

Sample Operator

Minimum Equipment List
For
Sample Aircraft Type

Serial Number Sample Serial Number

Sample Registration

Operator: Sample Operator
Sample House
1 Sample Street

Telephone:

Fax:

Revision Initial		MEL
01.01.2013	List of Effective Pages	Page 1

List of Effective Pages

Page	Rev	Date
Title	Initial	01.01.2013
Title	Initial	01.01.2013
1	Initial	01.01.2013
2	Initial	01.01.2013
3	Initial	01.01.2013
4	Initial	01.01.2013
5	Initial	01.01.2013
6	Initial	01.01.2013
7	Initial	01.01.2013

Page	Rev	Date
8	Initial	01.01.2013
9	Initial	01.01.2013
10	Initial	01.01.2013
11	Initial	01.01.2013
12	Initial	01.01.2013
13	Initial	01.01.2013
14	Initial	01.01.2013
15	Initial	01.01.2013
16	Initial	01.01.2013

Page	Rev	Date
17	Initial	01.01.2013
18	Initial	01.01.2013
19	Initial	01.01.2013
20	Initial	01.01.2013
21	Initial	01.01.2013
22	Initial	01.01.2013
23	Initial	01.01.2013
24	Initial	01.01.2013
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This MEL is based on FAA MMEL for Sample Aircraft, Revision X, 01 January 2012.

Sample Operator
Name: Mr. Sample Position: Postholder Continuing Airworthiness
Signature:

Operations Manual	
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Revision Initial		MEL
01.01.2013	List of Effective Pages	Page 2

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Revision Initial		MEL
01.01.2013	Record of Revisions	Page 4

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Revision Initial		MEL
01.01.2013	Table of Content	Page 5

Table of Content

List of Effective Pages	1
Record of Revisions	3
Table of Content	5
1 Preamble	7
1.1 Introduction.....	7
1.2 Contents of MEL.....	8
1.3 Maintenance and Operational Procedures.....	8
1.4 Criteria for Dispatch.....	8
1.5 Maintenance Action.....	8
1.6 Rectification Intervals	9
1.7 Rectification Interval Extension	9
1.8 Definitions.....	9
1.9 Approval	10
2 Minimum Equipment List	11
ATA 21 - AIR CONDITIONING	11
1. Ram Air Check Valve	11
2. Automatic Temperature Control Cabin.....	11
3. Automatic Temperature Control Cockpit	11
4. Manual Temperature Control Cabin	11
5. Manual Temperature Control Cockpit	12
6. Air Conditioning Unit.....	12
7. Cabin Pressurization Control System.....	12
8. Outflow Valve	12
9. Nose Cooling Fans.....	13
10. Bleed Pressure Regulator Shutoff Valves (PRSOV)	13
11. Pack Pressure Regulator Shutoff Valve (PRSOV)	13
12. High Pressure Valves.....	13
13. Bleed Pressure/ Temperature HI Warning System	14
14. Cabin Duct Temp HI Warning System	14
15. Cockpit Duct Temp HI Warning System.....	14
16. Overhead Airflow Vents (Wemacs)	14
17. Cabin Pressurization System	14
18. Cockpit/Cabin Temperature Indicators.....	14
19. Cabin Altitude Rate of Climb Indicator	15
20. Cabin Altitude Indicator	15
21. Cabin Differential Pressure Indicator.....	15

