

*Civil Aviation Authority*

**MASTER MINIMUM EQUIPMENT LIST**  
**(SUPPLEMENT)**

**SAAB-FAIRCHILD 340A**  
**SAAB 340A**  
**SAAB 340B**

**REVISION 3b**

**16 May 2013**

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# CIVIL AVIATION AUTHORITY

## MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT

### SAAB 340A & SAAB 340B

Revision 3b  
16 May 2013

### REVISION 3b

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



.....  
H A Fowler

for and on behalf of the  
Civil Aviation Authority

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### REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	13 January 1990		
Revision 1	19 December 1997		
Revision 2	05 June 2002		
Revision 2a	16 May 2003		
Revision 3	11 February 2005		
Revision 3a	9 January 2008		
Revision 3b	16 May 2013		

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### INTRODUCTION

#### GUIDANCE IN THE USE OF THIS SUPPLEMENT

1. This supplement defines the standard of MMEL approved by the CAA for the above aircraft type. The Supplement identifies the differences from the applicable revision of the LFV Approved MMEL.
2. The information presented in the LFV MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this supplement.

NOTE Items within this supplement will use the same reference number as the corresponding item in the LFV MMEL, where applicable.

3. The MMEL and supplement apply a category (A, B, C or D) to each MMEL item which defines the length of time the deficiency may be carried.
4. The standard Preamble and Definitions appropriate to a CAA MMEL are included here. These, in conjunction with those in the LFV MMEL, should be applied to any MEL generated by the use of this supplement.
5. This Supplement is based upon the LFV Approved SAAB 340 MMEL Revision **16** dated **9 April 2013**.
6. This supplement identifies those items which are required to be modified from those defined in the LFV approved SAAB MMEL or are introduced as additional alleviations. Where no item exists in this supplement, but an entry is stated in the LFV approved SAAB MMEL, the LFV approved SAAB MMEL is the acceptable entry.

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

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

- a) additional or altered text introduced since the CAA SAAB 340 MMEL Supplement, Revision **3a**, dated **9 January 2008**, or
- b) highlighted parts of the CAA MMEL Supplement entry which differ from the LFV approved SAAB MMEL entry.

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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 Lists (MELs). In the case of holders of Air Operator 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 dispatched, whilst 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 DISPATCHED. This also applies to items required by Air Navigation Legislation. Additional Certification Requirements, as appropriate, which are not listed, must be operative.
5. The MMEL may not waive a limitation or an emergency procedure which is given in the Flight Manual (FM) or override an Airworthiness Directive (AD) /Mandatory Inspection unless the FM/AD provides otherwise. Similarly, any Additional Certification Requirements, or other special provisions, as appropriate, which have been determined as necessary by the CAA shall not be waived unless otherwise agreed or varied by the CAA.
6. An Owner/Operator's MEL must receive CAA approval which thereby conveys the permission, required by the UK Air Navigation Order, to the Commander, for operation of the aircraft with specified items of equipment unserviceable.
7. The MEL may not be less restrictive than the MMEL, therefore the number of items required for dispatch shall not be less than the corresponding number in column 4 of the MMEL and any associated conditions shall be at least as severe as those specified in column 5.
8. The MMEL does not anticipate the effects of combinations of apparently unrelated unserviceabilities or allow for situations where systems are made inoperative for special purposes such as demonstration, test or crew training. Other provisions may apply to positioning or ferrying flights but these may not necessarily be included in the MMEL.

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#### PREAMBLE (Cont.)

9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible inter-related or additive effects and, if necessary, following consultation with appropriate engineering specialists.
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. 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.
12. 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.
13. 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 as acceptable.

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

#### Category A

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

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

#### Category B

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery.

#### Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery.

#### Category D

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

**NOTE: Subject to the approval of the Authority, the operator may permit a one-time extension of the applicable Rectification Interval B, C or D for the same duration as that specified in the MEL.**

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

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

5. "Number Required for Dispatch" (Column 4): The minimum number of the specified items required for operation provided the conditions defined in Column 5 are met.
6. "Remarks or Exceptions" (Column 5): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.

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#### DEFINITIONS (Cont.)

