

Temporary Revisions (TRs) apply to this MMEL, which have been placed at the front of the document for convenience. All TRs overwrite and supersede the corresponding entry in the MMEL, and therefore must be incorporated in the document.

Please follow the instructions on each TR carefully, ensuring that the TR pages are inserted facing the effective page(s) in the MMEL.

The TRs should be incorporated in the order in which they were issued, as it is possible that a TR may be superseded by a later one.

Additionally please incorporate/amend the temporary revision record page and amend the list of effective pages accordingly.

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST TEMPORARY REVISION

AIRCRAFT TYPE: **L188**

18 November 1996

APPLICABLE TO NORMAL REVISION No: **TWO**

ATA 35 - OXYGEN

Insert in Master Minimum Equipment List facing page 35-2

ACTION : Record the incorporation on the temporary revision record page and amend the list of effective pages accordingly.

REASON FOR ISSUE: Items 2,3 and 4 omitted from revision 2 in error. Revision 2 highlights page correct - item 2 unchanged from revision 1, Note added to item 3 and item 4 is new.

2. Crew Oxygen System and Supply	1	0	As required by Air Navigation Legislation. Refer to Flight Manual for crew requirements.
3. Portable Oxygen Dispensing Units (bottle and Mask)	-	-	As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative. NOTE The portable supplies required by scales L1 and L2 are totally separate from the requirements of scale R2.
4. Protective Breathing Equipment	-	-	As required by Air Navigation Legislation.

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST TEMPORARY REVISION

AIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO**

REASON FOR ISSUE: Amended various entries in line with current CAA MMEL Policy.
Corrected entries for Fuelling Bay Fuel Cap and Engine Air Scoop and Inlet Vane Icing Lights.
Added entry for Navigation Database.

- ACTION:**
1. Insert page 1 of this TR after the Temporary Revision record page.
 2. Insert page 2 of this TR facing page 23-1 of the MMEL.
 3. Insert page 3 of this TR facing page 23-4 of the MMEL.
 4. Insert page 4 of this TR facing page 26-1 of the MMEL.
 5. Insert page 5 of this TR facing page 28-3 of the MMEL.
 6. Insert page 6 of this TR facing page 30-1 of the MMEL.
 7. Insert page 7 of this TR facing page 31-1 of the MMEL.
 8. Insert page 8 of this TR facing page 33-2 of the MMEL.
 9. Insert page 9 of this TR facing page 34-5 of the MMEL.
 10. Insert page 10 of this TR facing page 34-5 of the MMEL.
 11. Insert page 11 of this TR facing page 34-6 of the MMEL.
 12. Insert page 12 of this TR facing page 34-6 of the MMEL.
 13. Insert page 13 of this TR facing page 34-7 of the MMEL.
 14. Record the incorporation on the Temporary Revision record page and amend the list of effective pages accordingly.

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

AIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO**

ATA 23 - COMMUNICATIONS

Insert this page facing page 23-1 of the MMEL.

2. Passenger Address System (If installed)	1	0	(O) As required by Air Navigation Legislation. May be inoperative provided: (a) The flight deck / cabin interphone system (including chime system) is operative, (b) Alternate normal and emergency procedures are established and used, and (c) Repairs or replacements are carried out within three calendar days.
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CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

AIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO**

ATA 23 - COMMUNICATIONS

Insert this page facing page 23-4 of the MMEL.

11. Cockpit Voice Recorder (CVR)	1	0	<p>(O) As required by Air Navigation Legislation. May be inoperative provided:</p> <p>(a) It is not reasonably practical to repair or replace before commencement of flight,</p> <p>(b) The aircraft shall not exceed eight (8) consecutive flights with the CVR unserviceable beginning with the first flight after the CVR was last operating throughout the flight,</p> <p>(c) Not more than 72 hours have elapsed since the CVR became unserviceable, and</p> <p>(d) The Flight Data Recorder (if required by Air Navigation Legislation) must be operating normally.</p>
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CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

AIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO**

ATA 26 - FIRE PROTECTION

Insert this page facing page 26-1 of the MMEL.

5. Toilet Compartment Smoke Detection System (If installed)	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> (a) Toilet compartment is electrically isolated (including toilet flush motor and all other high voltage devices) as applicable, (b) Toilet waste bin is empty, (c) Toilet door is locked closed and placarded, (d) Toilet is not used for any other purpose, and (e) Repairs or replacements are carried out within ten calendar days.
	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> (a) Toilet fire extinguishers are fitted and operating normally, (b) The toilet is checked at regular and frequent intervals for evidence of fire and smoke, and (c) Repairs or replacements are carried out within three calendar days.

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

AIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO**

ATA 28 - FUEL

Insert this page facing page 28-3 of the MMEL.

7. Fuelling Bay Fuel Cap	1	0	<p>May be missing provided:</p> <ul style="list-style-type: none"> (a) Refuelling receptacle is verified to be free of contamination prior to each refuelling, (b) Receptacle is verified to have no leakage afterwards, (c) All fuel tank quantity indicators are operative, and (d) Repairs or replacements are carried out within three calendar days.
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CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

AIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO**

ATA 30 - ICE AND RAIN PROTECTION

Insert this page facing page 30-1 of the MMEL.

2. Engine Air Scoop and Inlet Vane Icing Lights	4	2	(M) Two may be inoperative provided: <ul style="list-style-type: none"> (a) Associated fuel flow indicators are operative, (b) Associated horsepower indicators are operative, and (c) Repairs or replacements are carried out within three calendar days.
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CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

AIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO**

ATA 31 - INDICATING AND RECORDING SYSTEMS

Insert this page facing page 31-1 of the MMEL.

2. Flight Data Recorder (FDR)	1	0	<p>As required by Air Navigation Legislation. May be inoperative provided:</p> <ul style="list-style-type: none"> (a) It is not reasonably practical to repair or replace before commencement of flight, (b) The aircraft shall not exceed eight (8) consecutive flights with the FDR unserviceable beginning with the first flight after the FDR was last operating throughout the flight, (c) Not more than 72 hours have elapsed since the FDR became unserviceable, and (d) The Cockpit Voice Recorder must be operating normally.
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CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISIONAIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO****ATA 33 - LIGHTS**

Insert this page facing page 33-2 of the MMEL.

5. Anti-Collision Lights	-	1	<p>(O) As required by Air Navigation Legislation. Any in excess of one may be inoperative provided:</p> <p>(a) A high intensity strobe light system is installed and operative,</p> <p>(b) The light(s) is (are) repaired at the earliest practicable opportunity, and</p> <p>(c) Repairs or replacements are carried out within ten calendar days.</p>
	-	0	<p>(O) As required by Air Navigation Legislation. All may be inoperative for daylight operations provided:</p> <p>(a) Operations are limited to flights within the UK FIR only, unless prior permission is obtained from the appropriate Air Traffic Control Unit for the intended route to be flown,</p> <p>(b) The light(s) is (are) repaired at the earliest opportunity, and</p> <p>(c) Repairs or replacements are carried out within ten calendar days.</p>
			<p><u>Note:</u> 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>
(1) Strobe Lights	-	0	<p>All may be inoperative provided repairs or replacements are carried out within ten calendar days.</p>

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

AIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO**

ATA 34 - NAVIGATION

Insert this page facing page 34-5 of the MMEL.

23. Ground Proximity Warning System (GPWS)			
(1) Terrain Avoidance Modes 1-4	-	0	<p>May be inoperative provided:</p> <p>(a) Two navigation systems (not including ADF and marker beacons) are operative, and</p> <p>(b) Repairs are made within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.</p>
(2) Test Mode	-	0	<p>May be inoperative provided:</p> <p>(a) The GPWS is considered inoperative, and</p> <p>(b) Repairs are made within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.</p>
(3) Glideslope Deviation (Mode 5)	-	0	<p>May be inoperative provided repairs or replacements are made within three calendar days.</p> <p>May be inoperative for day VMC only provided repairs or replacements are made within ten calendar days.</p>
			(Cont..)

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISIONAIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO****ATA 34 - NAVIGATION**

Insert this page facing page 34-5 of the MMEL.

23. Ground Proximity Warning System (GPWS) (Cont..)			
(4) Advisory Callouts (If installed)	-	0	(O) May be inoperative provided alternate procedures are established and used, and repairs or replacements are carried out within ten calendar days. <u>Note:</u> Check Flight Manual Limitations for approach minima.
(5) Windshear Mode (If installed)	-	0	(O) May be inoperative provided alternate procedures are established and used, and repairs or replacements are carried out within ten calendar days.
(6) Enhanced Mode (EGPWS)	-	0	May be inoperative provided the GPWS functions are operative. <u>Note:</u> Particular circumstances may require the use of additional or alternate procedures. The alternate procedures would require the operator to consider the routes over which he is flying and ensure that the pilot adopted a flight path which would give him the protection which would otherwise be afforded.

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISIONAIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO****ATA 34 - NAVIGATION**

Insert this page facing page 34-6 of the MMEL.

24. Airborne Collision Avoidance System (ACAS) (If installed)			
(1) ACAS System	-	0	<p>(O) (M) May be inoperative provided the system is deactivated and secured and</p> <p>(a) It is not reasonably practicable to repair before the commencement of flight, and</p> <p>(b) If the aeroplane is intended to be flown in airspace in which ACAS operation is required it may not fly for more than 10 calendar days with the equipment completely inoperative.</p> <p><u>Note:</u> Local airspace requirement may impose a more restrictive rectification interval.</p>
(2) Combined TA and RA Dual Displays	-	1	<p>(O) May be inoperative on the non-flying pilot side provided:</p> <p>(a) TA and RA elements and audio functions are operative in flying pilot side,</p> <p>(b) TA and RA display indications are visible to the non-flying pilot, and</p> <p>(c) Repairs or replacements are carried out within ten calendar days.</p> <p>(Cont..)</p>

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISIONAIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO****ATA 34 - NAVIGATION**

Insert this page facing page 34-6 of the MMEL.

