

G111R1A.txt

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

Revision: 1 a
Date: 01/11/96

M A S T E R M I N I M U M E Q U I P M E N T L I S T

GRUMMAN G-111 (Albatross)

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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST
GRUMMAN G-111 (Albatross)

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Log of Revisions

REV. NO.	DATE	PAGE NUMBERS	INITIALS
1	03/09/92	ALL PAGES	
1a	01/11/96	HIGHLIGHTS OF REV., DEFINITIONS	
1a	01/11/96	GUIDELINES	
1a	01/11/96	21-1, 23-1, 23-2, 24-1, 25-1	
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1a	01/11/96	33-2, 34-1, 34-2, 34-3, 34-4	
1a	01/11/96	34-5, 61-1, 73-1, 77-1, 79-1	

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Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
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Control Page	III	1 a	01/11/96
Highlights of Change	IV	1 a	01/11/96
Definitions	V	1 a	01/11/96
	VI	6	01/31/95
	VII	6	01/31/95
	VIII	6	01/31/95
	IX	6	01/31/95
	X	6	01/31/95
	XI	6	01/31/95
	XII	6	01/31/95
	XIII	6	01/31/95
Preamble	XIV	2	06/14/89
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Guidelines for (O) & (M) Procedures	XVI	1 a	01/11/96

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23	21-1	1 a	01/11/96
	23-1	1 a	01/11/96
	23-2	1 a	01/11/96
24	24-1	1 a	01/11/96
25	25-1	1 a	01/11/96
	25-2	1 a	01/11/96
	25-3	1 a	01/11/96
	25-4	1 a	01/11/96
	25-5	1 a	01/11/96
	25-6	1 a	01/11/96
26	26-1	1 a	01/11/96
	26-2	1 a	01/11/96
	26-3	1 a	01/11/96
27	27-1	1 a	01/11/96
28	28-1	1 a	01/11/96
29	29-1	1 a	01/11/96
30	30-1	1 a	01/11/96
31	31-1	1 a	01/11/96
32	32-1	1 a	01/11/96
33	33-1	1 a	01/11/96
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	34-4	1 a	01/11/96
	34-5	1 a	01/11/96
61	61-1	1 a	01/11/96
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77	77-1	1 a	01/11/96
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Highlights of Change

The asterisk symbol (*) has been deleted in accordance with Policy Letter(PL) 61, designated as Global Change(GC) 8. See Definitions
 Page 4

Section for placarding policy.

Relief for Public Address System revised in accordance with PL-9, designated as GC-13. Relief for Boom Microphones revised in accordance with PL-58, designated as GC-14.

Relief for First Aid Kits added in accordance with PL-73, designated as GC-17.

Relief for Observer Seats added in accordance with PL-56, designated as GC-25.

Relief for Portable Fire Extinguishers revised in accordance with PL-75, designated as GC-19.

Relief for Cockpit and Instrument Lighting System Relief revised in accordance with PL-77, designated as GC-21.

Relief for ATC Transponders and Automatic Altitude Reporting Systems revised in accordance with PL-76, designated as GC-20.

Relief added for Ground Proximity Warning System in accordance with PL-54, designated as GC-10. Relief added for Flight Profile Advisory System added in accordance with PL-74, designated as GC-18. Relief for Standby Magnetic Compass added.

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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

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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

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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 time specified by repair category.

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.

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 which has a type design approval for ER operations 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 or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for

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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).

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

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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.

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

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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.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is

operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

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do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

Definitions

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

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.

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

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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."

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Preamble
(Effective 6/14/89)

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

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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 the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

- 21-1 (O) Procedure to ensure the environmental system is operative.
- 21-2 (O) Procedure to ensure heater is operative.
- 23-2 (O) Procedure to ensure passengers are provided all appropriate briefings.
- 23-3 (O) Procedure to ensure two head sets are available to the crew.
- 25-9
 - 1) (M) Procedure to ensure all inoperative seats are stowed or secured in the retracted position.
 - (O) Procedure to establish new location for displaced flight attendant.
 - 2) (M) Procedure to ensure all inoperative seats are stowed or secured in the retracted position.

- 26-2 (M) Procedure to verify bottle pressure is adequate.
- 26-6 (M) Procedure to ensure the Lavatory Fire Extinguisher System operates normally.
 - (O) Procedure to ensure the lavatory is not used.
- 26-7 (M) Procedure to ensure the Lavatory Smoke Detection System operates normally.
 - (O) Procedure to ensure the lavatory is not used.
- 27-1 (O) Procedure to verify both flaps are in the proper position before each takeoff.
- 29-6 (O) Procedure to ensure AFM limitations are complied with.