7. Dash (-): This symbol indicates a variable quantity when used in Columns 3 or 4.
- NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 3 and 4.
8. "Placarding": Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition. To the extent practicable, placards should be located adjacent to the control or indicator for the item affected such that it is clear to the operating crew that it or its associated system is inoperative.
- NOTE: The practice of specifying which items must be placarded, by means of an asterisk (\*) has been discontinued.
9. "Inoperative": A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).
10. "(O)": The use of this symbol in Column 5 indicates that an appropriate operating procedure (or change to an existing procedure) must be established, published and utilised to maintain the required level of safety while operating under the terms of the (M)MEL.
- Normally, these procedures are accomplished by the flight crew. However, other personnel may be qualified and authorised to perform certain functions.
11. "(M)": The use of this symbol in Column 5 indicates that an appropriate maintenance procedure must be established, published and utilised prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.
- Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorised to perform certain functions.
- NOTE: Where an item is annotated (O)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.
12. "As required by Air Navigation Legislation / Operating Requirements": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (EU-OPS) in force during the flight.
- Operators should refer to JAR-OPS 1 MEL Policy document (Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within EU-OPS, subparts K and L (published in the JAA Administrative and Guidance, section four, Operations, part three).
13. "VMC" and "IMC": The definitions of these terms are those used in Section 2 of the Air Navigation Order - Rules of the air.



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#### DEFINITIONS (Cont.)

14. "Icing Conditions": An atmospheric condition that may cause ice to form on the aircraft or in the engines.
15. "Visible Moisture": An atmospheric environment containing water in any form that can be seen in natural or artificial light, i.e. clouds, fog, rain, sleet, hail, snow.
16. "Day of Discovery ": is the calendar day an item or component malfunction was recorded in the aircraft maintenance log. This day is excluded from the calendar days or flight days specified in the MMEL for the rectification of an inoperative item.
17. "ETOPS": Refers to "extended range" operations which may be defined as "operation of a two-engined aeroplane over a route that contains a point farther than one hour flying time at the normal one-engine 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".
18. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.
19. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the UK this is the Civil Aviation Authority.
20. "Deleted": When applied to an item number, indicates that the item was previously listed but is now required to be operative.
21. "Combustible (Material)": is defined as material which is capable of catching fire and burning.  
  
When an MMEL item specifies the condition that only non-combustible materials are to be carried, it is the operator's responsibility to determine that all material (including containers, packing material and pallets etc) in the associated compartments is of a non-combustible nature.  
  
If it cannot be determined whether any proposed cargo is non-combustible, it must not be loaded in compartments where combustible materials are prohibited.
22. "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.
23. "Extended Over-water Flight": Refers to an operation over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.

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#### DEFINITIONS (Cont.)

24. "Dispatch": The point at which an aircraft first moves under its own power for the purpose of commencing a flight.

NOTE: The definition above is in accordance with that given in Article **256(1)(a)** of the ANO. The MMEL/MEL applies to all defects identified that occur up to the point of dispatch. They come into effect again when the aircraft next comes to rest at the end of its flight.

25. "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).

26. "It is not reasonably practical to repair or replace before the commencement of flight / it is not reasonably practicable for repairs or replacements to be made": These statements are intended to cover situations where there is a lack of replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.

Note: The intention of either of these statements in an MMEL is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorised personnel on base to perform the task. The definition is not dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport, but the spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorised personnel on base, the defect must be rectified.

27. "The aircraft may depart on the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made / the aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made": These statements are intended to allow the aircraft to be flown, using the most direct route, to the nearest maintenance base where arrangements for repair or replacements can be made.

Note: Once the aircraft lands at the maintenance base, the aircraft shall not be dispatched until the defect has been rectified.

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

- (a) LFV approved SAAB 340 MMEL **Revision 16, dated 9 April 2013**.
- (b) CAA MMEL Policy as at **16 May 2013**.
- (c) JAR-MMEL/MEL.
- (d) JAR-OPS 1 MEL Policy Document (TGL 26).

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### HIGHLIGHTS OF REVISION 3b

- General** This CAA Supplement has been updated to reference Revision 16 of the LFV approved SAAB 340 MMEL as the base document.
- Introduction** Amended to reflect current base documents.
- Preamble** Minor editorial corrections.
- Definitions** Item 3 - Corrected reference to column 2 from “Cat” to “Rectification Interval”.  
- Note added regarding Rectification Interval Extensions.
- Item 12 - Amended to reflect EU-OPS.
- Item 24 - Air Navigation Order reference updated.
- Item 28 - Amended to reflect current base documents.

#### **24 Electrical Power**

- 24-31-1 DC Generator Function Revised in line with LFV approved MMEL (added ‘Passenger Cabin Attendant Call’ to list of inoperative equipment).