24. Airborne Collision Avoidance System (ACAS) (If installed) (Cont..)			
(3) Resolution Advisory (RA) Display System(s)	-	1	(O) One may be inoperative on the non-flying pilot side provided repairs or replacements are carried out within ten calendar days.
	-	0	(O) One or more may be inoperative provided: (a) All Traffic Alert (TA) display elements and voice command audio functions are operative, (b) TA only mode is selected by the crew, and (c) Repairs or replacements are carried out within ten calendar days.
(4) Traffic Alert (TA) Display System(s)	-	0	(O) One or more may be inoperative provided: (a) All installed RA display and audio functions are operative, and (b) Repairs or replacements are carried out within ten calendar days.

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISIONAIRCRAFT TYPE: **LOCKHEED L-188 ELECTRA**

23 May 2001

APPLICABLE TO NORMAL REVISION No: **TWO****ATA 34 - NAVIGATION**

Insert this page facing page 34-7 of the MMEL.

29. Navigation Database
(If installed)

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(O) May be out of currency provided:

- (a) Current aeronautical information is used to verify Navigation Fixes prior to dispatch,
- (b) Procedures are established to verify the status and suitability of Navigation Facilities used to define the route of flight, and
- (c) The navigation database is updated to the current standard within 10 calendar days.

CIVIL AVIATION AUTHORITY

29 October 2001

**MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION**

APPLICABLE TO CAA MMEL FOR THE FOLLOWING AIRCRAFT TYPES:

AIRCRAFT TYPE:	MMEL NORMAL REVISION No:
Airbus Industrie A300-600	2
Airbus Industrie A319/A320/A321	2
ATR 42	4
ATR 72	Initial issue
BAC 1-11	2
BAe (HS) 125 series B up to 800B	Initial issue
BAe (HS) 748	Initial issue
Beech F90/200/B200/B200C series	1
Beech B90/C90/C90A/E90	Initial issue
Beech 100/A100	Initial issue
Beechjet 400/400A and MU300	3
Boeing 707-300 series	Initial issue
Boeing 727-100 and 200 series	1
Boeing 737-100/200/300/400/500 series	3
Boeing 747-100/200 series	2
Boeing 747-400	3
Boeing 757	12
Boeing 767	Initial issue
Canadair Challenger	2
Cessna Citation CE-500 series	Initial issue
Cessna CE-525	Initial issue
Cessna Citation CE-650	Initial issue
Cessna CE-208/208A/208B	1
Cessna 401/402/404/411	Initial issue
Reims / Cessna 406/F406	Initial issue
Cessna 414/421	Initial issue
Cessna 425/441	Initial issue
Dassault Aviation Fan Jet (Falcon 20)	1
Dassault Aviation Mystere Falcon 900	Initial issue
Dassault Aviation Falcon 900EX	Initial issue
De Havilland DHC-6	3

Cont...

CIVIL AVIATION AUTHORITY

29 October 2001

**MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION**

APPLICABLE TO CAA MMEL FOR THE FOLLOWING AIRCRAFT TYPES:

AIRCRAFT TYPE:	MMEL NORMAL REVISION No:
De Havilland DHC-7	3
De Havilland DHC-8	1
Dornier 228	1
Embraer EMB-110	2
Embraer EMB-120	2
Fokker F27	1
Fokker F100/F70	2
Gulfstream Aerospace Gulfstream IV	3
Islander BN-2A/BN-2B	1
Learjet 35/36/55	Initial issue
Lockheed L-188 Electra	2
Lockheed L-1011 Tristar	1
MCDonnell Douglas DC-10 (Models 10 and 30)	Initial issue
McDonnell Douglas DC-3	Initial issue
Piper PA31	3
Saab SF340A and 340B	1

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST TEMPORARY REVISION

ACTION:

Insert pages 1, 2 and 3 of this TR after the TR Record page.
Insert page 4 of this TR at the front of the Preamble section.
Insert page 5 of this TR at the front of the Definitions section.
Insert page 6 of this TR immediately before and facing page 23-1.
Insert page 7 of this TR immediately before and facing page 25-1.
Insert page 8 of this TR immediately before and facing page 31-1.
Insert page 9 of this TR immediately before and facing page 34-1.
Insert page 10 of this TR immediately before and facing page 34-1.

Record the incorporation on the temporary revision record page and amend the list of effective pages accordingly.

REASON FOR ISSUE:

The TR reflects current CAA MMEL Policy for Cockpit Voice Recorders, Emergency Locator Transmitters, Flight Data Recorders, ACAS II and GPWS.

The Definitions and Preamble sections have also been updated to reflect current CAA MMEL Policy.

NOTES

1. This TR replaces any existing alleviation given in the MMEL normal revision and/or any previous TR on the same subject.
2. The existing MMEL numbering should be retained where applicable. In the absence of an applicable MMEL entry, the alleviation given in this TR should be added at the end of the relevant ATA chapter in the MMEL.

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST TEMPORARY REVISION

PREAMBLE

Insert this page facing at the front of the Preamble section in the MMEL.

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

29 October 2001

MASTER MINIMUM EQUIPMENT LIST TEMPORARY REVISION

DEFINITIONS

Insert this page facing at the front of the Definitions section in the MMEL.

"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).

"It is not reasonably practicable for repairs or replacements to be made": This statement is intended to cover situations whereby there is a lack of a replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.

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).

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 23 - COMMUNICATIONS

Insert this page facing page 23-1 of the MMEL.

Cockpit Voice Recorder (CVR)		-		-		-		As required by Operating Requirements.
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CIVIL AVIATION AUTHORITY

29 October 2001

**MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION****ATA 25 - EQUIPMENT / FURNISHINGS**

Insert this page facing page 25-1 of the MMEL.

Emergency Locator Transmitter (ELT) (If installed)	A	-	-	May be inoperative provided repairs or replacements are made within 6 further flights or 25 flying hours, whichever occurs first.
	D	-	-	Any in excess of those required may be inoperative.

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 31 - INDICATING / RECORDING SYSTEMS

Insert this page facing page 31-1 of the MMEL.

Flight Data Recorder (FDR)		-		-		-		As required by Operating Requirements.
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CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

Insert this page facing page 34-1 of the MMEL.

Airborne Collision and Avoidance System (ACAS II) (If installed)				
(1) ACAS II System	A	-	0	<p>(O) (M) As required by Air Navigation Legislation. May be inoperative provided the system is deactivated and secured, and</p> <p>(a) The aircraft may continue the flight or series of flights but shall not depart an airport where it is reasonably practicable for repairs or replacements to be made, and</p> <p>(b) Repairs or replacements must be carried out within 10 calendar days.</p> <p><u>Note:</u> Local airspace requirements may require a permission to proceed or impose a more restrictive rectification interval.</p>
(2) Combined Traffic Alert (TA) Resolution Advisory (RA) Dual Displays	C	-	1	<p>(O) May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on the flying pilot side.</p> <p>(Cont..)</p>

CIVIL AVIATION AUTHORITY

29 October 2001

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

ATA 34 - NAVIGATION

Insert this page facing page 34-1 of the MMEL.

Airborne Collision and Avoidance System (ACAS II) (If installed) (Cont.)				
(3) Resolution Advisory (RA) Display System(s)	C	-	1	(O) One may be inoperative on the non-flying pilot side . OR
	C	-	0	(O) May be inoperative provided: (a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and (b) TA only mode is selected by the crew.
(4) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided all installed RA display and audio functions are operative.
Ground Proximity Warning System (GPWS) (including TAWS)	-	-	-	As required by Operating Requirements.

CIVIL AVIATION AUTHORITY

20 March 2002

**MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION**

TR-G6 APPLICABLE TO CAA MMEL FOR THE FOLLOWING AIRCRAFT TYPES:

GLOBAL TEMPORARY REVISION INDEX

AIRCRAFT TYPE:	G1	G2	G3	G4	G5	G6
Airbus Industrie A300-600				√	√	√
Airbus Industrie A319/A320/A321 Supplement				√	√	
ATR 42				√		
ATR 72				√	√	
BAC 1-11		√		√		√
BAe (HS) 125 series B up to 800B				√		√
BAe (HS) 748		√		√		√
Beech F90/200/B200/B200C series	√			√		√
Beech B90/C90/C90A/E90	√			√		√
Beech 100/A100	√			√		√
Beechjet 400/400A and MU300				√		√
Boeing 707-300 series				√		√
Boeing 727-100 and 200 series				√		
Boeing 737-100/200/300/400/500 series Supplement				√	√	
Boeing 747-100/200 series				√	√	
Boeing 747-400 Supplement				√	√	
Boeing 757 Supplement				√	√	
Boeing 767 Supplement				√	√	√
Canadair Challenger				√		√
Cessna Citation CE-500 series Supplement				√		
Cessna CE-525 Supplement				√		
Cessna Citation CE-650 Supplement				√		
Cessna CE-208/208A/208B	√			√		√
Cessna 401/402/404/411	√			√		√
Reims / Cessna 406/F406	√			√		√
Cessna 414/421	√			√		√
Cessna 425/441	√			√		√

CIVIL AVIATION AUTHORITY

20 March 2002

**MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION****GLOBAL TEMPORARY REVISION INDEX (Cont.)**

AIRCRAFT TYPE:	G1	G2	G3	G4	G5	G6
Dassault Aviation Fan Jet (Falcon 20)				√		√
Dassault Aviation Mystere Falcon 900		√		√		√
Dassault Aviation Falcon 900EX				√		
De Havilland DHC-6	√			√		√
De Havilland DHC-7	√	√		√		√
De Havilland DHC-8				√	√	
Dornier 228	√			√		√
Embraer EMB-110	√			√		√
Embraer EMB-120				√		
Fokker F27	√	√		√	√	√
Fokker F100/F70 Supplement				√	√	
Gulfstream Aerospace Gulfstream IV				√		√
Islander BN-2A/BN-2B	√			√		√
Learjet 35/36/55				√		√
Lockheed L-188 Electra				√		√
Lockheed L-1011 Tristar				√		√
MCDonnell Douglas DC-10 (Models 10 and 30)				√	√	√
McDonnell Douglas DC-3				√		
Piper PA31	√			√		√
Saab SF340A and 340B Supplement				√	√	

Note: The TR-G prefix designates a global Temporary Revision which is a policy change applicable to several aircraft types. Please note that revisions of the MMEL may have incorporated (and superseded) the Temporary Revisions previously issued.

