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DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.

MASTER MINIMUM EQUIPMENT LIST

RA-390

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Log of Revisions

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HIGHLIGHTS OF CHANGE			

- Definitions Updated in accordance with Policy Letter 25, Global Change 142.
- Guidelines Updated to coincide with changes in MMEL chapters.
[(O) & (M)]
- 21-6 Cabin Altitude / Differential Pressure Indicator items changed to correlate relief.
- 21-7 Cabin Door Seal relief changed and moved to Chapter 52.
- 22-1 Autopilot relief updated to add RVSM NOTE to identify Autopilot function requirements during RVSM operations per PL-84 (GC-59).
- 22-2 Autopilot Disconnect relief added IAW PL-93.
- 23-1 Relief applicability and extra proviso added to comply with AFM Limitations.
- 23-2 Headsets relief changed to incorporate Boom Microphone relief IAW PL-58, (GC-100).
- 23-3 Communications Equipment relief updated to comply with PL-95 (GC-111). HF relief moved to Item 23-11 to comply with PL-106 (GC-135).
- 23-6 CVR relief updated to comply with PL-29 (GC-128).
- 23-7 PA System relief updated to comply with PL-09 (GC-119).
- 23-8 Boom Microphone relief combined with Headset relief.
- 23-9 Handheld Microphone relief changed to correlate with Item 23-2, Headset with Boom Microphone.
- 23-10 SELCAL relief added IAW PL-117 (GC-137).
- 23-11 HF relief relocated and updated IAW PL-106 (GC-135).
- 23-12 ELT relief relocated and updated IAW PL-120 (GC-147).
- 25-2 Passenger Seat relief changed/added to comply with PL-79 (GC-134).
- 25-4 Emergency Medical Equipment relief added to comply with PL-73 (GC-144).

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HIGHLIGHTS OF CHANGE			

- 25-5 ELT relief moved to Item 23-12 IAW PL-120 (GC-147).
- 25-7 Passenger Convenience/NEF items updated to comply with PL-116 (GC-138).
- 25-12 Cargo Restraint Systems relief added in accordance with PL-100 (GC-114).
- 25-13 "FASTEN SEAT BELT" Sign relief added IAW PL-89.
- 25-14 Forward Observer Seat Equipment relief added IAW PL-56 (GC-127).
- 25-15 Galley Waste Receptacle(s) relief added IAW PL-96 (GC-98).
- 25-16 Storage Compartment(s) relief added IAW PL-104 (GC-129).
- 26-1 Number of Extinguishers required changed from 0 to variable (-) to comply with PL-75 (GC-53).
- 30-6 Pitot Heat Indicating Systems added IAW PL-90.
- 31-3 Flight Data Recorder System relief updated IAW PL-87 (GC-136).
- 32-1 Item title changed to "Landing Gear Handle Lock Solenoid" for clarification and (O) procedure added.
- 33-2 Navigation Lights relief changed to comply with PL-91.
- 33-8 Cabin Interior Lights changed to remove subjectivity.
- 33-9 Wing Illumination Lights relief updated IAW PL-72 (GC-54).
- 34-2 Proviso "As required by FAR" added and Predictive Windshear Added IAW PL-67 (GC-140).
- 34-3 Transponder relief updated to comply with PL-76 (GC-133) and add RVSM NOTE.
- 34-5 Number required changed from 0 to variable (-) to comply with "As Required by FAR".
- 34-6 Item title spelled out for formatting consistency IAW PL-31.

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HIGHLIGHTS OF CHANGE			

- 34-7 Item title spelled out for formatting consistency IAW PL-31.
- 34-8 Flight Management System changed to include Navigation Database IAW PL-98.
- 34-9 Incorporated NOTE in Radar Altimeter relief proviso to correct for lack of procedure to configure and operate with Radar Altimeter inoperative.
- 34-10 GPWS/TAWS relief updated to comply with PL-54 (GC-139) for
(All) Class B and Class C TAWS. Class A TAWS not applicable.
- 34-11 TCAS I relief updated to comply with PL-32 (GC-145).
- 34-12 Altitude Alert System relief updated to comply with PL-39 (GC-95) and NOTE added for RVSM operations.
- 34-13 TCAS II relief brought into compliance with PL-32 (GC-145).
- 34-14 Flight Management System item deleted and combined with 34-8.
- 34-15 NOTE added for RVSM operations IAW PL-84 (GC-59)
- 34-18 Non-Stabilized Magnetic Compass relief added to comply with PL-10.
- 34-19 ADS-B relief added to comply with PL-105 (GC-86).
- 35-2 Protective Breathing Equipment relief added IAW PL-43.
- 45-1 Added relief for Maintenance Diagnostic Computer.
- 45-2 Added relief for Electronic Cockpit Checklist.
- 46-1 Item added to provide relief for specified Integrated Flight Information System.
- 46-2 Added relief for Electronic Flight Bag.
- 52-1 Relocated Cabin Door Seal relief from chapter 21 and added relief for individual Door Seals.