#### **30 Ice and Rain Protection**

- 30-41-1 Windshield Heaters Revised in line with LFV approved MMEL.

#### **31 Indicating and Recording Systems**

- 31-30-2 Quick Access Recorders Item deleted (LFV approved MMEL item 31-31-1 at Rev 16 is acceptable).

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(1) System & Sequence Numbers Item		(2) Rectification Interval					
		(3) Number installed					
		(4) Number required for dispatch					
		(5) Remarks or Exceptions					
<b>23 COMMUNICATIONS</b>							
-12-1	Selective Call System (If Installed)	<b>C</b>	1	<b>0</b>		<b>(O) May be inoperative provided alternate procedures are established and used.</b>	
		<b>D</b>	1	<b>0</b>		<b>May be inoperative provided procedures do not require its use.</b>	
-20-1	ACARS/ARINC Communications Addressing and Reporting System (If Installed)	<b>D</b>	1	0		(M) May be inoperative provided the system is deactivated.	
-50-1	Cockpit Intercom System	-	1	<b>1</b>		<b>Must be operative.</b>	
-50-2	Observer Jack Panel	<b>D</b>	1	<b>0</b>		<b>May be inoperative provided procedures do not require its use.</b>	
-50-5	Cockpit Handheld Microphones	<b>D</b>	2	0		<b>Any or all may be inoperative.</b>	
-50-6	Boom Microphones	<b>D</b>	-	-		<b>One headset, including boom microphone, must be operative for each required crew member on flight deck duty. Any in excess of those required may be inoperative.</b>	
-50-7	Headsets	<b>D</b>	-	-		<b>One headset, including boom microphone, must be operative for each required crew member on flight deck duty. Any in excess of those required may be inoperative.</b>	

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AIRCRAFT SAAB SF340A & SAAB 340B		REVISION NO DATE	3 11 February 2005	PAGE S24-1
(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
<b>24 ELECTRICAL POWER</b>				
-24-1 AC Inverter System (1) Post-Mod.2024	B 2	1	<p><b>One may be inoperative for day VMC provided the Standby VOR/ILS is operative.</b></p> <p><b>Note:</b> Subsequent loss of the second Inverter will inhibit VOR information from being displayed on EFIS and RMI. The Standby VOR/ILS indicator will be unaffected (still displaying VOR).</p>	
(2) Pre-Mod. 2024	B 1	0	<p>(O) May be inoperative for day VMC provided:</p> <p>(a) Standby 26v AC inverter operates normally,</p> <p>(b) Weather Radar is not required, and</p> <p>(c) <b>The Standby VOR/ILS is operative.</b></p> <p><b>Note:</b> Subsequent loss of the Standby Inverter will inhibit VOR information from being displayed on EFIS and RMI. The Standby VOR/ILS indicator will be unaffected (still displaying VOR).</p>	
-24-2 Standby 26V AC Inverter (Pre-Mod. 2024) (If Installed)	B 1	0	<p>May be inoperative provided:</p> <p>(a) <b>Main AC inverter operates normally, and</b></p> <p>(b) <b>Standby VOR/ILS Indicator is operative.</b></p> <p><b>Note:</b> Subsequent loss of the Main Inverter will inhibit VOR information from being displayed on EFIS and RMI. The Standby VOR/ILS indicator will be unaffected (still displaying VOR).</p>	

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(1) System & Sequence Numbers Item		(2) Rectification Interval			
		(3) Number installed			
		(4) Number required for dispatch			
<b>24 ELECTRICAL POWER (Cont...)</b>		(5) Remarks or Exceptions			
-31-1	DC Generator Function	B	2	1	<p><b>(M)(O)</b> One <b>generator function</b> may be inoperative <b>for day VMC flight only</b> provided:</p> <p>(a) State of battery charge is verified as adequate before each flight,</p> <p><b>(b) BUS TIE function is verified to operate normally,</b></p> <p><b>(c) Planned route remains within the declared standby power endurance time from a suitable alternate landing site</b> and conducted in accordance with AFM Performance / Procedures for operation with Anti-Skid System inoperative, (anticipating failure of the remaining generator), <b>and</b></p> <p><b>(d) Inoperative generator is deactivated and secured.</b></p> <p><u>Note:</u> With only one generator on line, DC utility bus will be lost and the following equipment will be inoperative; galley heater, Passenger Reading Lights, Passenger Cabin Attendant Call, Tail Compartment Shutoff valve, Lavatory Water Heater, Pilot Foot warmer (If Installed), F/A Seat Heater (If Installed) and Active Noise Control (If Installed)</p>