CIVIL AVIATION AUTHORITY

20 March 2002

MASTER MINIMUM EQUIPMENT LIST TEMPORARY REVISION

ACTION : Insert pages 1 and 2 of this TR immediately after the TR record page.

Insert page 3 of this TR immediately before and facing page 34-1 of the MMEL (or S34-1 for MMEL Supplements).

Record the incorporation on the temporary revision record page and amend the list of effective pages accordingly.

REASON FOR ISSUE: Update MMELs to include current CAA MMEL Policy on Radio Altimeters. Two notes have been introduced in order to ensure that the applicable dispatch deviations are used if the GPWS/TAWS and ACAS systems are also inoperative.

If either of these notes already exists in the current MMEL entry (as a note or as part of the alleviation), the existing wording in the MMEL should remain. These notes should be incorporated only if the current MMEL entry does not refer to these systems. If the MMEL entry refers to GPWS but not ACAS, then only the note for ACAS need be incorporated.

ATA 34 – NAVIGATION

Insert this page facing page 34-1 of the MMEL.

The following notes should be added to the entry for Radio Altimeters:

- Note 1: If the loss of the radio altimeter prohibits normal operation of the GPWS/TAWS, the dispatch deviation and rectification interval for an inoperative GPWS/TAWS must be observed.
- Note 2: 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.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

LOCKHEED L-188 ELECTRA

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Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

LOCKHEED L-188 ELECTRA

Revision 2
25 October 1996

REVISION 2

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.

Correspondence concerning this document should be addressed to the office listed below:-

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Safety Regulation Group
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South Area
Gatwick Airport
Gatwick
West Sussex
RH6 0YR

Attention: Aircraft Projects
MMEL Section

Civil Aviation Authority

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Revision 1	7 January 1992		
Revision 2	25 October 1996		

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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. Likewise 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/Operators 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 3 of the MMEL and any associated conditions shall be at least as severe as those specified in column 4.
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.
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.

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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 three calendar days for 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 MMEL 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.

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MASTER MINIMUM EQUIPMENT LIST

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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.

NOTE: Items annotated in UPPER CASE letters indicates the precise flight deck legend used.
3. "Number Installed" (Column 2): 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.
4. "Number Required for Despatch" (Column 3): The minimum number of the specified items required for operation provided the conditions defined in Column 4 are met.
5. "Remarks or Exceptions" (Column 4): 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.
6. Dash (-): This symbol indicates a variable quantity when used in Columns 2 or 3.

NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 2 and 3.
7. "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.
8. "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).
9. "(0)": The use of this symbol in Column 4 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.

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DEFINITIONS (Cont...)

10. "(M)": The use of this symbol in Column 4 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 (0)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

11. "As required by Air Navigation Legislation": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation in force during the flight.
12. "VMC" and "IMC": The definitions of these terms are those used in Section 2 of the Air Navigation Order - Rules of the air.
13. "Icing Conditions": An atmospheric condition that may cause ice to form on the aircraft or in the engines.
14. "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.
15. "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.

16. "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".

In the MEL, for an operator who has received approval to extend maximum diversion time from 120 minutes to 138 minutes, unless otherwise stated, "120 minutes" may be interpreted as "138 minutes".

17. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.
18. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the UK this is the Civil Aviation Authority.
19. "Deleted": When applied to an item number, indicates that the item was previously listed but is now required to be operative.

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DEFINITIONS (Cont...)

20. "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 combustible materials are prohibited.

21. "System": System means the group of directly related components which together performs a specified function, for example 'RPM indication system' would include the RPM indicator, tachometer generator, circuit breaker and associated circuitry.

22. "Extended Overwater Flight": Refers to an operation overwater at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

23. Repair Intervals

Calendar Day

A period of 24 hours elapsed time, commencing at midnight on the day of discovery and recording of a malfunction in the aircraft's maintenance record/logbook and ending at midnight on the next day. For example, if it were recorded at 10 am on January 26th that a malfunction had occurred, and the MMEL allowed three calendar days for completion of repairs or replacements, the three day interval would commence at midnight on 26th January and end at midnight on 29th January.

24. "Despatch": 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 118(2)(a) of the ANO and it is at the point of despatch that the provisions of the MMEL cease to apply. They come into effect 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.

25. NOT USED: An item which appeared in the base document (e.g. FAA MMEL) but which has not been included in the CAA MMEL. The base document item number is retained to maintain continuity.

26. Base documents used for the preparation of this MMEL are:

- (1) FAA L-188 ELECTRA MMEL Revision 14 dated 16 March 1994.
- (2) CAA Policy Statements, as effective at end September 1996.

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General

1. The proviso - *"The aircraft may continue the flight or series of flights not to exceed 3 calendar days but shall not depart an airport where repairs or replacements can be made"* has been replaced by the simpler proviso *"Repairs or replacements are carried out within three calendar days"*.
2. In accordance with a recent policy change the "*" has been removed - See DEFINITIONS 7.

21 AIR CONDITIONING

21-1	Cabin Compressors	3 day repair policy applied.
21-2	Cabin Pressure Control System NOTE added.	Alleviation clarified 2nd scenario of (1) deleted and
21-3	Cabin Air Compressor Dump Switches	Revised to give alleviation for one or both switches inoperative (M) and (O) added.
21-5	Cabin Air Compressor Disconnect Switch	Revised to give alleviation for one or both switches inoperative (M) added.
21-7	Cabin Altitude Indicator	Proviso (c) added.
21-8	Cabin Differential Pressure Indicator	Proviso (c) added.
21-9	Cabin Rate of Climb Indicator	Proviso (d) added.
21-10	Cabin Air Compressor Warning Lights	(M) added and revised.
21-12	Vapour Cycle (Freon) System	Revised.
21-13	Cooling Turbines	Revised.
21-15	Recirculation Fans	Expanded and (M) added.
21-16	Duct Heaters	Expanded and (M) added.
21-17	Program Position Indicator	Revised i.a.w. FAA MMEL.

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HIGHLIGHTS TO REVISION 2

21 AIR CONDITIONING (Cont...)

21-20	Automatic Temperature Controls	Revised, item title becomes Automatic Temperature Controls.
21-21	Freon Condenser Pressure Indicator	Deleted i.a.w. FAA MMEL.
21-23	Manual Temperature Control Switches.	Deleted i.a.w. FAA MMEL.
21-24	16 Point Temperature Selector and Indicator	Additional Alleviation.
21-27	Temperature Control Panel Advisory Lights	(M) and provisos added.

22 AUTO FLIGHT

22-3	Autopilot Disconnect Indicator Light	New Item.
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23 COMMUNICATIONS

23-2	Passenger Address System	New proviso (b) added.
23-3	Communication Systems	UHF now "may be inoperative".
23-7	Cabin Attendants Interphone System	New proviso (a) added.
23-9	Radio Rack Cooling Fan	Proviso (b) now 20 minutes and proviso (d) added.
23-10	Crewmember Alerting System	New item, previous item 10 moved to 11.
23-11	Cockpit Voice Recorder	Moved from item 10, previous proviso (c) deleted, 24 hours becomes 48.
23-12	Headsets	Relocated from 11.

NOTE: Previous item 12 Loudspeaker has been removed from the MMEL at revision 2, existing item 1 makes "Loudspeaker" superfluous.

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HIGHLIGHTS TO REVISION 2

24 ELECTRICAL POWER

24-1	AC Generator System	Revised, provisos (c) and (d) added, now considers a/c with 3 generators.
24-2	Generator Warning Lights	Revised.
24-11	Generator System Annunciator Lights	Now 4 required i.a.w. FAA MMEL.
24-14	Generator Disengage Switch	Revised.
24-15	Frequency Meter	3 day repair policy applied.

25 EQUIPMENT/FURNISHINGS

25-1	Megaphones	Latest CAA policy applied.
25-2	Flight Crew Shoulder Harness Inertia Reels	3 day repair policy applied.

26 FIRE PROTECTION

26-5	Toilet Compartment Smoke Detection System	Latest CAA policy applied, third alleviation added.
26-7	APU Fire Detection System	New item.
26-8	APU Fire Extinguishing System	New item.

27 FLIGHT CONTROLS

27-2	Take-off Warning Horn System	Revised.
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28 FUEL

28-1	Fuel Tank Boost Pumps	Revised and 3 day repair limit applied i.a.w. FAA MMEL.
28-2	Fuel Tank Sump Pumps	Revised additional alleviation.

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HIGHLIGHTS TO REVISION 2

28 FUEL (Cont...)

28-4	Fuel Dump System	Revised, 3 day repair limit applied.
28-5	Fuel Quantity Indicators	Revised and (M) and (O).
28-7	Fuelling Bay Fuel Cap	New item.
28-8	Fuel Crossfeed Valve Position Lights	New item.

29 HYDRAULIC POWER

29-4	Hydraulic System Pressure Indicators	Revised.
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30 ICE AND RAIN PROTECTION

30-1	Engine Air Scoop and Inlet Vane Anti-ice Valves.	Revised.
30-2	Engine Air Scoop and Inlet Vane Icing Lights	3 day repair limit applied.
30-3	Propeller Anti-Icing	Revised, ICEX alleviation added.
30-4	Wing and Empennage De-icing and Anti-icing	(M) and proviso (a) added.
30-5	Ice Detector	Reference to item 33-6 removed.
30-7	Engine Bleed Air Valve Lights	(M) deleted.
30-10	Leading Edge Temperature Indicator	Revised.
30-11	Pitot Heaters	Revised, now either side may be inoperative, 3 day repair limit applied. Annunciators now in 30-15.
30-12	Electric Windshield Heat	(M) (O) added, 3 day repair policy applied.
30-14	Anti-Ice Manifold Leakage Test System	Revised, 3 day repair limit applied.
30-15	Pitot Heat Annunciator Lights	New item.