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Guidelines for (O) & (M) Procedures

- 30-6 (O) Procedure to ensure departures and arrivals are on land.
- 31-2 (O) Procedure to record flight time.
- 33-7 (O) Procedure to ensure all appropriate verbal briefings are provided to the passengers.
- 33-9 (M) Procedure to determine that FAA approved minimum acceptable lighting level(s) are maintained.
- 34-17
 - 1) (M) Procedure to ensure the system is deactivated and secured.
 - 2) (O) Procedure to ensure TA and RA display is visible to the non-flying pilot, and audio functions are operative on flying pilot side.
 - 3) (O) Procedure to ensure non-flying pilot monitors pilots display.
 - (O) Procedure to ensure TA ONLY mode is selected and all TA functions/elements are operative.
 - 4) (O) Procedure to ensure all RA display/functions are operative.
- 34-18.1, 4, 5 (O) Procedure to ensure crew awareness of altitude and aircraft performance.
- 34-19.1, 2, 3, 4, 6 (O) Procedure to ensure crew awareness of altitude and aircraft performance.

- 73-1 (0) Procedure to ensure fuel pressure warning lights are operative.
- 73-2 (0) Procedure to ensure fuel pressure indicators are operative.

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21	AIR CONDITIONING				
1. ***	Heater	C	1	0	(0) May be inoperative provided: a) Environmental Control System is installed and operative. OR b) Temperature is above +5 degrees C for the flight.
2. ***	Environmental Control System	C	1	0	(0) May be inoperative provided: a) Heater is installed and operative. OR b) Temperature is above +5 degrees C for the flight.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
23 COMMUNICATIONS					
1.	Communications Equipment (VHF, HF, UHF)	C	-	-	As required by FAR.
2.	Passenger Address *** (PA) System				
	1) Passenger Configuration	B	1	0	(0) May be inoperative provided: a) Alternate, normal, emergency procedures and/or operating restrictions are established and used, and b) Flight deck/cabin interphone system operates normally.
	2) Cargo Configuration	D	1	0	
3.	Flight Deck Speaker System	C	1	0	(0) May be inoperative provided two operative head sets are available to the crew.
4.	Cockpit Voice Recorder (CVR) System (Flight Data Recorder Required by FAR's)	A	1	0	May be inoperative provided the Flight Data Recorder is operative and repairs are made within three flight days.
					OR
	Cockpit Voice	A	1	0	May be inoperative provided

Recorder (CVR)
System
(Flight Data Recorder
Not Required by FAR)

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repairs are made within three
flight days.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
5.	Boom Microphones (If FDR Required by FAR)			
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 121.139(e), 135.151(d), or 125.227(e). A	- 0	0	May be inoperative provided: a) Flight Data Recorder is operating normally, and b) Repairs are made within three flight days.
2)	Cockpit Voice Recorder Not Equipped to Record Boom Microphone D	- 0	0	
6.	Boom Microphones (If FDR Not Required by FAR)			
1)	Cockpit Voice Recorder Equipped to Record Boom Microphones per FAR 121.359(e), 135.151(d), or 125.227(e). A	- 0	0	May be inoperative provided repairs are made within three flight days.
*** 2)	Cockpit Voice Recorder Not Equipped to Record Boom Microphone D	- 0	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER					
1.	Generators					DELETED REVISION 1
2.	Inverters					DELETED REVISION 1
3.	Inverter Warning Light					DELETED REVISION 1
4.	D. C. Voltmeter Indicator					DELETED REVISION 1
5.	Ammeter Indicators					DELETED REVISION 1
6.	Generator Warning Lights	B	2	1	1	One may be inoperative provided both ammeters are closely monitored.
7.	Battery Temperature Warning System (Lights and Indicator) (Nickel-Cadmium Battery only)					DELETED REVISION 1

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25	EQUIPMENT/FURNISHINGS						
1.	Crewmember Shoulder Harness						DELETED REVISION 1
2.	Life Rafts	C	-	-	-	-	As required by FAR.
3.	Flotation Device	C	-	-	-	-	As required by FAR.
4.	Pyrotechnic Signaling Device	C	-	-	-	-	As required by FAR.
5.	Passenger Seats	C	-	-	-	-	All may be inoperative provided: a) Affected seat does not block emergency egress to the aisle or exit, and b) Affected seat is blocked and placarded "DO NOT OCCUPY". NOTE: 1. A seat with an inoperative seat belt or shoulder harness is considered to be inoperative. 2. A seat with an inoperative recline mechanism is considered to be inoperative if the seat back cannot be secured in the upright position.
6.	Hand Fire Extinguishers						Moved to ATA Section 26.
7.	ELT	C	1	0	0	0	As required by FAR. OR May be inoperative for published scheduled flights in scheduled air carrier service.