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(1) System & Sequence Numbers Item	(2) Rectification Interval			
		(3) Number installed		
		(4) Number required for dispatch		
<b>25 EQUIPMENT/ FURNISHINGS</b>		(5) Remarks or Exceptions		
-00-1	Cabin Crew Member Shoulder Harness			Refer to 25-21-1
-21-1	Cabin Crew Seats and Harnesses	D	-	(M)(O) Any Cabin Crew member seat, other than those required by Legislation to be occupied, may be inoperative.
		B	-	(M)(O) One required Cabin Crew member seat may be inoperative provided: <ul style="list-style-type: none"> <li>(a) The inoperative seat is not occupied,</li> <li>(b) The Cabin Crew member displaced by the inoperative seat occupies the passenger aisle seat nearest to the inoperative crew seat,</li> <li>(c) Alternate procedures are established / approved for the displaced Cabin Crew member,</li> <li>(d) Folding type seat is stowed or secured in the retracted position, and</li> <li>(e) The passenger seat assigned to the Cabin Crew member is placarded "FOR CABIN CREW USE ONLY".</li> </ul> <p><b>Note 1:</b> A seat with an inoperative or missing seat belt or harness is considered inoperative.</p> <p><b>Note 2:</b> This requirement does not preclude use of passenger seats by Cabin Crew members carried in excess of the required Cabin Crew complement.</p> <p><b>Note 3:</b> A fully automatic 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. An exception should only be made where cabin layout is such that emergency egress is not in any way compromised by a seat in the deployed position.</p>
-21-2	Flight Deck Observer Seat and Harness	D	-	May be inoperative provided the seat is not required and is correctly stowed.

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<b>25</b> <b><u>EQUIPMENT/ FURNISHINGS (Cont...)</u></b>							
-21-4	Passenger Seats (Including Seat Backs)	D	-	-			(M) May be inoperative <b>secured in the upright position.</b>
		D	-	0			(M) One or more may be inoperative provided:  (a) Affected seat does not block an emergency exit,  (b) Does not restrict any passenger from access to the main aircraft aisle, and  (c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".  <b>Note 1: A seat with an inoperative seat lap belt is considered to be inoperative.</b>  <b>Note 2:</b> A seat with an inoperative recline mechanism is considered to be inoperative if the seat cannot be secured upright.  <b>Note 3: Inoperative seats do not affect the number of Cabin Crew required by Operating requirements.</b>
-60-1	Emergency Locator Transmitter (ELT)	-	-	-			The LFV approved SAAB MMEL entry at revision 13 is acceptable.
<b><u>ADDITIONAL ITEM</u></b>							
-10-1	Flight Crew Shoulder Harness						
	(1) Inertia Reels	B	-	-			May be inoperative provided the affected harness is adjusted and locked by an approved means to suit the requirement of the individual Flight Crew member.

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<b>26 FIRE PROTECTION</b>						(5) Remarks or Exceptions	
-13-1	Lavatory Smoke Detection System	C	-	-	-	<p><b>(M)</b> May be inoperative provided:</p> <p><b>(a)</b> Lavatory compartment is electrically isolated (including flush motors and other high voltage devices),</p> <p><b>(b)</b> Lavatory waste bin is empty,</p> <p><b>(c)</b> Lavatory door is locked and appropriately placarded, and</p> <p><b>(d)</b> Lavatory is not used for any other purpose.</p>	
		B	-	-	-	<p><b>(O)/(M)</b> May be inoperative provided:</p> <p><b>(a)</b> Lavatory compartment Fire Extinguishers are fitted and checked to be operative on a daily basis, and</p> <p><b>(b)</b> Lavatory compartment is checked at 20 (twenty) minute intervals for evidence of fire and smoke.</p>	
-13-2	LAV SMOKE Warning Indication	-	-	-	-	<p><b>May be inoperative provided Lavatory Smoke Detection System is considered inoperative, refer to 26-13-1.</b></p>	

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		(5) Remarks or Exceptions		
<b><u>27</u></b>	<b><u>FLIGHT CONTROLS</u></b>			
-50-1	Flap System	-	-	-
				<b>The LFV approved SAAB MMEL entry at revision 13 is acceptable.</b>

