing conditions,</li> <li>(g) <b>If cracks affect windshield wiper, adopt conditions associated with an inoperative windshield wiper - item 30-42-1, and</b></li> <li>(h) <b>Replacement is carried out within one flight day.</b></li> </ul>
(3) Delamination	D	-	-	Delamination is acceptable provided vision is not unacceptably impaired.
	C	-	-	If window heating is inoperative the following applies: <ul style="list-style-type: none"> <li>(a) Below 10,000ft the airspeed is limited to 300kt, and</li> <li>(b) Flight is not conducted into known or forecast icing conditions.</li> </ul>

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

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**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S73-1
--	--	-----------------------

(1) System & Sequence Numbers Item	(2) Rectification Interval
---------------------------------------	----------------------------

				(3) Number Installed	(4) Number required for despatch	(5) Remarks or Exceptions
<b>73</b>	<b>ENGINE FUEL AND CONTROLS</b>					
-34-1	Fuel Low Pressure Switch	C	2	1		One may be inoperative provided: <ul style="list-style-type: none"> <li>(a) Both fuel pumps on affected side are operative <b>and switched ON,</b></li> <li>(b) <b>Associated fault indications are operative, and</b></li> <li>(c) Fuel filter differential pressure alerting system of the affected engine is operative.</li> </ul>

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

INTENTIONALLY LEFT BLANK

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S74-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval		(3) Number Installed	
				(4) Number required for despatch	
				(5) Remarks or Exceptions	
<b>74</b>	<b>IGNITION</b>				
-00-1	Ignition Systems	C	4	3	<p>(O) System 1 may be inoperative for one engine only provided:</p> <p>(a) APU is ON,</p> <p>(b) APU generator is ON,</p> <p>(c) Flight altitude is limited to 25,000 ft if GTCP36-150R APU is installed, <b>and</b></p> <p><b>(d) Engine anti-ice system on the associated engine operates normally.</b></p>
		C	4	2	<p>(O) System 2 may be inoperative on one or both engines <b>provided the engine anti-ice system on the associated engine(s) operates normally.</b></p>
		C	4	2	<p>(O) System 1 and system 2 may be inoperative provided they are not on the same engine, and</p> <p>(a) APU is ON,</p> <p>(b) APU generator is ON, and</p> <p>(c) Flight altitude is limited to 25,000 ft if GTCP 36-150R APU is installed, <b>and</b></p> <p><b>(d) Engine anti-ice system on the associated engine operates normally.</b></p>
-10-1	Ignition AUTO mode (with continuous ignition in take-off and reverse mode)				<b>The CAA-NL MMEL at revision MAR 28/03 is now acceptable.</b>
-10-2	Ignition NORMAL mode				<b>The CAA-NL MMEL at revision MAR 28/03 is now acceptable.</b>

# ***Civil Aviation Authority***

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

INTENTIONALLY LEFT BLANK

**CIVIL AVIATION AUTHORITY  
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL		REVISION NO: REVISION 3		PAGE:	
		DATE: 12 March 2004		S77-1	
(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number Installed			
		(4) Number required for despatch			
		(5) Remarks or Exceptions			
<b>77 ENGINE INDICATING</b>					
-42-1	Fuel Flow and Fuel Used Indication	C	2	1	<p>(O) <b>One</b> may be inoperative provided:</p> <p>(a) Associated fuel quantity indicating system is operating normally, <b>and</b></p> <p>(b) <b>Associated N1, N2, EPR and TGT indicators operate normally.</b></p>
-43-1	N2 Indication and Alerting System	C	2	1	<p>(O) (M) <b>One</b> may be inoperative provided:</p> <p>(a) N1, EPR and TGT indications of both engines operate normally, <b>and</b></p> <p>(b) <b>An alternate starting procedure is developed.</b></p>
-44-1	Engine Pressure Ratio Indicating System	B	2	1	<p>(O) <b>One EPR indication on the MFDS may be inoperative provided:</b></p> <p>(a) N1, N2 and TGT indications on both engines are operating normally, <b>and</b></p> <p>(b) <b>the corresponding EPR indication is available and monitored on the Standby Engine Indicator.</b></p>
-45-1	TGT Indication and Alerting System	C	2	1	<p>(O) <b>One TGT indication on the MFDS may be inoperative provided the corresponding TGT indication is available and monitored on the Standby Engine Indicator.</b></p>



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<b>AIRCRAFT:</b> Fokker 100 / Fokker 70 CAA Supplement to Fokker MMEL	<b>REVISION NO:</b> REVISION 3 <b>DATE:</b> 12 March 2004	<b>PAGE:</b> S78-1
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(1) System & Sequence Numbers Item					(2) Rectification Interval
					(3) Number Installed
					(4) Number required for despatch
					(5) Remarks or Exceptions
<b>78</b>	<b>EXHAUST</b>				
-30-1	Thrust Reversers	C	2	0	<p>(M) (O) One or both may be inoperative provided:</p> <p>(a) <b>Inoperative reversers are verified to be secured in the stowed (forward thrust) position, and</b></p> <p>(b) <b>Operations are conducted from dry runways only, unless the Flight Manual specifically permits operations from wet / contaminated / very slippery runways with thrust reversers inoperative, and</b></p> <p>(c) <b>Performance corrections are applied in accordance with the Flight Manual.</b></p>
-33-1	Thrust Reverser Indication and Alerting System				<p><b>The CAA-NL MMEL at revision MAR 28/03 is now acceptable.</b></p>

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