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DEFINITIONS			

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for the time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

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5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
7. "ER" refers to extended range operations of a two-engine airplane (ETOPS) which has a type design approval for ER operations (ETOPS) and complies with the provisions of Advisory Circular 120-42A.
8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew however; other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

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DEFINITIONS			

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE MODEL 390 (Premier I) AIRCRAFT MMEL.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

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25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

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DEFINITIONS			

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

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PREAMBLE (06/14/1989)			

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135. The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

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PREAMBLE (06/14/1989)		

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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Guidelines for (O) & (M) Procedures			

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

21-2	(O)	Operations procedure to configure and operate the aircraft unpressurized at or below 10,000 feet MSL.
21-3	(O)	Operations procedure to configure and operate the aircraft unpressurized at or below 10,000 feet MSL.
21-4	(O)	Operations procedure to configure and operate the aircraft unpressurized at or below 10,000 feet MSL.
21-5	(O)	Operations procedure to configure and operate the aircraft unpressurized at or below 10,000 feet MSL.
21-6	(O)	Operations procedure to configure and operate the aircraft unpressurized at or below 10,000 feet MSL.
22-1	(M)	Maintenance procedure to determine there is no mechanical or electrical fault which could affect the operation of the flight controls.
22-2	(O)	Operations procedure to verify the Trim Interrupt Function of the Autopilot / Trim Master Disconnect Button is operative.
23-5	(O)	Operations procedure to ensure passengers are given the appropriate briefings concerning normal and emergency procedures.
23-7	(O)	Operations procedure to ensure passengers are given the appropriate briefings concerning normal and emergency procedures.

Guidelines for (O) & (M) Procedures

- | | | |
|---------|-----|--|
| 23-10 | (O) | Operations procedure to establish and use alternate procedures when the SELCAL System is inoperative. |
| 23-10-1 | (O) | Operations procedure to establish and use alternate procedures when the SELCAL System is inoperative. |
| 25-15 | (M) | Maintenance procedure to ensure Waste Container is empty and access is secured. |
| | (O) | Operations procedure to ensure sufficient Waste Receptacles are available to accommodate all waste that may be generated on a flight. |
| 25-16 | (M) | Maintenance procedure to secure the Compartment CLOSED. |
| 28-1 | (O) | Operations procedure to ensure operations at selected altitude comply with Limitations Section of the AFM. |
| 31-2 | (O) | Operations procedure to ensure aircraft flight time is accurately recorded. |
| 32-1 | (O) | Operations procedure for crew training and awareness to operate with Landing Gear Downlock Solenoid inoperative. |
| 33-6 | (O) | Operations procedure to ensure passengers are given the appropriate briefings concerning normal and emergency procedures. |
| 33-8 | (O) | Operations procedure to identify minimum sufficient operative lighting for the crew to perform required duties and for passengers to locate items and move safely about the cabin during night operations. |
| 33-9 | (O) | Operations procedure to provide ground lighting for wing inspection procedures. |