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		(4) Number required for dispatch		
<b>28 FUEL</b>		(5) Remarks or Exceptions		
-21-2 Pressure fuelling Cap		C	1	0
		<b>May be missing provided:</b> <b>(a) Refuelling receptacle is visually checked for contamination prior to each refuelling, and</b> <b>(b) No leakage can be detected thereafter.</b>		

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		(3) Number installed					
		(4) Number required for dispatch					
		(5) Remarks or Exceptions					
<b>30</b>	<b><u>ICE AND RAIN PROTECTION</u></b>						
-20-1	Engine <b>Air Intake</b> Anti-ice System B	B	2	1	One <b>system</b> may be inoperative provided:  (a) The aircraft is not operated in known or forecast icing conditions, <b>and</b>  <b>(b) Propeller de-ice system on the engine with the operative engine anti-ice system operates normally.</b>  <b>Note: No further alleviation allowed.</b>		
-41-1	Windshield Heaters	C	4	3	(O) One side Windshield Heater may be inoperative provided the right hand air conditioning pack operates normally.		
		C	4	2	(O) One front or one front and one side Windshield Heater or two side Windshield Heaters may be inoperative provided:  (a) The aircraft is not operated in known or forecast icing conditions, and  (b) Right Hand Air Conditioning Pack operates normally.  <b>Note: No further alleviation allowed.</b>		

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		(3) Number installed				(4) Number required for dispatch	
		(5) Remarks or Exceptions					
<b>32 LANDING GEAR</b>							
-33-1	Landing Gear Extension / Retraction System	A	1	0	(M) (O) May be inoperative provided:		
					(a) Landing gear is locked in extended position,		
					(b) Dispatch may not be performed into known or forecast icing conditions,		
					(c) The flight is conducted in accordance with AFM performance/procedures for operation with the Landing Gear extended,		
					<b>(d) Extended overwater flight is prohibited, and</b>		
					(e) Repairs or replacements are carried out within one flight day.		
-61-1	Landing Gear Down Locked Bulbs (Green)	B	6	3	One bulb for each gear may be inoperative.		
		A	6	0	<b>(M)(O) May be inoperative provided:</b>		
					<b>(a) Landing Gear is locked in extended position,</b>		
					<b>(b) Dispatch may not be performed into known or forecast icing conditions,</b>		
					<b>(c) The flight is conducted in accordance with AFM performance / procedures for operation with the Landing Gear extended, and</b>		
					<b>(d) Repairs are made within one flight day.</b>		
					<b>Note: The T/O INH button must be pushed after lift-off in order to reset the takeoff inhibit function.</b>		

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				(5) Remarks or Exceptions
<b>33 LIGHTS</b>				
-10-1 <b>Flight Deck</b> and Instrument Lighting Systems	C	-	0	<b>One or more may be inoperative for daylight operations.</b>
	C	-	-	Individual lights may be inoperative provided remaining lights are:  (a) Sufficient to clearly illuminate all instruments and switches,  (b) Positioned so that direct rays are shielded from flight crew members eyes,  <b>(c) Lighting configuration at dispatch is acceptable to the flight crew, and</b>  <b>(d) Sufficient flight deck emergency lighting is operative.</b>
-20-1 Cabin Interior Lighting	C	-	-	Individual lights may be inoperative provided:  (a) Lighting is adequate for the cabin crew to perform their required duties, <b>and</b>  <b>(b) Cabin emergency lighting is verified operative.</b>  <b>Note: Cabin emergency lighting does not include floor proximity lights.</b>  OR  <b>(c) Passengers are not carried.</b>
-25-1 Passenger Notice System	D	-	-	<b>(M) (O) As required by Operating Requirements. 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".</b>  (Cont...)