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HIGHLIGHTS TO REVISION 2

31 INDICATING AND RECORDING SYSTEMS

31-2 Flight Data Recorder Proviso (c) deleted, new proviso (c) now 48 hours.

32 LANDING GEAR

32-3 Emergency Air Brakes Revised to say "Must be operative".

33 LIGHTS

33-1 Cockpit and Instrument Lighting Systems Revised to reflect latest CAA policy.

33-2 Cabin Interior Lighting Proviso (c) added.

33-3 Passenger Notice System Revised to reflect latest CAA policy.

33-6 Wing Illumination Lights Revised to reflect latest CAA policy.

33-7 Landing Lights NOTE removed, three day repair limit applied.

33-10 Interior Emergency Exit Lighting System Revised, may be inoperative if no passengers are carried.

33-11 Exterior Emergency Illumination System Revised, passengers are not carried added.

33-12 Floor Proximity Lighting Revised, passengers are not carried added.

34 NAVIGATION

In response to a request from an operator, ATA 34 has been revised to include consideration of aircraft which have been modified to permit transfer of gyro information between Captain/ Co-Pilots ADI's/ HSI's. Other items have been revised to reflect the FAA source MMEL.

34-3 Altimeters Revised i.a.w. FAA MMEL, 3 day repair limit applied.

34-5 Attitude Display Indication Revised to reflect latest CAA policy.

34-6 Vertical Gyro Systems Revised to reflect latest CAA policy.

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HIGHLIGHTS TO REVISION 2

34 NAVIGATION (Cont...)

34-7	Standby Attitude Indicator	Revised to reflect latest CAA policy.
34-8	Turn and Bank Indicators	Revised to reflect latest CAA policy.
34-9	Horizontal Situation Indication	Revised to reflect latest CAA policy.
34-10	Standby Compass	3 day repair policy applied.
34-23	GPWS	Note added.
34-24	TCAS	New item, aligns CAA MMEL with FAA MMEL.
34-25	Altitude Alerting System	New item.
34-26	Radio Altimeter System	New item.
34-27	Microwave Landing System	New item, aligns with FAA MMEL.
34-28	Transfer Switching System	New item.

35 OXYGEN

35-1	Passenger Oxygen System	Latest CAA policy applied.
35-3	Portable Oxygen Dispensing Units	NOTE added.
35-4	Protective Breathing Equipment	New item.

49 AIRBORNE AUXILIARY POWER

49-2	APU Generator	New item
49-3	APU Bleed Air	New Item
49-4	APU Caution and Warning Lights	New Item

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HIGHLIGHTS TO REVISION 2

52 DOORS

52-1	Forward Air Stair	Revised, provisos a) and b) added.
52-2	Door Warning Light System	NOTE added.
52-3	Main Cabin Cargo Door Warning Light	New item, previous item 3 moved to 52-4. System
52-4	Lockable Flight Deck Door	3 day repair policy applied.
52-5	Main Cabin Cargo Door	New item.

61 PROPELLERS

61-4	Autofeather-TSS System	(M), (O) added 3 day repair policy applied.
61-8	Low Oil Level Warning Light	3 day repair policy applied.

73 ENGINE FUEL & CONTROL

73-1	Temperature Datum System	Relocated from ATA 77, (M) added.
73-2	Fuel Flow Indicators	Relocated from ATA 77, 3 day repair policy applied.

74 IGNITION

74-1	Speed Sensitive Control (Switch)	New item.
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HIGHLIGHTS TO REVISION 2

77 ENGINE INDICATORS

77-1	TIT Indicators	Revised i.a.w. FAA source, alleviation now for digital display only.
77-2	Torque Indicating System	Deleted.
77-3	Temperature Datum System	Moved to ATA 73.
77-4	Fuel Flow Indicators	Moved to ATA 73.

79 ENGINE OIL

79-1	Engine Oil Pressure Indicators	Deleted i.a.w. FAA revision 14.
79-2	Engine Oil Pressure Indicators	Deleted i.a.w. FAA revision 14.
79-3	Engine Oil pressure Warning Lights	Revised, 3 day repair policy applied.
79-4	Engine Oil Temperature Indicator	Deleted i.a.w. FAA revision 14.
79-6	Oil Cooler Flap Control System	Revised, alleviation for auto system, where fitted.
79-7	Oil Quantity Indicators	Revised and 3 day repair policy applied.
79-8	Oil Cooler Inducers	Revised and 3 day repair policy applied.

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AIRCRAFT: LOCKHEED L-188 ELECTRA		REVISION NO: REVISION 2		PAGE:
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(1) System & Sequence Numbers Item	(2) Number Installed			
	(3) Number required for despatch			(4) Remarks or Exceptions
<u>21 AIR CONDITIONING</u>				
1. Cabin Compressors	2	1		(O) One may be inoperative provided: (a) Flight altitude is limited to FL 150, and (b) Sufficient oxygen is carried which will allow continuous use for the duration of the flight above FL 100. OR
	2	0		(O) (M) Both may be inoperative for unpressurised flight provided: (a) Flight altitude is limited to FL100, (b) Outflow valve is secured open, and (c) Repairs or replacements are carried out within three calendar days.
2. Cabin Pressure Control System				
(1) Automatic (Pneumatic)	1	0		(O) May be inoperative provided: (a) Manual pressurisation is operating normally, and (b) Cabin altitude, rate and differential indicators are operating normally.
(2) Manual (Electric)	1	0		(O)(M) May be inoperative for unpressurised flight provided operations are conducted in accordance with Flight Manual limitations.
(3) Automatic and Manual	2	0		Both may be inoperative provided: (a) The aircraft is flown unpressurised provided operations are conducted in accordance with Flight Manual Limitations, and Cont...

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<u>21 AIR CONDITIONING</u> <u>(Cont...)</u>			
2. Cabin Pressure Control System (Cont...)			
(3) Automatic and Manual (Cont...)			(b) Flight altitude is limited to FL100. NOTE If the outflow valve has been secured open or cannot be closed extended overwater flight is prohibited.
3. Cabin Air Compressor Dump Switches	2	1	(M) (O) One may be inoperative provided: (a) Remaining Cabin Air Compressor Dump Switch is operative, and (b) Cabin Air Compressor associated with operative Dump Switch is operative.
	2	0	(M) (O) May be inoperative provided flight is conducted in an accepted unpressurised configuration.
4. Safety Valve Control	1	1	Must be operative.
5. Cabin Air Compressor Disconnect Switch	2	1	(M) One may be inoperative provided associated compressor is verified disconnected and is not used.
	2	0	(M) May be inoperative provided: (a) Both compressors are verified disconnected, and (b) Flight is conducted in an accepted unpressurised configuration.

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<u>21 AIR CONDITIONING</u> <u>(Cont...)</u>				
6.	Cabin Compressor Indicator (Compressor Inlet/ Discharge Pressure)	2	-	May be inoperative for an inoperative cabin compressor.
7.	Cabin Altitude Indicator	1	0	(O) May be inoperative provided: (a) Cabin differential pressure indicator is operating normally, and (b) A chart is provided to crew to convert differential pressure to cabin altitude. OR (c) Flight is conducted in an accepted unpressurised configuration.
8.	Cabin Differential Pressure Indicator	1	0	(O) May be inoperative provided: (a) Cabin altitude indicator is operating normally, and (b) A chart is provided to crew to convert cabin altitude to differential pressure. OR (c) Flight is conducted in an accepted unpressurised configuration.
9.	Cabin Rate of Climb Indicator	1	0	(O) May be inoperative provided: (a) Cabin altitude indicator operates normally, and (b) Cabin differential pressure indicator operates normally, and Cont...

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<u>21 AIR CONDITIONING</u> <u>(Cont...)</u>				
9. Cabin Rate of Climb Indicator (Cont...)				(c) Pressurisation system operates normally in automatic and manual modes. OR (d) Flight is conducted in an accepted unpressurised configuration.
10. Cabin Air Compressor Warning Lights (Low Oil Pressure/High Oil Temp)	4	-		May be inoperative provided associated compressor is disconnected and secured.
11. Cabin Altitude Warning System	1	0		(O) May be inoperative for flights below 10,000 feet MSL.
12. Vapour Cycle (Freon System)	1	0		(O) May be inoperative provided: (a) Departure, enroute and terminal airport temperatures are not forecast to exceed 27° C (80° F). OR (b) Above 27° C (80° F) if the Freon System is inoperative, both Cooling Turbines are operative.
13. Cooling Turbines	2	1		One may be inoperative provided: (a) Departure, enroute and terminal airport temperatures are not forecast to exceed 27° C (80° F). OR (b) Freon System is operative.

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<u>21 AIR CONDITIONING</u> <u>(Cont...)</u>				
14. Freon Condenser Door (If Installed)	1	0	(M)(O) Door and/or actuator may be inoperative provided: (a) Door is secured in FLIGHT OPEN position, (b) Circuit breaker in centre section load centre is pulled and tagged, (c) Freon condenser (if installed) discharge pressure and temperature are monitored during ground operations and throughout the duration of the flight, and (d) Operations are conducted in accordance with Flight Manual limitations.	
15. Recirculation Fans (If Installed)	-	0	(M) May be inoperative provided system is secured by an accepted procedure.	
16. Duct Heaters	-	0	(M) May be inoperative provided system is secured by an accepted procedure.	
17. Program Position Indicator (If Installed)	1	0	(M) May be inoperative provided: (a) 16 Point Selector is operative. OR (b) Associated system is secured by an approved method.	
18. Cabin Temperature Indicator (If Installed)	1	0	May be inoperative.	

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<u>21 AIR CONDITIONING</u> <u>(Cont...)</u>				
19. Freon Condenser Door Position Indicator (If Installed)	1	0		(M)(O) May be inoperative provided: (a) Door is secured in FLIGHT OPEN position, (b) Circuit breaker in centre section load centre is pulled and tagged, and (c) Freon condenser discharge pressure and temperature are monitored during ground operations and throughout the duration of the flight.
20. Automatic Temperature Controls (Cabin and Flight Station) (If Installed)	2	0		(O) May be inoperative provided Manual Controls are operative.
21. Freon Condenser Pressure Indicator (If Installed)				Deleted - Revision 2.
22. Cargo Compartment Overheat Lights (Forward and Rear Baggage Bays)				
(1) Aircraft with Cargo Compartment Heating	2	0		(M) Both may be inoperative provided: (a) Cargo heater switch is selected "OFF", and (b) Circuit breakers for cargo compartment heat control are pulled and tagged.
(2) Aircraft Without Cargo Compartment Heating	2	0		Both may be inoperative.