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			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
8.	Passenger Convenience Item(s)	-	0		Passenger convenience items, as expressed in the MMEL, are those 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. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.

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25	EQUIPMENT/FURNISHINGS					
9.	Flight Attendant Seats (Single or Dual position)					
	1) Seats required by FAR	B	-	-	(M)(0)	One single or dual position seat may be inoperative provided: a) Affected seat position(s) is not occupied, b) Flight attendant(s) displaced by inoperative seat position(s) occupies the passenger seat(s) most accessible to their assigned exit, c) Alternate operations procedures are established for displaced flight attendant(s), d) Folding type seat that will not stow automatically is stowed or secured in the RETRACTED position, e) Passenger seat(s) assigned to flight attendant(s) is placarded "FOR FLIGHT ATTENDANT USE ONLY".
Continued next page						NOTE: A folding type seat that will not stow automatically is considered inoperative.

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			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
9.	Flight Attendant Seats (Single or Dual position) (Continued)				
	2) Seats in excess of the number required by FAR	B	-	0	(M) All may be inoperative provided: a) Affected seat position(s) is not occupied and b) Folding type seat that will not stow automatically is stowed or secured in the retracted position. NOTE 1: A folding type seat that will not stow automatically is considered inoperative. NOTE 2: Individual operator MELs will be specific as to the number and location of inoperative seats and combinations of seats to ensure the proximity to exits and distribution requirements of the applicable FAR are met.
10.	Flight Attendant Seat Lap Belt	B	-	-	One may be inoperative provided associated Flight Attendant seat position is considered inoperative.
11.	First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided the required distribution is maintained.

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25	EQUIPMENT/FURNISHINGS				
12.	Observer Seat(s) (1) Primary Observer Seat (including associated equipment)	A	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) repairs are made within two (2) flight days. OR c) The secondary observer's seat is available to the FAA inspector for performance of official duties, and d) Repairs are made within two (2) flight days. OR e) The primary observer's seat is available with the required safety equipment (safety belt and oxygen) and acceptable to the FAA for the performance of official duties, and f) Repairs are made within two (2) flight days. <p>NOTE 1: These provisos are intend to provide for occupancy of the above seats 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>

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25	EQUIPMENT/FURNISHINGS			
(2)	Additional Observer Seats (including associated equipment)	D - 0		NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

26	FIRE PROTECTION				
1.	Power Plant Fire Extinguishing System (Main/Auxiliary Bottles)				DELETED REVISION 1
2.	Power Plant Fire Extinguisher Thermal Discharge Disc	C	8	7	(M) One may be missing provided pressure in the bottle is checked and adequate prior to flight.
3.	Engine Fire Warning and Detection System	C	1	0	Bell may be inoperative provided light is operative.
4.	Heater Fire Extinguisher Discharge Disc				DELETED REVISION 1
5.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for an functional unit, and b) Required distribution is maintained.

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SYSTEM & SEQUENCE	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH

NUMBERS				4. REMARKS OR EXCEPTIONS	
26 FIRE PROTECTION					
6. Lavatory Smoke *** Detecti on Systems	C	-	-	(M)(O)For each Lavatory, the Lavatory Smoke Detecti on System may be i noperati ve provi ded: a) Lavatory Fire Extingui sher system operates normally. OR	
	C	-	-	b) Lavatory waste receptacle is empty, c) Lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER" and d) Lavatory is not used for any purpose.	
				NOTE 1: These provi sos are not i ntended to prohibi t lavatory i nspecti ons by crewmembers. NOTE 2: A lavatory smoke detecti on system is not required for all -cargo operati ons.	
7. Lavatory Fire *** Extingui sher Systems	C	-	-	(M)(O)For each Lavatory, the Lavatory Fire Extingui sher System may be i noperati ve provi ded: a) Lavatory Smoke Detecti on System operates normally. OR	
	C	-	-	b) Lavatory waste receptacle is empty, c) Lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER" and d) Lavatory is not used for any purpose.	
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26 FIRE PROTECTION			