Guidelines for (O) & (M) Procedures

- | | | |
|-------------|-----|--|
| 34-2-1 | (O) | Operations procedure to establish alternate procedures for windshear avoidance. Alternate procedure should include reviewing windshear avoidance and recovery procedures. |
| 34-8-1 | (O) | Operations procedure to ensure current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, status and suitability of Navigation Facilities to be used is determined and Approach Navigation Radios are manually tuned and identified. |
| 34-9 | (M) | Maintenance procedure established and used to ensure TAWS/GPWS and TCAS Systems are deactivated and secured. |
| | (O) | Establish procedure to identify and ensure crew awareness of all aircraft systems affected by the inoperative Radar Altimeter. |
| 34-10-B-1 | (O) | Establish alternate procedures for terrain awareness and avoidance with the GPWS inoperative. |
| 34-10-B-1-a | (O) | Establish alternate procedures for terrain awareness and avoidance with the inoperative GPWS modes. |
| 34-10-B-1-d | (O) | Establish alternate procedures for terrain awareness and avoidance with the inoperative GPWS Advisory Modes. |
| 34-10-B-1-e | (O) | Establish alternate procedures for windshear awareness and avoidance with the inoperative GPWS Windshear mode. Alternate procedure should include reviewing windshear avoidance and recovery procedures |
| 34-10-C-1 | (O) | Establish alternate procedures for terrain awareness and avoidance with the TAWS / GPWS and/or Modes inoperative. |
| 34-11 | (M) | Maintenance procedure established and used to ensure System is deactivated and secured. |
| 34-12 | (O) | Operations procedure to ensure an Autopilot with Altitude Hold is operative and enroute operations do not require use of the System. |
| 34-13 | (M) | Maintenance procedure to ensure System is deactivated and secured. |
| 34-13-2 | (O) | Operations procedure to ensure TA visual display and audio functions are operative and TA ONLY Mode is selected. |

Guidelines for (O) & (M) Procedures

- | | | |
|---------|-----|--|
| 34-13-3 | (O) | Operations procedure to ensure RA visual display and audio functions are operative. |
| 34-18 | (O) | Operations procedure to determine the adequacy of available Stabilized Compass Systems for the area of operations. Establish alternate procedures to configure Stabilized Compass Systems for operation and verification of correct heading information. |
| 45-1 | (M) | Alternate procedures for the conduct of maintenance with inoperative MDC. |
| 45-2 | (O) | Operations procedure to ensure a complete cockpit checklist in current and appropriate form is available to the flight crew and the flight crew is familiar with its use. |
| 46-1-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-2 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-3 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-1-4 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 46-2 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 52-1-1 | (M) | Maintenance procedure to ensure the inoperative Inflatable Door Seal will not interfere with operation of the Cabin Door and the Secondary Door Seal is operative. |
| 52-1-2 | (M) | Maintenance procedure to ensure the inoperative Secondary Door Seal will not interfere with operation of the Cabin Door and the Inflatable Door Seal is operative. |

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SYSTEM
SEQUENCE &
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

1. CABIN ALT HI
Warning Annunciator

C

1

0

May be inoperative provided aircraft is operated at or below 10,000 feet MSL.

2. Pressurization Controller
Automatic Mode

C

1

0

May be inoperative provided Pressurization Controller, Manual Mode is operative.

C

1

0

(O) May be inoperative provided aircraft is operated unpressurized at or below 10,000 feet MSL.

3. Pressurization Controller
Manual Mode

C

1

0

(O) May be inoperative provided aircraft is operated unpressurized at or below 10,000 feet MSL.

4. Outflow Valves

C

2

0

(O) (M) May be inoperative in the OPEN position provided aircraft is operated unpressurized at or below 10,000 feet MSL.

5. Cabin Rate of Climb
Indicator

C

1

0

(O) May be inoperative provided aircraft is operated unpressurized at or below 10,000 feet MSL.

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	2. NUMBER INSTALLED				
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21 AIR CONDITIONING					
6. Cabin Altitude/Differential Pressure Indicator	C	1	0		(O) May be inoperative provided aircraft is operated unpressurized at or below 10,000 feet MSL.
1) Cabin Altitude Indicator	C	1	0		May be inoperative provided: a) Differential Pressure Indicator is operative, b) Chart is available for crew to convert differential pressure to Cabin altitude and c) Pressurization Controller Automatic Mode is operative.
2) Differential Pressure Indicator	C	1	0		May be inoperative provided: a) Cabin Altitude Indicator is operative, b) Chart is available for crew to convert Cabin altitude to differential pressure and c) Pressurization Controller Automatic Mode is operative.
7. Cabin Door Seal Systems					DELETED, MOVED TO CHAPTER 52, REVISION 1.
8. Air Conditioning System	C	1	0		
9. Automatic Temperature Control System (Cockpit or Cabin)	C	1	0		May be inoperative provided Manual Temperature Control System is operative.

