

	Minimum Equipment List Chapter 7 - 1/5	II	
		07/04/20	Rev 1

MINIMUM EQUIPMENT LIST

INTRODUCTION

This Minimum Equipment List (MEL) is based on Minimum Equipment List DC-9 Models. The MEL is intended to permit operations with inoperative items or equipment for a period until rectification can be accomplished. Rectifications are to be accomplished at the earliest opportunity.

MEL Conditions and Limitations do not relieve the Captain from determining that the aircraft is in a fit condition for safe operation with specified unserviceability allowed by the MEL.

CONTENTS OF MEL

The MEL contains only those items required by Operating Regulations and those items of airworthiness significance which may be inoperative prior to dispatch, provided that appropriate procedures are observed. The MEL does not include required items, such as wings, rudder, flap, engines landing gear, etc. Also the list does not include items which do not affect the airworthiness of the aircraft such as galley equipment, entertainment systems, defined as "Passenger Convenience Items".

REPAIR TIME INTERVAL

The MEL establishes limitations on the duration of operations with inoperative equipment. These are called "Repair Time Intervals" and are designated with the letters A, B, C, or D. The inoperative system or component, deferred in accordance with the MEL, must be rectified at or prior to the "Repair Time Interval".

A (Category A) - Items in this category shall be repaired within the "repair time interval" specified in the "Remarks and/or Exceptions".

B (Category B) - Items in this category shall be repaired within three (3) consecutive calendar days (72 hours).

C (Category C) - Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours).

D (Category D) - Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days.

Item number	System/Equipment	Category	Number installed	Nr required for dispatch	Remarks and/or Exception
21-1	Air Conditioning System	C	2	1	<p>May be inoperative provided:</p> <p>a) Airplane remains at or below FL 250, b) Associated Flow Control Valve is CLOSED.</p> <p><u>Maintenance Action Required</u></p>
21-1	Air Conditioning System	B	2	0	<p>May be inoperative provided:</p> <p>a) Flight is conducted in an unpressurized configuration, b) The airplane remains at or below 10000 ft MSL, c) Ram Air Valve System is operative and d) Associated Flow Control Valve is CLOSED.</p> <p><u>Maintenance Action Required</u></p>
21-21	Radio Rack Cooling Fans	C	1	0	<p>May be inoperative provided Standby Fan is operative.</p>
	1) Primary Fan	C	1	0	<p>May be inoperative provided Primary Fan is operative.</p>
	2) Standby Fan	C	1	0	<p>May be inoperative provided:</p> <p>a) Both Air Conditioning Systems are available for pressurized flight, b) Radio rack cooling selector switch remains in VENTURI and c) Ground operation of electronic equipment is limited to a maximum of 45 minutes.</p> <p><u>Maintenance Action Required</u></p>
	3) Primary and Standby Fans	C	2	0	<p>May be inoperative provided:</p> <p>a) Both Air Conditioning Systems are available for pressurized flight, b) Radio rack cooling selector switch remains in VENTURI and c) Ground operation of electronic equipment is limited to a maximum of 45 minutes.</p> <p><u>Maintenance Action Required</u></p>
21-24	Automatic Cabin Pressure Control Systems	C	2	1	<p>(Condition one)</p> <p>May be inoperative provided:</p> <p>a) Manual Pressurization System is operative, b) Autopilot is operative in all axes (pitch, roll, yaw).</p> <p><u>Crew Operational Procedure</u> Apply Cond Proc MANUAL PRESSURIZATION CONTROL.</p> <p><u>Maintenance Action Required</u></p>
21-24	Automatic Cabin Pressure Control Systems	B	2	0	<p>(Condition two)</p> <p>May be inoperative provided:</p> <p>a) Flight is conducted in an unpressurized configuration, b) Cabin Air Outflow Valve remains OPEN.</p> <p><u>Crew Operational Procedure</u> Limit flight altitude to a maximum of 10000 feet MSL.</p> <p><u>Maintenance Action Required</u></p>