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- NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.
- NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				

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1.	Wing Flap Position Indicator	C	1	0	(0)May be inoperative provided visual inspection before each takeoff verifies that both flaps are in the proper position.
2.	Rudder Trim Indicator				DELETED REVISION 1
3.	Elevator Trim Indicators (Normal and Standby)				DELETED REVISION 1
4.	Aileron Trim Indicator				DELETED REVISION 1
5.	Flap System				DELETED REVISION 1

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
1.	Fuel Quantity Indicators			DELETED REVISION 1
2.	Fuel Boost Pumps			DELETED REVISION 1

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER				
1.	Engine Drive Hydraulic Pump				DELETED REVISION 1
2.	Hand Pump				DELETED REVISION 1
3.	Main Hydraulic System				DELETED REVISION 1

4.	Hydraulic Sub-System				DELETED REVISION 1
5.	Pressure Indicators				DELETED REVISION 1
6.	Electrical By-Pass Valve	C	1	0	(0) May be inoperative provided operations are conducted in accordance with the AFM.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
1.	Propeller *** Anti-Ice System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
2.	De-Icer Boot *** System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
3.	Windshield Wipers	C	2	0	May be inoperative provided

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					aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
4.	Windshield Anti-Ice System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
5.	Pitot Heaters	B	2	1	One may be inoperative provided flight is made in day VFR and aircraft is not operated in known or forecast icing conditions or in visual moisture.
6.	Windshield Washing System	C	1	0	(0)May be inoperative provided departures and arrivals are on land.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS					
1.	Electric Digital Readout Clock or Clock with Sweep Second Hand	C	1	0		May be inoperative for VFR operations.
2. ***	Flight Hour Recorder	C	1	0		(0)
3. ***	Flight Data Recorder	A	1	0		May be inoperative provided Cockpit Voice Recorder is operative and repairs are made

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 within three flight days.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH	
32	LANDING GEAR		
1.	Landing Gear Position Indicating System		DELETED REVISION 1
2.	Nose Wheel Down and Locked Flag		DELETED REVISION 1
3.	Parking Brake		DELETED REVISION 1

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
33 LIGHTS								
1.	Landing Lights	C	2	0	0	May be inoperative for day operation.		
2.	Anti-Collision Light System	B	1	0	0	May be inoperative provided: a) Airplane is not operated at night. OR b) Strobes are installed and operated normally.		
NOTE: The strobe light system must be approved and certificated as an Anti-Collision Light System if used in place of a rotating beacon.								

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3.	Position Light System	C	1	0	May be inoperative for day operation.
4.	Emergency Exit Lighting System	C	1	0	May be inoperative for cargo only operations.
5.	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 crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
6.	Cabin Interior Lighting System	C	1	0	May be inoperative for cargo only operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
33 LIGHTS					
7.	Passenger Notice System (No Smoking/Fasten Seat Belt)	C	1	-	(0)May be inoperative provided appropriate verbal briefings are given to passengers.
8.	Ice Detection Lights	C	2	1	May be inoperative provided a portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operations in icing conditions.
9. ***	Floor Proximity Emergency Escape Path Marking System Lights	B	-	-	(M)Individual lights may be inoperative provided maintenance procedures are established to determine that FAA approved minimum acceptable lighting level(s) is maintained by remaining operative lights.

NOTE: Reference the following documents for FAA approved minimum acceptable lighting levels:

- a) FAA Engineering approval letter,
- b) FAA approved report of the Type Design holder,
- c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC).
- d) FAA approved report incorporated in the Master drawing list for the applicable STC.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
1.	Sensitive, Adjustable Altimeter						DELETED REVISION 1
2.	Airspeed Indicator						DELETED REVISION 1
3.	Vertical Speed Indicator	B	2	2	1	1	One may be inoperative on right side for day VFR operations.
4.	OAT Indicator						DELETED REVISION 1
5.	Magnetic Direction Indicator						DELETED REVISION 1
6.	Slip/Skid Indicator	B	2	2	1	1	One may be inoperative on right side for day VFR operations.
7.	Gyroscopic Bank and Pitch Indicator	B	2	2	1	1	One may be inoperative on right side for day VFR operations.
8.	Gyroscopic Direction Indicator						DELETED REVISION 1