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<u>21 AIR CONDITIONING</u> <u>(Cont...)</u>			
23. Manual Temperature Control Switches			Deleted - Revision 2.
24. 16 Point Temperature Selector and Indicator			
(1) Cabin Evap Freon IN/OUT (If Installed)	1	0	May be inoperative.
(2) Flt. Sta. Evap Freon IN/OUT (If Installed)	1	0	May be inoperative.
(3) Air Cycle IN/OUT Left/Right	2	0	May be inoperative provided associated Compressor Inlet/Discharge Indicator is operative.
(4) Cabin Heater/Evap. Air	1	0	May be inoperative provided: (a) Associated Overheat Light is operative, and (b) Cabin Temperature Indicator is operative.
(5) Flight Station Heater/Evap. Air	1	0	May be inoperative provided Associated Overheat Light is operative.
(6) Cargo Compartment Heat Aft/Forward	1	0	(O) May be inoperative provided Cargo Heat is not used.
(7) Cond. Freon/Cond. Fan Motor	2	0	May be inoperative.

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<u>21 AIR CONDITIONING</u> <u>(Cont...)</u>				
25. Freon Compressor Inlet Pressure Indicator (If Installed)	1	0		May be inoperative provided: (a) Freon condenser pressure indicator operates normally, and (b) Freon condenser door and position indicator operates normally.
26. Rapid Heat Doors and Controls (If Installed)	-	0		May be inoperative.
27. Temperature Control Panel Advisory Lights	6	0		(M) May be inoperative provided: (a) 16 Point Selector is operative. OR (b) Associated system is secured.

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<u>22 AUTO FLIGHT</u>				
1. Automatic Pilot System	1	0		(O) May be inoperative except components associated with the mode being used must be operative.
2. Control Wheel Autopilot Disengage Switch	2	1		(O) One may be inoperative provided: <ul style="list-style-type: none"> (a) Aircraft is flown from the non-affected side, (b) The disengage switch on the non affected side is checked to be operating normally, and (c) The autopilot is not used below 1,500 feet AGL. OR
	2	1		(O) One may be inoperative provided: <ul style="list-style-type: none"> (a) Both go-around buttons are operative, (b) The disengage switch on the non-affected side is verified to be operating normally, and (c) The autopilot is not to be used below 1,500 feet AGL.
3. Autopilot Disconnect Indicator Light	1	0		May be inoperative provided autopilot is not used.

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<u>23 COMMUNICATIONS</u>				
1. Flight Deck Speakers (If Installed)	-	0		May be inoperative for communications purposes provided each crew member has an operative headset.
2. Passenger Address System (If Installed)	1	0		As required by Air Navigation Legislation. May be inoperative provided: <ul style="list-style-type: none"> (a) Cabin interphone system is operative, (b) Chime system is operative, (c) Alternate normal and emergency procedures are established and utilised, and (d) Aircraft may continue the flight or series of flights but shall not depart an airport where repairs can be made and shall not exceed 25 flight hours prior to completion of repairs.
3. Communication Systems				
(1) VHF System	-	-		As required by Air Navigation Legislation.
(2) HF System	-	-		As required by Air Navigation Legislation.
(3) UHF System	-	-		May be inoperative.
4. Cockpit Interphone System	1	1		Required for all crewmembers on flight deck duty.
5. Audio Selector Panels	-	3		One required for each crew member on flight deck duty.
6. Service Interphone System	1	0		As required by Air Navigation Legislation. May be inoperative provided procedures do not depend on its use <u>or</u> alternate normal and emergency procedures are established and utilised.

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23 COMMUNICATIONS (Cont...)			
7. Cabin Attendants Interphone System	1	0	(O) May be inoperative provided: (a) Procedures do not require its use. OR (b) Passenger address system is operative, and (c) Alternate normal and emergency procedures are established and utilised.
8. Selective Call System (SELCAL) (If Installed)	1	0	May be inoperative provided: (a) Procedures do not require its use, OR (b) Flight crew monitor appropriate HF/VHF frequency.
9. Radio Rack Cooling Fan	1	0	Fan may be inoperative provided: (a) Cockpit ambient temperature does not exceed 38°C (100°F), (b) Ground operating time does not exceed 30 minutes, (c) The rack cover is removed and stored away from the radio rack, and (d) The aircraft is not operated unpressurised.

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<u>23 COMMUNICATIONS</u> <u>(Cont...)</u>				
10. Crewmember Alerting System (Crew Call Light and Chime)				
(1) Flight Crew Call Light	1	0		May be inoperative.
(2) Flight Attendant Call Light System	1	0		May be inoperative provided: (a) Passenger Address System is operative, (b) Flight Attendant Call Chime is operative, and (c) Affected Light is not required for Lavatory Smoke Detector Alerting.
(3) Flight Attendant Call Chime System				
(1) Passenger Configuration	1	0		(O) May be inoperative provided: (a) Passenger Address System is operative, (b) Flight Attendant Call Light is operative, (c) Affected Chime is not required for Lavatory Smoke Detector Alerting, and (d) Alternative Normal and Emergency procedures are established and used.
(2) Cargo Configuration	1	0		May be inoperative.

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<u>23 COMMUNICATIONS</u> <u>(Cont...)</u>				
11. Cockpit Voice Recorder System (CVR)	1	0	As required by Air Navigation Legislation. May be inoperative provided: (a) It is not reasonably practical to repair or replace before commencement of the flight. (b) The aircraft shall not exceed six (6) consecutive flights with the CVR unserviceable beginning with the first flight after the CVR was last operating throughout the flight. (c) Not more than 48 hours have elapsed since the CVR became unserviceable. (d) The aircraft must not depart from its maintenance base with the CVR unserviceable. (e) The Flight Data Recorder must be operating normally.	
12. Headsets	-	-	One headset (including boom microphone) must be operative for each required crew member on flight deck duty.	

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<u>24 ELECTRICAL POWER</u>				
1. AC Generator Systems				
(1) Aircraft fitted with four generators	4	3		(M) One generator may be inoperative provided: (a) The cause of the malfunction is determined, (b) Appropriate action is taken to ensure that no hazard exists. (c) When generator 4 is inoperative do not operate engines with RPM Selector Switches in Low, and (d) Repairs or replacements are carried out within three calendar days.
(2) Aircraft fitted with three generators	3	2		(M) One may be inoperative provided: (a) The cause of the malfunction is determined, (b) Appropriate action is taken to ensure that no hazard exits, and (c) Repairs or replacements are carried out after one flight.
2. Generator Warning Lights				
(1) Trip Lights, Disengage Lights	-	-		(M) May be inoperative provided: (a) Associated generator is inoperative, and (b) Associated Mechanical Failure Light is operative.
(2) Mechanical Failure Lights	4	3		(M) One may be inoperative provided associated generator is removed or disengaged and secured by an acceptable procedure.

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<u>24 ELECTRICAL POWER</u> <u>(Cont...)</u>				
3.	Transformer Rectifier Unit	2	2	Both must be operative.
4.	TRU Cooling Fans	2	2	Both must be operative.
5.	Emergency Inverter	1	1	Must be operative.
6.	AC Volt Meter	1	1	Must be operative.
7.	AC Amp Meter	-	-	One may be inoperative for an inoperative generator.
8.	DC Amp Meter	1	1	Must be operative.
9.	DC Volt Meter	1	1	Must be operative.
10.	Battery System	1	1	Must be operative.
11.	Generator System Annunciator Lights	-	-	Must be operative.
12.	External Power (Ground System)	1	0	(M)(O) May be inoperative.
13.	Electrical Load Recirculating Fan	2	2	Both must be operative.

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<u>24 ELECTRICAL POWER</u> <u>(Cont...)</u>				
14. Generator Disengage Switch(s)	-	0		(M) May be inoperative provided: (a) All Generator Warning Lights are operative, and (b) Repairs or replacements are carried out within three calendar days. OR (c) Associated Generator is disengaged or removed and secured by approved means, and (d) Repairs or replacements are carried out within three calendar days.
15. Frequency Meter	1	0		May be inoperative provide repairs or replacements are carried out within three calendar days.

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25 EQUIPMENT/FURNISHINGS			
1. Megaphones	-	-	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 cabin.
2. Flight Crew Shoulder Harness Inertia Reels			As required by Air Navigation Legislation.
(1) Inertia Reels	-	-	(M) May be inoperative provided: (a) The affected harness is adjusted and locked by an approved means to suit the requirements of individual flight crew member, and (b) Repairs or replacements are carried out within three calendar days.
3. Flight Deck Observer Seat and Harness	1	0	May be inoperative provided the seat is not required and is correctly stowed.
4. Flight Attendants Seats and Harnesses (If Installed)	-	-	(M)(O) As required by Air Navigation Legislation. Any in excess of those required by legislation may be inoperative (see notes below). <u>NOTE 1</u> A folding seat that will not stow automatically or remain stowed is considered to be inoperative and shall be secured in the retracted position or removed. <u>NOTE 2</u> A seat with a defective harness is considered to be inoperative and shall be placarded to prohibit occupancy.

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<u>25 EQUIPMENT/FURNISHINGS</u> <u>(Cont...)</u>				
5. Flight Crew Smoke Protection Equipment (Basic and Portable)	-	-	As required by Air Navigation Legislation. Individual specified items may be missing or inoperative in accordance with arrangements approved by the Authority.	
6. Cabin Attendants Portable Smoke Protection Equipment (If Installed)	-	-	As required by Air Navigation Legislation. Individual specified items may be missing or inoperative in accordance with arrangements approved by the Authority.	
7. Torches	-	-	As required by Air Navigation Legislation.	
8. Floatation Devices (Lifejackets and Liferafts)	-	-	As required by Air Navigation Legislation.	