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<b>33 LIGHTS (Cont...)</b>				
-25-1 Passenger Notice System (Cont...)	C	-	-	<p><b>(O) No Smoking/Fasten Seat Belt/Return to Cabin signs may be inoperative and the affected passenger seat(s), cabin attendant seat(s) or lavatories may be occupied provided:</b></p> <p><b>(a) The PA system operates normally and can be clearly heard throughout the cabin during flight, and</b></p> <p><b>(b) An acceptable procedure is used notify passengers when seat belts must be fastened, smoking is prohibited and (if applicable) when passengers should return to cabin from toilet compartments.</b></p>
-43-1 Wing Strobe Anti-Collision Lights	C	2	0	<b>May be inoperative</b>
-43-2 Rotating Beacon (If Installed) (Pre Mod. No. 1468)	-	-	-	<b>Refer to item 33-43-4</b>
-43-3 Flashing Beacon (Post Mod. No. 1468) (Pre Mod. No. 1913)	-	-	-	<b>Refer to item 33-43-4</b>
-43-4 Anti-Collision Light	C	-	1	<p><b>(O) As required by Air Navigation Legislation. Any in excess of one may be inoperative provided:</b></p> <p><b>(a) A high intensity strobe light system is installed and operative, and</b></p> <p><b>(b) The light(s) is(are) repaired at the earliest practicable opportunity.</b></p>
	C	-	0	<p><b>(O) As required by Air Navigation Legislation. All may be inoperative for daylight operations provided the light(s) is(are) repaired at the earliest practicable opportunity.</b></p> <p><b>Note:</b> If the red anti-collision light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.</p>

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		(4) Number required for dispatch					
		(5) Remarks or Exceptions					
<b>33 LIGHTS</b> <b>(Cont...)</b>							
-52-6	Floor Proximity Emergency Escape Path Marking System (Pre Mod. No. 1969)	-	1	1	<b>As required by Operating Requirements. Specific Lights may be inoperative in accordance with arrangements approved by the Authority for a particular lighting configuration.</b>		
-52-7	Floor Proximity Emergency (Post Mod. No. 1969) (Pre Mod. No. 2523)	-	-	-	<b>Refer to item 33-52-6.</b>		
-52-8	Floor Proximity Emergency (Post Mod. No. 2523)	-	-	-	<b>Refer to item 33-52-6.</b>		

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		(3) Number installed				(4) Number required for dispatch	
		(5) Remarks or Exceptions					
<b>34</b>	<b>NAVIGATION</b>						
-12-2	Altitude Alert/Preselect System	-	-	-	-	-	The LFV approved SAAB MMEL entry at revision 13 is acceptable.
-12-3	Left Vertical Speed Indicator	C	1	0	0	0	May be inoperative for day VMC provided the right VSI is operative.
-13-2	Right Vertical Speed Indicator	C	1	0	0	0	May be inoperative for day VMC provided the left VSI is operative.
-13-3	Standby Airspeed Indicator	-	-	-	-	-	The LFV approved SAAB MMEL entry at revision 13 is acceptable.
-13-4	Standby Altimeter	C	1	0	0	0	May be inoperative.
-23-1	Standby <b>Attitude Indicator</b>	B	1	0	0	0	May be inoperative for day VMC operations <b>provided the Attitude Function of both AHRSS operate normally.</b>
-23-2	Standby <b>Magnetic Compass</b>	B	1	0	0	0	May be inoperative provided at least two independent stabilised compass systems are installed and operative.
-42-1	Weather Radar System	-	-	-	-	-	As required by Operating Requirements.

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		(5) Remarks or Exceptions					
<b>34 NAVIGATION (Cont...)</b>							
-44-1	<b>Airborne Collision and Avoidance System (ACAS II) (If Installed)</b>						
(1)	ACAS II System	A	-	0	<b>(O)(M) May be inoperative provided the system is deactivated and secured, and</b>  <b>(a) It is not reasonably practicable for repairs or replacements to be made before the commencement of flight, and</b>  <b>(b) Repairs or replacements must be carried out within 10 calendar days.</b>		
(2)	Combined Traffic Alert (TA) Resolution Advisory (RA) Dual Displays	C	-	1	(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.		
(3)	Resolution Advisory (RA) Display System(s)	C	-	1	(O) One may be inoperative on the non-flying pilot side.		
		C	-	0	(O) May be inoperative provided: <b>(a) All Traffic Alert (TA) display elements and voice command audio functions are operatives, and</b> <b>(b) TA only mode is selected by the crew.</b>		
(4)	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided all installed RA display and audio functions are operative.		