Revision Initial		MEL
01.01.2013	Table of Content	Page 6

22.	Cabin Altitude High Warning System	16
23.	Baggage Compartment Over Pressurization Warning System	16
24.	Safety Valve	16
25.	Windshield Defog System	17
26.	Windshield Defog Switch.....	17
27.	HI Flow Pushbutton	17
28.	Automatic Pressurization Schedule.....	17
29.	Cabin Temperature Remote Controllers	17
30.	Emergency Pressurization System	17
31.	Ditch Pushbutton	17
32.	Dump Pushbutton	18
33.	Baggage Pressurization System	18
ATA 22 - AUTO FLIGHT.....		19
1.	Flight Director Systems	19
2.	Autopilot System	19
3.	Yaw Damper System.....	19
4.	MACH Trim.....	19
5.	Control Wheel Autopilot Disconnect Buttons.....	19
6.	Takeoff/Go-Around (TOGA) Buttons	19
8.	Flight Control Computers (FCC).....	19
9.	Pitch Synchronization Pushbutton.....	20
10.	Alternate Autopilot Disconnect Switches.....	20
11.	V-Speed Automatic Synchronization and Upload System	21
12.	Autopilot Coupler.....	21
13.	Flight Control Panel, Altitude Guidance Modes.....	22
14.	Flight Control Panel, Lateral Guidance Modes.....	23

Revision Initial		MEL
01.01.2013	Preamble	Page 7

1 Preamble

1.1 Introduction

This Minimum Equipment List [MEL] is based on:

- MMEL for Sample Aircraft, Revision X, 01/01/2012;
- Maintenance, Operational and Placarding Procedures (MOPP) Manual, Revision Y, 01/01/2012;
- Relevant NAA Regulations;
- Relevant NAA Requirements, Issue Z, January 2012;
- Relevant Letters to Operators;
- Relevant NAA Guidelines regarding MEL Writing.

This MEL takes into consideration Sample Operator's particular airplane equipment, configuration and operational conditions, routes being flown and requirements set by the NAA.

This MEL will not deviate from any applicable Airworthiness Directive or any other Mandatory Requirement and will be no less restrictive than the MMEL.

The MEL is intended to permit operations with inoperative items of equipment for a specified period of time until rectifications can be accomplished.

Rectifications are to be accomplished at the earliest opportunity, but not later than within the timeframe specified in the MEL.

MEL Conditions and Limitations do not relieve the Commander from determining that the aircraft is in a fit condition for safe operation with specified unserviceable items or systems allowed by the MEL.

The provisions of the MEL are applicable until the aircraft commences the flight, i.e. the point when an airplane begins to move under its own power for the purpose of preparing for take-off.

Any decision to continue a flight following a failure or unserviceability which becomes apparent after the commencement of a flight must be the subject of pilot judgment and good airmanship. The Commander may continue to make reference to and use of the MEL as appropriate.

By issuing a Permission Letter based on this application made by Sample Operator on Form XYZ the NAA permits dispatch of the aircraft for normal operation, ferry or training flights with certain items or components inoperative provided an acceptable level of safety is maintained by use of appropriate operational or maintenance procedures, by transfer of the function to another operating component, or by reference to other instruments or components providing the required information.

Note: For dispatch with airframe or engine parts missing, refer to the Configuration Deviation List [CDL].

Revision Initial		MEL
01.01.2013	Preamble	Page 8

1.2 Contents of MEL

The MEL contains only those items required by Operating Regulations or those items of airworthiness significance which may be inoperative prior to dispatch, provided that appropriate limitations and procedures are observed. Equipment obviously basic to aircraft airworthiness such as wings, rudders, flaps, engines, landing gear, etc. are not listed and must be operative for all flights. It is important to note that:

ALL ITEMS WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND NOT INCLUDED ON THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE.

1.3 Maintenance and Operational Procedures

The maintenance and operational procedures, if applicable, are described in the following document:

- Maintenance and Operational Procedures Manual, Sample Registration, Revision X, 01 January 2012.

For details refer to the definition of (M) and (O) procedures below and the introduction section of the MOP manual.

1.4 Criteria for Dispatch

The decision of the Commander of the flight to have allowable inoperative items corrected prior to flight will take precedence over the provisions contained in the MEL. The Commander may request requirements above the minimum listed, whenever in his judgment such added equipment is essential to the safety of a particular flight under the special conditions prevailing at the time.

The MEL cannot take into account all multiple unserviceabilities. Therefore, before dispatching an aircraft with multiple MEL items inoperative, it must be ensured that any interface or interrelationship between inoperative items will not result in degradation of the level of safety and/or an undue increase in crew workload. It is particularly in this area of multiple discrepancies and especially discrepancies in related systems that good judgment, based on the circumstances of the case, including climatic and enroute conditions must be used.