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<u>26 FIRE PROTECTION</u>				
1.	Power Plant Fire Extinguisher System	2	2	All must be operative.
2.	Engine Fire Detection System	12	12	All zones must be operative.
3.	Portable Fire Extinguishers (Hand Held)	-	-	As required by Airworthiness Notice No 60. Extinguishers in excess of the minimum required may be inoperative.
4.	Fire Extinguisher Discharge Discs	4	0	Any or all may be inoperative or missing provided bottle gauge pressure is verified by visual means to be correct prior to each departure.
5.	Toilet Compartment Smoke Detection System (If Installed)	-	-	(M) May be inoperative. The toilet compartment(s) must be electrically isolated, the waste-bin must be emptied and the toilet compartment(s) must be locked and appropriately placarded. OR (O) May be inoperative provided: (a) The toilet compartment is checked at twenty minute intervals for evidence of fire or smoke. (b) Repairs or replacements are carried out within three calendar days. OR
Cont...				

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<u>26 FIRE PROTECTION</u> <u>(Cont...)</u>			
5. Toilet Compartment Smoke Detection System (If Installed) (Cont...)	-	-	(O) May be inoperative provided: (a) Toilet compartment Fire Extinguishers are fitted and operating normally. (b) The toilet compartment is checked at regular and frequent intervals for evidence of fire and smoke, and (c) Repairs or replacements are carried out within three calendar days OR (M) May be inoperative, missing or deactivated provided the total number of passengers the aircraft is certificated for does not exceed that specified in Airworthiness Notice No 60.
6. Toilet Compartment Fire Protection Equipment (If Installed)	-	-	May be inoperative.
7. APU Fire Detection System (If Installed)	1	0	May be inoperative provided APU is not used.
8. APU Fire Extinguishing System (If Installed)	1	0	May be inoperative provided APU is not used.

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<u>27</u> FLIGHT CONTROLS				
1. Wing Flap Position Indicator	1	1		Must be operative.
2. Take-off Warning Horn System (If Installed)	1	0		(O) May be inoperative provided flap selection is verified before take-off.

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<u>28 FUEL</u>			
1. Fuel Tank Boost Pumps	4	3	(O) One may be inoperative provided: (a) Aircraft is operated at or below 18,000 feet MSL, and (b) Repairs or replacements are carried out within three calendar days.
2. Fuel Tank Sump Pumps			
(1) Fuel/Hydraulic Fluid Heat Exchanger Type Hydraulic System	4	2	(O) The Outboard pumps may be inoperative provided: (a) The associated fuel tank is placarded to indicate that unusable fuel is increased to 232 IMP gallons (1,863 pounds), (b) Crossfeed System is operative, and (c) Repairs or replacements are carried out within three calendar days.
(2) Single Tube Fluid Cooler Type Hydraulic System (Snake)	4	0	May be inoperative provided fuel tanks are placarded to indicate that unusable fuel is increased to: (a) Outboards 232 IMP gallons (1,863 pounds) unusable, (b) Inboards 430 IMP gallons (3,458 pounds) unusable, and (c) Repairs or replacements are carried out within three calendar days.
3. Fuel Temperature Indicator (If Installed)	1	0	(O) May be inoperative provided outside air temperature is monitored.

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<u>28 FUEL (Cont...)</u>				
4. Fuel Dump System	1	0		(O) May be inoperative provided: (a) Take off weight does not exceed 105% of maximum landing weight, (b) All Fuel Dump Valves are verified closed, (c) Performance is not predicated on fuel dumping for enroute engine(s) out procedures, (d) AFM Limitations and Procedures are followed, and (e) Repairs or replacements are carried out within three calendar days.
5. Fuel Quantity Indicators (Flight Station)	4	3		(M) (O) One may be inoperative provided: (a) Fuel quantity is determined by other approved means after each refuelling, and (b) All Fuel Flow Meters are operative, and (c) Fuel consumed is recorded.
6. Fuel Quantity Indicators (Under Wing)	4	0		(M) May be inoperative provided the fuel quantity is verified by an approved procedure using dripsticks during and after refuelling.

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<u>28 FUEL (Cont...)</u>			
7. Fuelling Bay Fuel Cap	1	0	(M) May be missing provided: (a) Refuelling receptacle is verified to be free of contamination prior to each refuelling, (b) Receptacle is verified to have no leakage afterwards, (c) All Fuel Tank Quantity Indicators are operative, and (d) Repairs or replacements are carried out.

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<u>29 HYDRAULIC</u>				
1.	Hydraulic Pumps (AC)			
(1)	Aircraft with Less Than Four Normal Pumps	-	-	All must be operative.
(2)	Aircraft with Four Normal Pumps	4	3	(M) One normal hydraulic pump may be inoperative provided: (a) Spare pump is connected to the same system as the inoperative pump using an approved procedure, and (b) Pump switch is placarded accordingly.
2.	Battery Powered DC Pump (Tow Pump)	1	0	May be inoperative provided ground operations are not dependant on its use.
3.	Overheat Warning Lights	2	2	Both must be operative.
4.	Hydraulic System Pressure Indicators	4	2	(M) Two may be inoperative provided: (a) Hydraulic Low Pressure Warning Lights are operative, and (b) Either No. 1 System or Normal Brake Pressure Indications are operative. OR (c) Emergency Brake Pressure or No. 2 System Pressure Indications are operative.
5.	Hydraulic Low Pressure Warning Lights	3	0	(M) May be inoperative provided respective system pressure gauge is operating normally.

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<u>30 ICE AND RAIN PROTECTION</u>			
1. Engine Air Scoop and Inlet Vane Anti-ice Systems	4	3	(M)(O) One valve on one engine may be inoperative closed provided: <ul style="list-style-type: none"> (a) Valve is verified to be in the closed position or blanked off, (b) Aircraft is not operated in known or forecast icing conditions, (c) Remaining three Engine Anti-Ice Systems are operative, (c) Associated Engine Air Scoop and Inlet Vane Icing Light is operative, and (d) Repairs or replacements are carried out within three calendar days.
2. Engine Air Scoop and Inlet Vane Icing Lights	4	2	(M) Two may be inoperative provided: <ul style="list-style-type: none"> (a) Associated Fuel Flow Indicators, (b) Associated Horsepower Indicators are operative, and (c) Repairs or replacements are carried out within three calendar days.
3. Propeller Anti-icing (Including Spinner and Islands)	4	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> (a) The AFM approved "ICEX" anti-icing procedure is used. OR (b) The aircraft is not operated in known or forecast icing.

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<u>30 ICE AND RAIN PROTECTION (Cont...)</u>				
4.	Wing and Empennage De-icing and Anti-icing	4	0	(M)(O) May be inoperative provided: (a) Valves are verified in the CLOSED position, and (b) Aircraft is not operated in known or forecast icing.
5.	Ice Detector (If Installed)	1	0	(O) May be inoperative.
6.	Engine Bleed Air Shut-off Valve	4	4	All must be operative.
7.	Engine Bleed Air Valve Lights	4	3	One may be inoperative provided manifold pressure gauge is operative.
8.	Airfoil Overheat Lights	4	4	All must be operative.
9.	Centre Annunciator Panel Overheat Light	1	1	Must be operative.
10.	Leading Edge Temperature Indicator	1	0	(M)(O) May be inoperative provided: (a) All other components of the Wing and Empennage De-ice and Anti-ice System are operative, and (b) Alternate procedures are established and used. OR (c) Aircraft is not operated in known or forecast icing conditions.

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<p><u>30 ICE AND RAIN PROTECTION (Cont...)</u></p>				
11. Pitot Heaters	2	1		One may be inoperative provided: (a) Flights are restricted to day VMC only, (b) The aircraft is not operated into known or forecast icing conditions, and (c) Repairs or replacements are carried out within three calendar days.
12. Electric Windshield Heat (Not Applicable to Aft Stationary Panels)	1	0		(M)(O) May be inoperative provided: (a) The aircraft is placarded in accordance with Lockheed Service letter FS/250816L dated 18 January 1961, (b) Windshield heat is selected OFF and circuit breaker pulled and tagged, (c) The aircraft is not operated into known or forecast icing conditions, (d) Maximum speed is limited to 240 knots IAS at altitudes below 10,000 feet, and (e) Windshield defog fan operates normally, and (f) Repairs or replacements are carried out within three calendar days. <u>NOTE</u> Turn on windshield defog fan 20 minutes prior to descent. In extremely humid conditions, further defogging is accomplished by raising the flight station temperature. Simultaneous operation of the flight station freon system (if installed) as a dehumidifier provides additional windshield defogging protection.

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30				
<u>ICE AND RAIN</u>				
<u>PROTECTION (Cont...)</u>				
13.	Windshield Wipers	2	0	One or both may be inoperative provided aircraft is not operated in precipitation within arrival and departure areas.
14.	Anti-ice Manifold Leakage Test System (Accept Leak Light)	1	0	(M) May be in operative provided: (a) System is verified by checking of the manifold gauge that the leakage decay time is within acceptable limits (from 24.5 PSI to 14.5 PSI in 8 or more seconds), and (b) Repairs or replacements are carried out within three calendar days.
15.	Pitot Heat Annunciator Lights	2	1	(M) One may be inoperative provided: (a) Before each departure both heaters are verified operative or the flight is restricted to day VMC, (b) Aircraft is not operated in known or forecast icing, and (c) Repairs or replacements are carried out within three calendar days.

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<u>31 INDICATING AND RECORDING SYSTEMS</u>				
1. Clock	-	0		(O) As required by Air Navigation Legislation. May be inoperative provided an accurate timepiece is available on the flight deck indicating the time in hours, minutes and seconds.
2. Flight Recorder	1	0		<p>As required by Air Navigation Legislation. May be inoperative provided:</p> <ul style="list-style-type: none"> (a) It is not reasonably practical to repair or replace before commencement of flight, (b) The aircraft shall not exceed six (6) consecutive flights with the FDR unserviceable beginning with the first flight after the FDR was last operating throughout the flight, (c) Not more than 48 hours have elapsed since the FDR became unserviceable, (d) The aircraft may not depart from its maintenance base with the FDR unserviceable, and (e) The Cockpit Voice Recorder must be operating normally.