Item number	System/Equipment	Category	Number installed	Nr required for dispatch	Remarks and/or Exception
24-1	AC Electrical Power Generation and Control				
	1) Engine Generator Systems (Includes Constant Speed Drive)	B	2	1	<p>May be inoperative provided:</p> <p>a) APU Generator System is operative and furnishing power to the associated bus, b) All other components of the electrical power system (except the external power system) are operative, c) AC Cross-Tie Relay must be in AUTO position.</p> <p><u>Crew Operating Procedure</u> Position GEN switch of the inoperative generator to OFF. Start the APU and position the related APU BUS switch to ON. (The APU BUS Switch for operating generator should be off). Only if problem is CSD related, disconnect the CSD of the inoperative generator</p> <p><u>Maintenance Action Required</u></p>
	2) APU Generator System	C	1	0	<p>May be inoperative provided:</p> <p>a) Both Engine Generator Systems are operative, b) AC Cross-Tie Relay is operative.</p>
26-1	Engine Fire Detection Systems				
	1) Detection Loops	C	4	2	<p>One complete loop (A or B) on each engine may be inoperative.</p> <p><u>Crew Operational Procedures:</u> Select LOOPS switch to operative system. Verify selected system is operational using cockpit LOOPS A TEST or LOOPS B TEST switches as applicable.</p> <p><u>Maintenance Action Required</u></p>
	2) Loop A and Loop B Test Systems	C	2	1	<p>One may be inoperative on an inoperative loop</p>
26-2	APU Fire Detection System				
	1) Detection Loops	C	2	1	<p>One complete loop (A or B) may be inoperative.</p> <p><u>Crew Operational Procedures:</u> Select LOOPS switch to operative system. Verify selected system is operational using cockpit LOOPS A TEST or LOOPS B TEST switches as applicable.</p> <p><u>Maintenance Action Required</u></p>
		C	2	0	<p>Loops (A and B) may be inoperative provided APU is considered inoperative and is not used.</p>

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2) Loop A and Loop B Test Systems C 2 1 One may be inoperative on an inoperative loop

Item number	System/Equipment	Category	Number installed	Nr required for dispatch	Remarks and/or Exception
28-1	Main Tank Fuel AC Boost Pumps	C	4	2	<p>May be inoperative provided:</p> <p>a) Inoperative Fuel Pumps are not in the same tank, b) The remaining pumps in the wing tanks must be both FWD or AFT, and c) Increase planned trip fuel for each inoperative fuel pump as follows: 265 kg for a FWD pump 150 kg for a AFT pump.</p> <p><u>Maintenance Action Required</u></p>
28-2	Center Tank Fuel AC Boost Pumps	A	2	1	<p>May be inoperative provided;</p> <p>1) ALL FUEL QTY readouts are operative, and 2) Both INLET FUEL PRES LO are operative, and 3) All wing tanks booster pumps are operative, and 4) ZFW limited to MZFW less the amount of fuel in the center tank, and 5) An appropriate margin on the fwd limits of the Balance Chart is accounted, and 6) Limited to one revenue flight (return leg), taking into account the possibility that the Center fuel becomes unusable inflight. 7) Associated pump is deactivated.</p> <p><u>Crew Operating Procedure</u> -In the flight planning take into account the possibility that the Center fuel becomes unusable inflight, verifying that the flight is also possible to a different destination (located along the route) and a related alternate with the Main Tanks fuel <u>only</u>.</p> <p><u>Maintenance Action Required</u></p>
29-5	Right Engine Driven Hydraulic Pump	C	1	0	<p>May be inoperative provided all other hydraulic pumps are operative.</p> <p><u>Crew Operating Procedure</u> Switch the Right Engine Hydraulic pump to off and switch the others hydraulic pumps as follows:</p> <p>TAKEOFF and LANDING</p> <p>Transfer hydraulic pump.....ON Left engine hydraulic pump.....HI Auxiliary hydraulic pump.....ON</p> <p>AFTER TAKEOFF</p> <p>Transfer hydraulic pump.....OFF Left engine hydraulic pump.....LOW Auxiliary hydraulic pump.....ON</p>

Item number	System/Equipment	Category	Number installed	Nr required for dispatch	Remarks and/or Exception
34-29	Ground Proximity Warning System (GPWS)	A	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Alternate procedures are established and used, and b) Repairs are made within two flight days. <p>Crew Operational Procedures Pilot not flying should monitor flight path during takeoff, approach, and landing, and alert the pilot flying if any of the following conditions exist:</p> <ul style="list-style-type: none"> (1) Excessive descent rate. (2) Excessive terrain closure rate. (3) Altitude loss after takeoff or go-around. (4) Unsafe terrain clearance while not in the landing mode. (5) Deviation from glideslope. (6) Call "MINIMUM"
49-1	Auxiliary Power Unit (APU)	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) APU is not required for Electrical Power or Pneumatic supply, b) Air Inlet Doors (ram and non-ram) are CLOSED, c) APU Control Circuit Breaker is secured. <p><u>Maintenance Action Required</u></p> <p>Refer to item 24-1</p>
73-8	Auto Reserve Thrust (ART) System	C	1	0	<p><u>Crew Operational Procedures</u> When ART is inoperative, the ART switch must be in the off position.</p>