1.5 Maintenance Action

Every effort shall be made by Maintenance to correct all technical defects as early as practicable and that the aircraft is released from a maintenance station in fully operational condition. The Commander must be informed by Maintenance as soon as practicable, should it be impossible to rectify the inoperative item prior to departure.

Whenever an aircraft is released by Maintenance for dispatch with items inoperative, the following is required:

- The technical log book aboard the aircraft must contain a detailed description of the inoperative items(s), special advice to the flight crew, if necessary, and information about corrective action taken.
- Any defects that cannot be rectified and are allowable under the MEL, must be transferred to the Acceptable Deferred Defect (or equivalent) portion of the

Revision Initial		MEL
01.01.2013	Preamble	Page 9

Technical Log and be available for review by the crew until such time as the defect is rectified.

- When they are accessible to the crew in flight, the control(s), and/or indicator(s) related to inoperative unit(s) or component(s) must be clearly placarded.
Note: To the extent practicable, placards should be located adjacent to the control or indicator for the item affected.
- If inadvertent operation could produce a hazard such equipment must be rendered inoperative (physically) as given in the appropriate Maintenance Procedure.

1.6 Rectification Intervals

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 Repair "CATEGORY" column (2) of the MEL.

- Category A
Items in this category shall be rectified within the time interval specified in the "Remarks or Exceptions" column (5) of the MEL. Whenever the proviso in the "Remarks or Exceptions" column of the MEL states "cycles" or "flight time", the time interval begins with the next flight. Whenever the time interval is listed as flight days, the time interval begins on the flight 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.

1.7 Rectification Interval Extension

Sample CAMO may use a procedure for a one time extension of the applicable Rectification Intervals B, C and D, for the same duration as specified in the MEL. Approval of such extensions is based on the procedures described in Sample CAME Chapter XYZ. Sample CAMO shall notify the NAA of the application of an extension within 24 hours and will keep all extensions conceded on file for review by the NAA.

1.8 Definitions

- "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.
- "Day" operation is any flight conducted from the point of take-off to landing between 30 minutes before sunrise and 30 minutes after sunset.
- " - " (dash) in columns 2 or 3 indicates a variable quantity.

Revision Initial		MEL
01.01.2013	Preamble	Page 10

- "Icing Condition" - the atmospheric environment is such that ice can form on the aircraft or in the engine(s).
- "Commencement of flight" - the point when an aircraft begins to move under its own power for the purpose of preparing for takeoff.
- "Combustible Material" - material which is capable of catching fire and burning.
- "(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; any other personnel qualified and authorized to perform certain functions must be defined in the MEL.
- "(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; any other personnel qualified and authorized to perform certain functions must be defined in the MEL.

1.9 Approval

The operator's personnel signing the List of Effective Pages certify that this MEL fully complies with all the requirements of the NAA.

This MEL does not bear an approval stamp by the Director of Civil Aviation. For detailed approval procedures refer to NAA Letter to Owners & Operators XYZ. This MEL should not be used, unless the Director of Civil Aviation has granted permission for use of the MEL in writing to Sample Operator.

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 11

2 Minimum Equipment List
ATA 21 - AIR CONDITIONING

(1) Systems & Sequence No. Item	(2) Category				(5) Remarks or Exceptions
	21. AIR CONDITIONING		(3) Number Installed		
			(4) Number Required for Dispatch		
1. Ram Air Check Valve	C	1	0	(O) May be inoperative OPEN provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
2. Automatic Temperature Control Cabin	C	1	0	May be inoperative provided Manual Temperature Control Cabin is operative.	
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
3. Automatic Temperature Control Cockpit	C	1	0	May be inoperative provided Manual Temperature Control Cockpit is operative.	
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
4. Manual Temperature Control Cabin	C	1	0	May be inoperative provided Automatic Temperature Control Cabin is operative.	
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 12