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32 LANDING GEAR				
1. Landing Gear Warning and Indicating System	1	1		Must be operative.
2. Parking Brake	1	1		Must be operative.
3. Emergency Air Brakes	1	1		Must be operative.
4. Air Brake Pressure Gauges	2	1		(M) Air pressure gauge in hydraulic service centre may be inoperative provided the brake pressure gauge on the centre instrument panel operates normally.

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<u>33 LIGHTS</u>			
1. Cockpit and Instrument Lighting Systems	-	0	As required by Air Navigation Legislation. May be inoperative for daylight operations only.
			OR
	-	-	As required by Air Navigation Legislation. Individual lights may be inoperative provided:
			(a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided easily readable,
			(b) Sufficient flight deck emergency lighting is operative, and
			(c) Lighting configuration at despatch is acceptable to the flight crew.
2. Cabin Interior Lighting (If Installed)	-	-	As required by Air Navigation Legislation. Individual lights may be inoperative provided:
			(a) Lighting is adequate for the cabin crew to perform their required duties.
			(b) Cabin emergency lighting is verified operative.
			OR
			(c) Passengers are not carried.
			<u>NOTE</u> Cabin emergency lighting does not include floor proximity lights.

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33 LIGHTS (Cont...)				
3. Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT/RETURN TO CABIN") Signs	-	-	-	(M)(O) As required by Air Navigation Legislation. 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". OR (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: (a) The PA system operates normally and can be clearly heard throughout the cabin during flight, and (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. OR (c) Passengers are not carried.
4. Cargo Compartment Light System	2	0	0	Forward and rear underfloor baggage compartment lighting may be inoperative.
5. Anti-Collision Lights				
(1) Daylight Operations	-	0	0	As required by Air Navigation Legislation. Any or all may be inoperative provided the light(s) is repaired at the earliest practicable opportunity.

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<u>33 LIGHTS (Cont...)</u>				
5. Anti-Collision Lights (Cont...)				
(2) Night Operations	-	1		As required by Air Navigation Legislation. One must be operative, and a high intensity strobe light system must be installed and operative. <u>NOTE</u> Operations with inoperative anti-collision lights are limited to flights within the UK FIR only.
6. Wing Illumination Lights (If Installed)	-	0		Any may be inoperative for daylight operations.
	-	-		Light(s) may be inoperative for night operations provided sufficient lighting is available to allow inspection of a wing leading edge and engine inlet scoop.
	-	0		(O) All may be inoperative for night operations provided an alternate means is available and utilised to adequately illuminate ice accretion on the wing leading edge and engine inlet scoop.
7. Landing Lights	2	0		One or both may be inoperative for daylight operations. OR
	2	1		One may be inoperative for night operations provided: (a) A taxi light is installed and operates normally, (b) It is not reasonably practical to repair or replace before departure, and (c) Repairs or replacements are carried out within three calendar days.
8. Taxi Lights	2	0		Both may be inoperative.

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<u>33 LIGHTS (Cont...)</u>				
9.	Position Lights System	3	-	Any or all may be inoperative for daylight operations.
10.	Interior Emergency Exit Lighting System	1	0	As required by Air Navigation Legislation. May inoperative provided passengers are not carried.
11.	Exterior Emergency Illumination System (If Installed)	-	-	As required by Air Navigation Legislation. May be inoperative for daylight operations. OR May be inoperative provided passengers are not carried.
12.	Floor Proximity Emergency Escape Path Marking System Lights (If Installed)	-	-	As required by Air Navigation Legislation. Specific lights may be inoperative in accordance with arrangements approved by the Authority for a particular lighting configuration. If the equipment becomes unserviceable the aircraft may continue to fly in accordance with arrangements approved by the Authority. OR May be inoperative provided passengers are not carried.
13.	Wing Tip Clearance Lights (If Installed)	2	0	Both may be inoperative.

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34 NAVIGATION				
1. Airspeed Indicator	2	2		Both must be operative.
2. Mach Airspeed Warning	1	0		(O) May be inoperative provided the aircraft is operated more than 30 knots below Flight Manual limitations. AND If aural warning is operative and overspeed warnings occur earlier than scheduled during flight, speed must remain below the point at which the warning occurs.
3. Altimeter				
(1) Basic Altimeters	-	2		Any in excess of two may be inoperative provided: (a) One altimeter is operative for each pilot, (b) At least one of the above is a pneumatic, or servo pneumatic altimeter, and (c) Repairs or replacements are carried out within three calendar days.
(2) Servo Pneumatic Altimeter Mode (If Installed)	-	0		(M) May be inoperative provided Altimeter remains in the pneumatic mode. NOTE Transponder mode "C" will be inoperative in barometric mode.
4. Rate of Climb Indicator	2	1		One may be inoperative for day VMC flight conditions.
5. Attitude Display Indication				
(1) Attitude Display Indicators	2	1		One may be inoperative for day VMC provided: (a) The Standby Attitude Indicator operates normally, and Cont...

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34 NAVIGATION (Cont...)				
5. Attitude Display Indication (Cont...)				
(1) Attitude Display Indicators (Cont...)				(b) Repairs or replacements are carried out within three calendar days.
(2) ADI Command Bars	2	0		One or both command bars may be inoperative provided approach minima are not dependant on their use.
6. Vertical Gyro Systems	2	1		One may be inoperative for day VMC provided:
				(a) The Standby Attitude Indicator operates normally, and
				(b) Repairs or replacements are carried out within three calendar days.
7. Standby Attitude Indicator (If Installed)	1	0		May be inoperative for day VMC provided:
				(a) Both ADI's are operative,
				(b) Both Vertical Gyros are operative, and
				(c) Repairs or replacements are carried out within three calendar days.
8. Turn and Bank Indicators (If Installed)	2	1		One may be inoperative for Day VMC operations only.
	2	0		Both may inoperative provided three independent attitude indicators are operative.

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34 NAVIGATION (Cont...)				
9. Horizontal Situation Indication				
(1) Horizontal Situation Indicators	2	1		(M) One Indicator may be inoperative provided: (a) Both Directional Gyros are operative, and (b) An independent stabilised heading indication is available on each pilots panel.
(2) Directional Gyros	2	1		One may be inoperative for day VMC provided: (a) A stabilised heading indication is available on each pilots panel, (b) The Standby Compass is operative, and (c) Repairs or replacements are carried out within three calendar days.
(3) Automatic slaving	2	1		May be inoperative for one Directional Gyro provided: (a) A stabilised heading indication is available on each pilots panel, and (b) The Standby Compass is operative.
(4) Radio Magnetic Indicators	2	1		(M) One Indicator may be inoperative provided: (a) Both Directional Gyros are operative, and (b) An independent stabilised heading indication is available on each pilots panel.
10. Magnetic Compass	1	0		(O) May be inoperative provided: (a) Both directional gyro compass systems are operating normally, and (b) Repairs or replacements are carried out within three calendar days.

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34 NAVIGATION (Cont...)			
11. Flight Director System (If Installed)	-	0	May be inoperative provided weather minima do not require their use.
12. Distance Measuring Equipment (DME)	-	-	As required by Air Navigation Legislation.
13. Marker Beacon	-	-	As required by Air Navigation Legislation.
14. Doppler Navigation System (If Installed)	-	-	As required by Air Navigation Legislation.
15. Weather Radar	1	0	(O) As required by Air Navigation Legislation. Required when flying for the purpose of public transport except that a flight may commence if the system is unserviceable: (a) Such that 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 (b) When the weather report or forecasts available to the commander of the aircraft indicate that cumulo-nimbus 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.

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<u>34 NAVIGATION (Cont...)</u>				
16.	Radio Compass (ADF) System	2	-	As required by Air Navigation Legislation.
17.	VOR Systems	2	-	As required by Air Navigation Legislation.
18.	ILS	2	-	As required by Air Navigation Legislation.
19.	ATC Transponder	-	-	As required by Air Navigation Legislation.
20.	LORAN (If Installed)	1	-	As required by Air Navigation Legislation.
21.	Instrument Comparator or Warning Systems (If Installed)	1	0	May be inoperative provided weather minima do not require their use.
22.	Outside Air Temperature Gauge	1	1	Must be operative.
23.	Ground Proximity Warning System (GPWS)	1	0	As required by Air Navigation Legislation. May be inoperative. The aircraft may continue the flight or series of flights but shall not depart an airport where it is reasonably practicable for repairs or replacements to be made.
<p>NOTE Particular circumstances may require the use of additional or alternate procedures. The alternate procedures would require the operator to consider the routes over which he is flying and ensure that the pilot adopted a flight path which would give him the protection which would otherwise be afforded.</p>				

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34 NAVIGATION (Cont...)			
24. Traffic Alert and Collision Avoidance System (TCAS) (If Installed)			
(1) TCAS System	-	0	(M) May be inoperative provided the system is deactivated and secured. If the aircraft is intended to be flown in airspace in which TCAS operation is required, it may fly for not more than 10 calendar days with the equipment completely unserviceable provided that this is permitted by the appropriate Air Traffic Control Authorities, but shall not depart from an aerodrome where it is reasonably practical for the equipment to be repaired or replaced.
(2) Combined TA and RA Dual Displays	2	1	(O) May be inoperative on the non-flying pilot side provided: (a) TA and RA elements and audio functions are operative on flying pilot side, and (b) TA and RA display indications are visible to the non-flying pilot.
(3) Resolution Advisory (RA) Display System(s)	2	1	(O) One may be inoperative on non-flying pilot side.
	-	0	(O) May be inoperative provided: (a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and (b) TA only mode is selected by the crew.
(4) TA Display System(s)	-	0	(O) May be inoperative provided all installed RA display and audio functions are operative.