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	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
1. Autopilot	C	1	0	(M) May be inoperative provided: a) Aircraft is operated with a Second-In-Command and b) Enroute operations or approach minimums do not require its use. NOTE: RVSM is not authorized.
2. Autopilot / Trim Master Disconnect Button (Red Button)	C	2	0	(O) Autopilot Disconnect function may be inoperative provided: a) Trim Interrupt Function is verified operative and b) Trim Arming Button Autopilot Disconnect Function is verified operative on affected Yoke.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
23 COMMUNICATIONS				
1. Static Discharge Wicks (Applicable to SN RB-2 thru RB-61 Not Modified by Kit 390-3402-0001)	C	7	5	One Wick per Wing Tip may be damaged or missing.
(Applicable to SN RB-62 and After or RB-2 thru RB-62 Modified by Kit 390-0402-0001)	C	17	14	Up to three Wicks may be damaged or missing but not more than one Wick may be damaged or missing from each of the following areas: LH Wing, RH Wing, LH Elevator, RH Elevator, Tail Cone, Aft Empennage Tip Cap.
2. Headsets with Boom Microphone	C	2	1	Right side may be inoperative for Single Pilot Operations provided: a) One Cockpit Speaker is operative and b) Left Handheld Microphone is operative.
	A	2	1	One may be inoperative provided: a) Both Handheld Microphones are operative, b) Both Cockpit Speakers are operative, c) Repairs are made within three flight days.
3. Communications Systems (VHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the aircraft Emergency Power Systems and not required for emergency procedures.
4. Cockpit Speakers	C	2	1	One may be inoperative.
5. Cabin Briefer System ***	C	1	0	(O)

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23 COMMUNICATIONS					
6. Cockpit Voice Recorder (CVR)	A	1	0		May be inoperative provided repairs are made within three flight days.
(For Operators Other Than Air Carriers and Commercial Operators)	A	1	0		May be inoperative provided repairs are made in accordance with applicable FARs.
7. Passenger Address System (PA)					
1) Passenger Configuration	C	1	0		(O) May be inoperative provided: a) PA not required by FAR and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.
					NOTE: Any station function(s) that operate normally may be used.
2) Cargo Configuration	D	1	0		May be inoperative provided procedures do not require its use.

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
8. Boom Microphones				Combined with Item 2., Headsets, Revision 1.
9. Handheld Microphones	C	2	1	One may be inoperative provided for Single Pilot Operations the left side is operative.
10. Selective Call Systems *** (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and use.
	D	-	0	May be inoperative provided procedures do not require its use.
11. High Frequency (HF) *** Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.
12. Emergency Locator Transmitter (ELT)				
1) Survival Type ELTs ***	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
2) Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.
	D	-	-	Any in excess of those required by FAR may be inoperative or missing.

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	3. NUMBER REQUIRED FOR DISPATCH			
25 EQUIPMENT/ FURNISHINGS				
1. Cockpit Shoulder Harness	B	2	1	May be inoperative on right side provided Seat is not occupied.
2. Passengers Seat(s)	C	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft Aisle and c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative. NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.
1) Recline Mechanism	C	-	-	May be inoperative and Seat occupied provided Seat is secure in the UPRIGHT position.
2) Armrest	C	-	-	May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft Aisle and c) For an Armrest with a Recline Mechanism, Seat is secure in the UPRIGHT position.

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
3. Flotation Equipment ***	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
4. Emergency Medical Equipment				
1) Automatic External *** Defibrillator (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.
2) Emergency Medical Kit *** (EMK) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
3) First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.

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25 EQUIPMENT/ FURNISHINGS				
5. Emergency Locator Transmitter (ELT)				DELETED, MOVED TO ITEM 23-12, REVISION 1.
6. Pyrotechnic Signaling Device	D	-	-	As required by FAR.
7. Passenger Convenience/ NEF Items				
1) Passenger Convenience *** Items (Expires on December 31, 2007)		-	0	Passenger Convenience Items, as expressed in this MMEL are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) or (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered Passenger Convenience Items.
2) Non-Essential Equipment *** & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF items.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
25 EQUIPMENT/ FURNISHINGS						
8. Flight Phone ***	D	-	-			
9. Emergency Medical *** Equipment (EMS)	C	-	0		May be inoperative provided the inoperative system is deactivated and secured. (M) and (O) procedures may be required and included in the air carrier's appropriate document.	
10. Cockpit Sliding Doors	D	2	0		May be inoperative provided Doors are secured in the OPEN position.	
11. Sun Visors	D	2	0		May be inoperative or missing provided there is no visual restriction to the pilot.	
12. Cargo Restraint Systems	C	-	-		May be inoperative, or missing provided acceptable cargo loading limits from an approved source, i.e., an AFM, Approved Cargo Loading Manual, Cargo Handling Manual or Weight and Balance Document are observed.	
	C	-	-		May be inoperative or missing provided Cargo Area remains empty.	
13. "FASTEN SEAT BELT WHILE SEATED" Sign or Placard	C	-	-		One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.	