(1) Systems & Sequence No. Item		(2) Category			
21. AIR CONDITIONING		(3) Number Installed			
		(4) Number Required for Dispatch			
		(5) Remarks or Exceptions			
5.	Manual Temperature Control Cockpit	C	1	0	May be inoperative provided Automatic Temperature Control Cockpit is operative.
		C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
6.	Air Conditioning Unit	C	1	0	May be inoperative provided airplane is operated unpressurized with Bleed Air Source Selector in RAM. NOTE: Heat will not be available on ground or in flight. Bleed Air Source Selector must be selected to RAM only.
7.	Cabin Pressurization Control System 1) Automatic Mode	B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
8.	Outflow Valve	C	1	0	(M)(O) Except for over water operations, may be inoperative OPEN provided: <ul style="list-style-type: none"> a) Outflow valve is verified OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
(continued)					

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 13

(1) Systems & Sequence No. Item	(2) Category			
	21. AIR CONDITIONING	(3) Number Installed		
		(4) Number Required for Dispatch		
		(5) Remarks or Exceptions		
8. Outflow Valve (continued)	C	1	0	(M)(O) Except for over water operations, may be inoperative CLOSED provided: a) Safety Valve is secured OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM limitations.
9. Nose Cooling Fans	C	2	1	May be inoperative provided AFM procedures are followed for each flight.
10. Bleed Pressure Regulator Shutoff Valves (PRSOV)	C	2	1	May be inoperative CLOSED provided the airplane is operated at or below FL250.
	C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
11. Pack Pressure Regulator Shutoff Valve (PRSOV)	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
12. High Pressure Valves	C	2	1	May be inoperative CLOSED provided: a) Both Low Pressure (LP) Regulator Shut Off Valves are operative, and b) Airplane is not operated above FL400.
	C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 14

(1) Systems & Sequence No. Item		(2) Category			
21. AIR CONDITIONING		(3) Number Installed			
		(4) Number Required for Dispatch			
		(5) Remarks or Exceptions			
13.	Bleed Pressure/ Temperature HI Warning System	C	2	0	(M)(O) May be inoperative provided: a) Environmental Control System (ECS) switch is in RAM, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
14.	Cabin Duct Temp HI Warning System	C	1	0	(M)(O) May be inoperative provided: a) Environmental Control System (ECS) switch is in RAM, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
15.	Cockpit Duct Temp HI Warning System	C	1	0	(M)(O) May be inoperative provided: a) Environmental Control System (ECS) switch is in RAM, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
16.	Overhead Airflow Vents (Wemacs)	D	8	0	
17.	Cabin Pressurization System	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.
18.	Cockpit/Cabin Temperature Indicators	D	2	0	May be inoperative provided associated Automatic or Manual Temperature Control System is operative.

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 15

(1) Systems & Sequence No. Item	(2) Category			
21. AIR CONDITIONING	(3) Number Installed			
	(4) Number Required for Dispatch			
	(5) Remarks or Exceptions			
19. Cabin Altitude Rate of Climb Indicator	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Cabin Differential Pressure Indication is operative, b) A chart to convert cabin differential pressure to cabin altitude is provided to the crew, and c) Automatic and Manual Mode of Cabin Pressurization System (CPCS) is operative.
	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.
20. Cabin Altitude Indicator	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Cabin Differential Pressure Indicator is operative, b) A Cabin Differential Pressure Chart from the AFM is used to calculate cabin altitude, and c) Computed Cabin Altitude is monitored during flight by crewmember.
	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
21. Cabin Differential Pressure Indicator (continued)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Cabin Altitude Indicator is operative, b) A Cabin Differential Pressure Chart from the AFM is used to calculate cabin differential pressure, and c) Computed Cabin Differential Pressure is monitored during flight by crewmember.