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34 NAVIGATION (Cont...)				
25.	Altitude Alerting System	-	0	As required by Air Navigation Legislation. May be inoperative. The aircraft may continue the flight or series of flights but shall not depart an airport where it is reasonably practicable for repairs or replacements to be made.
26.	Radio Altimeter System	-	0	May be inoperative provided: (a) The GPWS is considered inoperative, (b) Approach minima or operating procedures do not require its use, and (c) Repairs or replacements are carried within three calendar days.
27.	Microwave Landing System	-	0	May be inoperative.
28.	Transfer Switching Systems (If Installed)	-	0	(M)/(O) May be inoperative provided: (a) The required indicators are operative, and (b) Operation from independent sources is verified with the Transfer switch(es) in the NORM position. NOTE See item 34-5 or 34-9 as appropriate.

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<u>35 OXYGEN</u>			
1. Passenger Oxygen System	1	0	(M) or (O) As required by Air Navigation Legislation. The automatic presentation system may be inoperative provided: <ul style="list-style-type: none"> (a) The manual deployment system operates normally, and (b) The flight is limited to FL 300 or below.
	-	-	(M) or (O) One or more passenger service units (PSUs) may be inoperative without flight altitude restriction provided: <ul style="list-style-type: none"> (a) Affected seats are blocked and placarded to prevent occupancy, and (b) Units operate normally for all usable passenger seats, toilet compartments and flight attendant locations, <p>OR</p>
	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> (a) Flight is not conducted where the minimum en-route altitude is above 12,000 feet MSL, (b) Both air conditioning packs operate normally, (c) All other components of the pressurisation system operate normally, (d) Maximum flight altitude does not exceed FL 250, (e) Portable oxygen units containing sufficient oxygen for 30 minutes endurance are provided for 10% of the passengers, (f) Passengers are appropriately briefed, and (g) Repairs or replacements are carried out within three calendar days.

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<p><u>35 OXYGEN (Cont...)</u></p> <p>Passenger Oxygen System (Cont...)</p>			<p>NOTE: The ANO oxygen requirements are given in Schedule 4 Scales L1 and L2. The effectively 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 FL 250/300. Provided the operator supplies the required amount of oxygen, despatch is considered acceptable.</p> <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"> (a) The date of first issue of a certificate of Airworthiness for individual aircraft; (b) The aircraft altitude and cabin altitude on routes flown, and (c) The numbers of passengers and crew carried.

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<u>49 AIRBORNE AUXILIARY POWER</u>				
1. Auxiliary Power Unit (If Installed)	1	0	(M)(O) May be inoperative.	
2. APU Generator	1	0	May be inoperative.	
3. APU Bleed Air	1	0	May be inoperative.	
4. APU Caution and Warning Lights	6	0	May be inoperative provided the APU is considered inoperative.	

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<u>52 DOORS</u>				
1.	Forward Airstair (Electric Activation)	-	-	(M) (O) May be inoperative provided: (a) Airstair can be deployed manually, and (b) The Forward Main Cabin Door is operative in all modes.
2.	Door Warning Light System	2	0	(O)(M) May be inoperative provided doors associated with failed annunciator are determined by inspection to be closed and locked prior to each departure. NOTE: Belly Door is closed and locked if aircraft can be pressurised before take-off.
3.	Main Cabin Cargo Door Warning Light System (If Installed)			
	(1) Lockheed System	2	0	(O) Door Warning Lights may be inoperative provided it is determined by visual inspection that the door(s) are Closed and Locked before each departure.
4.	Lockable Flight Deck Door	1	1	As required by Air Navigation legislation.
	(1) Door Lock	1	0	As required by Air Navigation Legislation. The door lock may be inoperative provided (a) The latch is operative and the door can be secured in the appropriate position, either closed or open, and (b) Repairs or replacements are carried out within three calendar days.
Cont...				

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<u>52 DOORS (Cont...)</u>				
4. Lockable Flight Deck Door (Cont...)				
(2) Door and Door Latch	1	0	(M) As required by Air Navigation Legislation. The door or door latch may be inoperative provided that if the door can not be secured in the appropriate position, either closed or open, it shall be removed.	
5. Main Cabin Cargo Door (Electric Activation)	-	0	May be inoperative provided door can be opened manually.	

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(1) System & Sequence Numbers Item	(2) Number Installed		(3) Number required for despatch	
			(4) Remarks or Exceptions	
61 PROPELLERS				
1. Beta Lights	4	4	Must be operative.	
2. NTS Lights	4	4	Must be operative.	
3. NTS System	4	4	Must be operative.	
4. Autofeather - TSS System (Thrust Sensitive Switch)	4	0	(M) (O) One or all may be inoperative provided: <ul style="list-style-type: none"> (a) Operations are conducted in accordance with Flight Manual limitations, (b) Autofeather arming switch is selected to OFF, (c) Autofeather is considered inoperative on all engines, (d) Manual feathering of all engines is verified to be operating normally, (e) The cause of the malfunction must be determined to ensure no hazards exist, and (f) Repairs or replacements are carried out within three calendar days. <p><u>NOTE</u> Autofeather system must NOT be de-activated by circuit breakers as this will de-activate manual feathering by emergency handle or button.</p>	
5. Propeller Feather System	4	4	Must be operative.	
6. Propeller Spinners	4	4	Must be fitted.	
7. Propeller Synchronization System				
(1) Phase Mode	1	0	(O) May be inoperative.	

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(1) System & Sequence Numbers Item	(2) Number Installed			
	(3) Number required for despatch			(4) Remarks or Exceptions
61 PROPELLERS (Cont...)				
7. Propeller Synchronization System (Cont...)				
(2) Synch Mode	1	0		(O)(M) May be inoperative provided: (a) Pedestal synchronization switch is selected off, and (b) Propeller synchronization circuit breaker is pulled and tagged. <u>NOTE 1</u> Pulling the synchronization circuit breaker renders synchronization inoperative on all propellers. <u>NOTE 2</u> Defect analysis may require maintenance procedure detailed in MMEL item 61-7(3) Rotary Actuator.
(3) Rotary Actuator	4	0		(M)(O) One or more may be inoperative provided: (a) Scribe marks on speed ring and regulator adapter plate are aligned and locked in this position by an approved means. (b) Electrical connection is removed from the inoperative actuator and secured by an approved means, and (c) Propeller synchronization circuit breaker is pulled and tagged. <u>NOTE</u> Pulling the synchronization circuit breaker renders the synchronization inoperative on all propellers.
8. Hamilton Standard Low Oil Level Warning Light	4	0		May be inoperative provided: (a) Propeller synchronization operates normally, (b) Associated propeller(s) shows no evidence of leakage, (c) Associated propeller(s) oil level is filled to recommended capacity prior to each departure, and (d) Repairs or replacements are carried out within three calendar days.

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
<u>73 ENGINE FUEL & CONTROL</u>			
1. Temperature Datum System	4	3	(M) One may be inoperative provided: (a) Associated Fuel Flow Indicator is operative, and (b) Associated TIT Indicator is operative.
2. Fuel Flow Indicators	4	3	One may be inoperative provided: (a) Associated Engine Instruments are operative, (b) All Fuel quantity Indicators are operative, and (c) Repairs or replacements are carried out within three calendar days.

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
<p><u>74 IGNITION</u></p> <p>1. Speed Sensitive Control (Switch)</p>	4	3	<p>(M) (O) One may be inoperative provided:</p> <p>(a) Associated Switch is secured by an accepted procedure, and</p> <p>(b) An alternate operating procedure is developed and used.</p>

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(1) System & Sequence Numbers Item	(2) Number Installed		(3) Number required for despatch	(4) Remarks or Exceptions
<u>77 ENGINE INDICATING</u>				
1. TIT Indicators (Digital Function)	4	0		May be inoperative provided repairs or replacements are carried out within three calendar days.
2. Torque Indicating System (Horsepower Gauge System)				Deleted in Revision 2.
3. Temperature Datum (TD) System				Moved to ATA Chapter 73.
4. Fuel Flow System				Moved to ATA Chapter 73.
5. Vibration Indicator System (If Installed)	1	0		May be inoperative.
6. Tachometer	4	4		Must be operative.

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(1) System & Sequence Numbers Item	(2) Number Installed		
	(3) Number required for despatch		(4) Remarks or Exceptions
<u>79 ENGINE OIL</u>			
1. Engine Oil Pressure Indicators (Power Section)			Deleted in Revision 2.
2. Engine Oil Pressure Indicators (Gear Box)			Deleted in Revision 2.
3. Engine Oil Pressure Warning Lights	4	3	One may be inoperative provided: <ul style="list-style-type: none"> (a) Associated Power Section and Gear Box Oil Pressure Indicators are operative, (b) Associated Oil Temperature Indicators are operative, (c) Associated Oil Quantity Indicators are operative, (d) Associated engine is not started first, and (e) Repairs or replacements are carried out within three calendar days.
4. Engine Oil Temperature Indicator			Deleted in Revision 2.
5. Oil Cooler Flap Position Indicator	4	3	One may be inoperative provided the associated oil temperature indicator is operative.
6. Oil Cooler Flap Control System			
(1) Manual Function			Deleted in Revision 2.
(2) Automatic Function (If Installed)	4	0	All may be inoperative.

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(1) System & Sequence Numbers Item	(2) Number Installed		
	(3) Number required for despatch		(4) Remarks or Exceptions
79 ENGINE OIL (Cont...)			
7. Oil Quantity Indicators	4	3	<p>(M) One may be inoperative provided:</p> <p>(a) The associated Power Section and Gear Box Oil Pressure Indicators are operative,</p> <p>(b) The associated Oil Temperature Indicators are operative,</p> <p>(c) The associated Low Pressure Warning Lights are operative,</p> <p>(d) There is no evidence of above normal oil consumption or leakage,</p> <p>(e) The associated Oil Quantity is verified adequate before each departure, and</p> <p>(f) Repairs or replacements are carried out within three calendar days.</p>
8. Oil Cooler Inducers	4	0	<p>(O) May be inoperative provided:</p> <p>(a) The associated Oil Temperature Indicator is operative,</p> <p>(b) The Oil Temperature is closely monitored during ground operations, and</p> <p>(c) Repairs or replacements are carried out within three calendar days.</p>