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<p><b>34 NAVIGATION (Cont...)</b></p> <p><b>NOTE for Items 34-51-1 through to 34-60-1</b></p> <p>Any installed equipment in excess of that required may be inoperative provided the equipment or combinations of equipment needed to satisfy the minimum navigation (or area navigation) performance requirement for the route or region of operation is available.</p> <p>When preparing the MEL the operator should itemise the equipment/combinations of equipment needed for the particular operations for which the aircraft is approved. The effect of subsequent additional equipment failure should also be considered.</p> <p>Items which are installed but not required may be inoperative provided there is no effect on workload, crew training, procedures etc..</p>	(3) Number installed	(4) Number required for dispatch		
		<p>(5) Remarks or Exceptions</p>		
<p>-60-2 GPS based FMS Non Precision Approach System (If Installed)</p>	D		1	0

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						(5) Remarks or Exceptions	
<b>35 OXYGEN</b>							
-20-1	Passenger Oxygen System	B	1	0	0	(O) May be inoperative provided:	<p>(a) Flight is not conducted where the minimum enroute altitude is above 12,000 feet MSL,</p> <p>(b) Both air conditioning packs operate normally,</p> <p>(c) All other components of the pressurisation system operate normally,</p> <p>(d) Portable oxygen units containing sufficient oxygen for 30 minutes endurance are provided for 10% of the passengers, and</p> <p>(e) Passengers are appropriately briefed.</p> <p><b>Note:</b> Since there are a large number of permutations, it is proposed to refer to Operating Requirements to allow the operator to adapt the MEL as necessary within the constraints applicable. The main constraints are:</p> <p>(a) The date of first issue of a certificate of airworthiness,</p> <p>(b) The aircraft altitude and cabin altitude on routes flown, and</p> <p>(c) The number of passengers and crew carried. (PSU Drop Down System and Ring Main System).</p>
(1)	Automatic presentation System (If Installed)	B	-	0	0	(M) or (O) May be inoperative provided the manual deployment system operates normally.	
(2)	Passenger Service Units	D	-	-	-	(M) or (O) One or more passenger service units (PSUs) may be inoperative without flight altitude restriction provided:	<p>(a) Affected seats are blocked and placarded to prevent occupancy, and</p> <p>(b) Units operate normally for all usable passenger seats, toilet compartments and flight attendant locations.</p>

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	(5) Remarks or Exceptions			
<b>38 WATER/WASTE</b>				
<b><u>ADDITIONAL ITEM</u></b>				
-30-1 Lavatory Waste Systems	C	-	-	<p><b>(M) Individual components may be inoperative provided:</b></p> <p>(a) Associated components are deactivated or isolated, and</p> <p>(b) Associated systems components are verified not to have leaks.</p> <p><b>Note:</b> Any portion of the system which operates normally may be used.</p>
	C	-	-	<p><b>(M) Associated Lavatory system(s) may be inoperative provided:</b></p> <p>(a) Associated components are deactivated or isolated to prevent leaks,</p> <p>(b) The Captain will determine if flight duration is acceptable with a lavatory unusable, and</p> <p>(c) Associated lavatory door(s) is secured closed and placarded, "INOPERATIVE – DO NOT ENTER".</p> <p><b>Note:</b> These provisions are not intended to prohibit inspections by crew members.</p>

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		(5) Remarks or Exceptions			
<b>52 DOORS</b>  <b>ADDITIONAL ITEM</b>  <b>-11-1 Lockable Flight Deck Door</b>					
	(1) Door Lock	B	1	0	The door lock may be inoperative provided the latch is operative and the door can be secured in the appropriate position, either closed or open.
	(2) Door and Door Latch	B	1	0	(M) The door or door latch may be inoperative provided that if the door cannot be secured in the appropriate position, either closed or open, it shall be removed.

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<b>73</b> <b><u>ENGINE FUEL &amp; CONTROL</u></b>  -31-1    L/R MAIN PUMP Caution Indication		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
		B	2	1	(O) One may be inoperative provided <b>associated main and standby pump operates normally at engine start.</b>

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		(5) Remarks or Exceptions			
<b>80</b>	<b>STARTING</b>				
-10-1	Starter/Generator Disengage System	A	2	1	<p>(M)(O) One may be inoperative provided:</p> <p>(a) The Starter/Generator is visually inspected for no signs of physical distress,</p> <p>(b) The ignition switch is used to disengage the starter,</p> <p>(c) The generator is checked to come online,</p> <p>(d) Repairs must be made within one flight day,</p> <p><u>Note:</u> With Autocoarsen HIGH/LOW system only:</p> <p>(e) Verify normal operation of the Autocoarsen System. If the Autocoarsen System is inoperative, refer to item 61-25-1.</p> <p><b><u>Note:</u> Flight crew should note limitations associated with the Starter as they appear in the AFM. In particular attention is drawn to the time limitation of 70 seconds for the starter engaged.</b></p>

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