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9.	ATC Transponders and Automatic Altitude Reporting Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
10.	Navigation Equipment (VOR/ILS, Loran, RNAV, Omega/VLF, INS, GPS, Doppler)	C	-	-	As required by FAR.
11.	Distance Measuring Equipment (DME)	C	1	-	As required by FAR.
12.	Weather Radar/Thunderstorm Detection Equipment	C	1	-	As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
13.	Radio Magnetic Indicator (RMI)	C	-	-	As required by FAR.
14.	Automatic Direction Finding Equipment (ADF)	C	-	-	As required by FAR.
15.	Altitude Encoder	C	-	-	Combined with ATC Transponder, Revision 1a.
16.	Marker Beacon	C	-	-	May be inoperative provided approach procedures do not require its use.
17. ***	Traffic Alert/ Collision Avoidance				
	1) TCAS System	C	-	0	(M) May be inoperative provided the system is deactivated and secured.
***	2) Combined TA and RA Dual Displays	C	2	1	(O) May be inoperative on the non-flying pilot side provided: a) TA and RA elements and audio functions are operative on flying pilot side, and b) TA and RA display indications are visible to the non-flying pilot.

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3) Resol uti on Advi sory (RA) Di spl ay System(s)	C	2	1	(0)One may be i noperati ve on non- flyi ng pi lot si de.
	C	-	0	(0)May be i noperati ve provi ded: OR a) Al l Traffi c Al ert (TA) di spl ay el ement s and voi ce com mand audi o functi on s are operati ve, and b) TA onl y mode i s sel ected by the crew.

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4) TA Di spl ay System(s)	C	-	0		(0)May be i noperati ve provi ded al l i nst al led RA di spl ay and audi o functi on s are operati ve.
18. Ground Proxi mi ty *** Warning System					
1) Modes 1-4	A	-	0		(0)May be i noperati ve provi ded: a) Al ternate procedu res are establ i shed, used and b) Repai rs are made wi thi n two fl ight days.
2) Test Mode	A	1	0		May be i noperati ve provi ded: a) The GPWS i s consi dered i noperati ve and b) Repai rs are made wi thi n two fl ight days.
3) Gl i desl ope Devi ati on (Mode 5)	B	2	0		
4) Advi sory *** Cal l out s	C	-	0		(0)May be i noperati ve provi ded al ternate procedu res are establ i shed and used.
5) Wi ndshear Mode	C	-	0		(0)May be i noperati ve provi ded al ternate procedu res are establ i shed and used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
19. Flight Profile Advisory System(FPAS)						
1)	Gear Mode	A	1	0	0	(0)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
2)	Minimums Mode	A	1	0	0	(0)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
3)	Radio Altitude Mode	A	1	0	0	(0)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
4)	Test Mode	A	1	0	0	(0)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
5)	Glide slope Deviation Mode	B	1	0	0	
6)	Advisory Callouts	C	-	0	0	(0)May be inoperative provided alternate procedures are established and used.

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20. Nonstabilized Magnetic Compass	B	1	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
					OR
	B	1	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) combination of two gyro or INS stabilized compass systems are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
					OR
	B	1	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS					
1.	Propeller Reverse Pitch System					DELETED REVISION 1
2. ***	Propeller Synchronizing System	C	1	0		
3.	Propeller Reverse Indicating System					DELETED REVISION 1

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL						
1.	Fuel Pressure Indicators	B	2	1	1		(0)One may be inoperative provided fuel pressure warning lights are operative.
2.	Fuel Pressure Warning Lights	B	2	1	1		(0)One may be inoperative provided fuel pressure indicators are operative.

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77	ENGINE INDICATING					
	1. Tachometers					DELETED REVISION 1
	2. Manifold Pressure Indicator					DELETED REVISION 1
	3. Carburetor Air Temp Indicator	C	2	1		One may be inoperative provided flight is made in day VFR and aircraft is not operated in known or forecast icing conditions or visual moisture.
	4. Cylinder Head Temp Indicator					DELETED REVISION 1

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL			
1.	Oil Pressure Indicator			DELETED REVISION 1
2.	Oil Pressure Warning Lights	C	2	1
				One may be inoperative provided Oil Pressure Indicator is operative.
3.	Oil Temperature Indicators			DELETED REVISION 1