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
25 EQUIPMENT/ FURNISHINGS					
14. Forward Observer Seat Equipment (Forward Most Passenger Seat for FAA Observation IAW FAR 135.75)	A	-	-		<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Required minimum safety equipment (Safety Belt and Oxygen) is available, b) Seat is acceptable to the FAA Inspector for performance of official duties and c) Repairs are made within two flight days. <p>NOTE: These provisos are intended to provide for occupancy of the above Seat by an FAA Inspector when the minimum safety equipment (Oxygen and Safety Belt) is functional and the inspector determines the conditions to be acceptable.</p>
15. Waste Receptacles Access Doors/Covers	C	-	-	(M) (O)	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) The Container is EMPTY and the access is secured to prevent waste introduction into the Compartment and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
16. Storage Compartments and Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure Compartment CLOSED, b) Any emergency equipment located in affected Compartment is considered inoperative and c) Affected Compartment is not used for storage of any item(s) except for those permanently affixed,

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	4. REMARKS AND EXCEPTIONS			

26 FIRE PROTECTION				
1. Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative Fire Extinguisher is tagged INOPERATIVE, removed from its installed location, and placed out of sight so that it cannot be mistaken for a functional Unit and b) Required distribution is maintained.

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	4. REMARKS AND EXCEPTIONS			

28 FUEL				
1. Fuel Temp Sensor	C	1	0	(O) May be inoperative provided fuel temperature is assumed to be the same as OAT.
2. Single Point Refueling *** System	C	1	0	

DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION				
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	4. REMARKS AND EXCEPTIONS			
29 HYDRAULIC POWER				
1. Main System Pressure Gauge	C	1	0	May be inoperative provided both HYD PRESS LO Annunciators are operative.
2. HYD PRESS LO Annunciator	C	2	1	One may be inoperative provided: a) Main System Pressure Gauge is operative and b) Engine with inoperative Annunciator is started first to verify hydraulic pressure.

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30 ICE AND RAIN PROTECTION					
1. Wing Anti-Ice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
2. Stabilizer De-Ice System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3. L/R WING OVHT Annunciators	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions and b) Wing Anti-Ice System is not operated.	
4. L/R Wing Anti-Ice Annunciators	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
5. Ice Detection Systems	C	2	1	One may be inoperative provided Stabilizer De-Ice System is operated in manual mode.	
	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
6. Pitot Heat Indicating Systems (L PITOT HEAT) (R PITOT HEAT)	B	-	0	May be inoperative provided: a) All other elements of the Pitot Heat System operate normally, and b) The airplane is not operated into known or forecast icing conditions.	

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	4. REMARKS AND EXCEPTIONS			

31 INDICATING/ RECORDING SYSTEMS				
1. Clock	C	-	0	As required by FAR.
2. Flight Hour Meter	C	1	0	(O)
3. Flight Data Recorder *** (FDR) System	A	-	-	Any in excess of those required by FAR may be inoperative provided repairs are made in accordance with applicable FARs

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	4. REMARKS AND EXCEPTIONS			

32 LANDING GEAR				
1. Landing Gear Handle Lock Solenoid	C	1	0	(O) May be inoperative provided the Downlock Hook is operative.

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33 LIGHTS					
1. Landing Lights	C	2	1		One may be inoperative.
2. Navigation Lights	C	5	0		May be inoperative for day operations.
1) Forward Position Lights (Left and Right Wingtip)	C	4	2		One may be inoperative on each Wingtip.
2) Aft Position Light (Tailcone)	C	1	0		May be inoperative provided the Aft Anti-Collision Strobe Light is operative.
3. Ground Beacon Light	C	1	0		
4. Strobe Light System	C	1	0		May be inoperative for day operations.
5. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-		Individual Lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes and c) Lighting configuration and intensity is acceptable to the flight crew.
6. Passenger Notice System (Fasten Seat Belt / No Smoking)	C	1	0		(O) May be inoperative provided: a) Appropriate verbal briefings are given to the passengers and b) Cockpit Door remains OPEN during flight.