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 16

(1) Systems & Sequence No. Item		(2) Category			
21. AIR CONDITIONING		(3) Number Installed			
		(4) Number Required for Dispatch			
		(5) Remarks or Exceptions			
21.	Cabin Differential Pressure Indicator (continued)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
22.	Cabin Altitude High Warning System	B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Cabin Differential Pressure Indicator is operative, b) A chart to convert cabin differential pressure to cabin altitude is provided to crew, c) Automatic and Manual Pressurization Modes are operative, and d) Cabin altitude is monitored during flight by crewmember.
		C	1	0	(O) May be inoperative provided airplane is operated unpressurized.
23.	Baggage Compartment Over Pressurization Warning System	C	1	0	May be inoperative provided AFM procedures are followed.
24.	Safety Valve	C	1	0	(M)(O) Except for over water operations, may be inoperative OPEN provided: <ul style="list-style-type: none"> a) Outflow Valve is secured OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
(continued)					

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 17

(1) Systems & Sequence No. Item	(2) Category	(3) Number Installed			(5) Remarks or Exceptions
		(4) Number Required for Dispatch			
21. AIR CONDITIONING					
24. Safety Valve (continued)	C	1	0		(M)(O) Except for over water operations, may be inoperative CLOSED provided: <ul style="list-style-type: none"> a) Outflow Valve is secured OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
25. Windshield Defog System	C	1	0		May be inoperative provided the windshield heating system is operative.
26. Windshield Defog Switch	D	1	0		May be inoperative provided the windshield heating system is operative.
27. HI Flow Pushbutton	D	1	0		
28. Automatic Pressurization Schedule	C	1	0		May be inoperative provided: <ul style="list-style-type: none"> a) Cabin Pressurization Pushbutton is placed in Manual Mode, b) Cabin Altimeter is operative, c) Cabin Vertical Speed Indicator is operative, and d) Cabin Differential Pressure Gauge is operative.
29. Cabin Temperature Remote Controllers	D	2	0		
30. Emergency Pressurization System	C	1	0		(O) May be inoperative provided: <ul style="list-style-type: none"> a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
31. Ditch Pushbutton	C	1	0		May be inoperative provided the outflow valve can be controlled by Manual Cabin Pressure operation.

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 18

(1) Systems & Sequence No. Item	(2) Category			(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
21. AIR CONDITIONING						
32. Dump Pushbutton	C	1	0	May be inoperative provided the outflow valve can be controlled by Manual Cabin Pressure operation.		
33. Baggage Pressurization System	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) The airplane baggage compartment remains unpressurized, and b) BAGG PRESS Pushbutton is CLOSED. NOTE: Pressure sensitive cargo is not carried in the baggage compartment.		

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 19

ATA 22 - AUTO FLIGHT

(1) Systems & Sequence No. Item	(2) Category			
	22. AUTO FLIGHT		(3) Number Installed	
			(4) Number Required for Dispatch	
			(5) Remarks or Exceptions	
1. Flight Director Systems	C	2	0	May be inoperative provided approach minimums do not require its use.
2. Autopilot System	B	1	0	(M) May be inoperative except where enroute operations, RVSM operations, or approach minimums require its use provided AFM limitations are observed.
3. Yaw Damper System	C	1	0	(M) May be inoperative provided airplane is operated in accordance with AFM limitations.
4. MACH Trim	C	1	0	May be inoperative provided airplane is operated in accordance with AFM limitations.
5. Control Wheel Autopilot Disconnect Buttons	C	2	1	May be inoperative provided: <ul style="list-style-type: none"> a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.
	B	2	0	May be inoperative provided the autopilot is not used.
6. Takeoff/Go-Around (TOGA) Buttons	C	2	0	May be inoperative provided autopilot is not utilized for coupled approaches.
8. Flight Control Computers (FCC)	C	2	1	(O) FCC may be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed one hour cruise from a suitable airport. NOTE: Each FCC provides mach trim compensation, yaw damper, autopilot, and flight director functions independent of the other FCC. Failure of the second FCC after dispatch would result in the complete loss of these functions, and AFM Limitations apply.
(continued)				