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33 LIGHTS					
7. Baggage Compartment Lights	C	-	0		
8. Cabin Interior Lights	C	-	0		May be inoperative for day operation.
	C	-	-		(O) Individual lights may be inoperative for night operation provided: a) Sufficient lighting is operative for the crew to perform required duties, and b) Sufficient lighting is operative for passenger carrying operations at night.
9. Wing Inspection Light	C	2	1		One may be inoperative provided for Single Pilot Operations the left side must be operative. (AFM Limitation)
	C	-	0		(O) May be inoperative provided: a) Aircraft is not operated in Known or Forecast Icing Conditions at night, b) Portable Lamp/Light of adequate capacity for Wing and/or control surface inspection is available for operations at night, and c) Ground deicing procedures do not require their use.
10. Recognition Lights	C	-	0		
11. Pulse Light System ***	D	-	-		
12. Logo Lights ***	D	-	-		

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34 NAVIGATION					
1. Stormscope ***	C	1	0		
2. Weather Radar / *** Thunderstorm Detection Equipment	C	1	0		As required by FAR.
1) Windshear Detection and *** Avoidance System (Predictive)	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
3. ATC Transponders and Automatic Altitude Reporting Systems	B	-	0		May be inoperative provided: a) Enroute operations do not require its use and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
	D	-	1		NOTE: RVSM is not authorized. Any in excess of those required by FAR may be inoperative.
1) Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by FAR	A	-	0		May be inoperative provided: a) Enroute operations do not require its use and b) Repairs are made prior to completion of the next heavy maintenance visit.
4. Marker Beacons	C	-	0		May be inoperative provided approach procedures do not require its use.
5. Navigation Equipment (VOR/ILS, GPS)	C	-	-		As required by FAR.

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34 NAVIGATION				
6. Distance Measuring Equipment (DME) System(s)	D	-	-	Any in excess of those required by FAR may be inoperative.
7. Automatic Direction Finding System (ADF)	D	-	-	Any in excess of those required by FAR may be inoperative.
8. Flight Management System (FMS)	C	-	0	
1) Navigation Databases	C	-	0	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight and c) Approach Navigation Radios are manually tuned and identified.
9. Radar Altimeter	B	1	0	(M)(O) May be inoperative provided TAWS/GPWS and TCAS systems are considered inoperative in compliance with respective MMEL requirements.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION				
10. Terrain Awareness and Warning System (TAWS)				
A. Class A TAWS				NOT APPLICABLE
B. Class B TAWS Equipment (Required by FAR)				
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative b) Repairs are made within two flight days.
c) Modes 2, 4 & 5 ***	C	3	0	
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by FAR and b) Alternate procedures are established and used.
(continued)				

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34. NAVIGATION					
B. Class B TAWS Equipment (Required by FAR) (Continued)					
e) Windshear Mode *** (Reactive)	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
2) Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3) Terrain Displays ***	C	-	0		
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0		
C. Class C TAWS / GPWS (Not Required by FAR)					
1) TAWS/GPWS ***	C	1	0		(O) May be inoperative provided alternate procedures are established and used. NOTE: 1 Any Mode that operates normally may be used. NOTE: 2 If Test Mode is inoperative, the GPWS must be considered inoperative.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
11. Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.
12. Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Enroute operations do not require its use and c) Repairs are made within three flight days.
				NOTE: RVSM is not authorized.
	C	-	1	Any in excess of those required by FAR may be inoperative.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION					
13. Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use.	
	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.	
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side and b) TA and RA audio function is operative on the flying pilot side.	
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA ONLY Mode is selected by the crew and c) Enroute or approach procedures do not require its use.	
3) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative and b) Enroute or approach procedures do not require its use.	
(continued)					