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 20

(1) Systems & Sequence No. Item	(2) Category			
22. AUTO FLIGHT	(3) Number Installed			
	(4) Number Required for Dispatch			
	(5) Remarks or Exceptions			
8. Flight Control Computers (FCC) (continued)	A	2	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Automatic Cabin Pressurization System is operative, b) Flight time with one engine inoperative does not exceed one hour at cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL280, e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper, and f) Repairs are made within one (1) flight day.
9. Pitch Synchronization Pushbutton	C	2	0	
10. Alternate Autopilot Disconnect Switches				
1) Pitch Trim Switches	C	2	0	May be Inoperative provided: <ul style="list-style-type: none"> a) Control Wheel Autopilot Disconnect Button is operative, and b) Auto Pilot Gang Bar Disconnect is operative.
2) TO/GA Buttons	C	2	0	May be Inoperative provided: <ul style="list-style-type: none"> a) Control Wheel Autopilot Disconnect Button is operative, and b) Auto Pilot Gang Bar Disconnect is operative.
(continued)				

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 21

(1) Systems & Sequence No. Item	(2) Category			(3) Number Installed	(4) Number Required for Dispatch	(5) Remarks or Exceptions
22. AUTO FLIGHT						
10. Alternate Autopilot Disconnect Switches (continued) 3) AHS Buttons	C	2	0	May be Inoperative provided: <ul style="list-style-type: none"> a) Control Wheel Autopilot Disconnect Button is operative, and b) Auto Pilot Gang Bar Disconnect is operative. NOTE: With optional IRS installed, AHS button selection will not cause the autopilot to disengage.		
11. V-Speed Automatic Synchronization and Upload System	C	1	0	May be inoperative provided V-speeds are manually input and crosschecked between each pilot station.		
12. Autopilot Coupler 1) Left Selection 2) Right Selection (continued)	C	1	0	May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed one hour cruise from a suitable airport.		
	C	1	0	May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed one hour cruise from a suitable airport. NOTE: Each FCC provides mach trim compensation, yaw damper, autopilot, and flight director functions independent of the other FCC. Failure of the second coupler source after dispatch would result in the complete loss of these functions, and AFM Limitations apply.		

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 22

(1) Systems & Sequence No. Item		(2) Category			
22. AUTO FLIGHT		(3) Number Installed			
		(4) Number Required for Dispatch			
		(5) Remarks or Exceptions			
12.	Autopilot Coupler (continued) 3) Left and Right Selections	A	2	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Automatic Cabin Pressurization System is operative, b) Flight time with one engine inoperative does not exceed one hour at cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL280, e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper, and f) Repairs are made within one (1) flight day.
13.	Flight Control Panel, Altitude Guidance Modes				
	1) Vertical Navigation (VNAV) Mode Selector Switch	C	1	0	May be inoperative provided vertical navigation mode is considered inoperative and not used during autopilot operations.
	2) Vertical Speed (VS) Mode Selector Switch	C	1	0	May be inoperative provided vertical speed mode is considered inoperative and not used during autopilot operations.
	3) Flight Level Change (FLC) Mode Selector Switch	C	1	0	May be inoperative provided flight level change mode is considered inoperative and not used during autopilot operations.
	4) Pitch Mode (PIT)	C	1	0	May be inoperative provided pitch mode is considered inoperative and not used during autopilot operations.

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 23

(1) Systems & Sequence No. Item	(2) Category			
22. AUTO FLIGHT	(3) Number Installed			
	(4) Number Required for Dispatch			
	(5) Remarks or Exceptions			
	14. Flight Control Panel, Lateral Guidance Modes			
1) BANK Mode Selector Switch	C	1	0	May be inoperative provided autopilot operations do not require bank selection.
2) Navigation (NAV) Mode Selector Switch	C	1	0	May be inoperative provided NAV mode autopilot operations are not required.
3) Back Course (BC) Mode Selector Switch	C	1	0	May be inoperative provided Back Course operations are not conducted.
4) Approach (APPR) Mode Selector Switch	C	1	0	May be inoperative provided Approach Mode operations are not conducted.

Revision Initial		MEL
01.01.2013	Minimum Equipment List	Page 24

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