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
13. Traffic Alert and Collision Avoidance System (TCAS II) (Continued)					
4) Audio Functions	B	1	0		May be inoperative provided enroute or approach procedures do not require use of TCAS.
5) Airspace Selection *** Function	C	-	0		
14. Flight Management System					DELETED, COMBINED WITH ITEM 34-8, REVISION 1.
15. Flight Director System	C	-	0		May be inoperative provided: a) Aircraft is operated with a Second-In-Command and b) Approach procedures do not require its use.
					NOTE: RVSM is not authorized.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
16. Control Display Unit (CDU)					
1) Single FMS	B	2	1		Right side may be inoperative provided Standby Comm/Nav Control Head is operative.
2) Dual FMS	B	2	1		One may be inoperative provided Standby Comm/Nav Control Head is operative.
17. Standby Comm/Nav Control Head	B	1	0		May be inoperative provided both Control Display Units (CDU) are operative.
18. Non-Stabilized Magnetic Compass	B	1	0		(O) May be inoperative provided any combination of three Stabilized Compass Systems (AHRS) are operative.
	B	1	0		(O) May be inoperative provided: a) Any combination of two Stabilized Compass Systems (AHRS) operate normally and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.
	B	1	0		(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
19. Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0		May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
1) Link and Display Processor Unit (LDPU)	D	-	0		NOTE: Cockpit Display Traffic Information (CDTI) display of data from other Aircraft Systems may be used.
2) Cockpit Display and Traffic Information (CDTI)	D	-	0		NOTE: ADS-B data transmissions may continue.
3) CDTI Control Panel	D	-	0		May be inoperative provided: a) Flight ID can be set and b) Screen display is acceptable to the flight crew.
4) Data Link Transmitter(s)	D	-	0		
5) Data Link Receivers	D	-	0		

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	4. REMARKS AND EXCEPTIONS			

35 OXYGEN				
1. Passenger Oxygen System	B	1	0	Individual Dispensers/Doors may be inoperative or missing provided associated seat is blocked and placarded, "DO NOT OCCUPY".
2. Protective Breathing *** Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
45 CENTRAL MAINTENANCE COMPUTER					
1. Maintenance Diagnostic Computer	A	1	0	(M) May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit or Annual Inspection, which ever comes first.	
2. Electronic Cockpit Checklist System	D	1	0	(O) May be inoperative provided affected Cockpit Checklists are accessible at the pilot station in current and appropriate form.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
46 INFORMATION SYSTEMS					
1. Integrated Flight Information System (Pro Line 21 IFIS-5000)					
1) File Server Unit (FSU) (FSU INOP message)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form.	
2) Cursor Control Panel (CCP)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information pertinent to the flight is accessible at the pilot station in current and appropriate form.	
3) Communications *** Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
4) Third VHF Comm Radio ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
5) XM Satellite Weather *** System	C	1	0		
2. Electronic Flight Bag *** System (EFB)	C	-	0	(O) May be inoperative provided an alternate source of affected information pertinent to the flight is accessible at the pilot station in current and appropriate form.	
				NOTE: If alternate source is electronic, dual redundancy is required for operation.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
52 DOORS					
1. Cabin Door Seal Systems	C	1	0		May be inoperative provided aircraft is operated at or below 10,000 feet MSL.
1) Inflatable Door Seal (Inner Primary Seal)	C	1	0		(M) May be inoperative provided: a) Secondary Door Seal is operative, and b) Aircraft is operated at or below 25,000 feet MSL.
2) Secondary Door Seal (Outer Weather Seal)	C	1	0		(M) May be inoperative provided: a) Inflatable Door Seal is operative, and b) Aircraft is operated at or below 25,000 feet MSL.

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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	4. REMARKS AND EXCEPTIONS				
73 ENGINE FUEL & CONTROL					
1. Fuel Flow Indicators	C	2	1	One may be inoperative.	

DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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	4. REMARKS AND EXCEPTIONS				
74 IGNITION					
1. Ignition Annunciator	C	2	1		

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77 ENGINE INDICATING				
1. Engine Synchronizer	C	1	0	

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SYSTEM
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NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

79 ENGINE OIL

1. L/R OIL PRESS LO
Annunciator

C

2

1

One may be inoperative provided:

- Corresponding Oil Pressure Gauge is operative,
- Corresponding Oil Temperature Gauge is monitored,
- Corresponding Oil Pressure Gauge is monitored and
- Oil level is checked before each flight.

2. Remote Oil Level Sensor

C

1

0

May be inoperative provided visual check of Engine oil level is performed before each flight.