

MINIMUM EQUIPMENT LIST



LEAR 35A
N###AM

*****Part 91 Only*****

BRIGHTSTAR AIR CARRIERS

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6a

DATE: 10/10/2008

PAGE NO:

I

TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Table of Contents	I
--	Log of Revisions	II
--	Control Page	III, IV, V
--	Highlights of Change	VI, VII, VIII, IX
--	Definitions	X, XI, XII, XIII
--	Definitions	XIV, XV, XVI
--	Definitions	XVII, XVIII
--	Preamble	XIX, XX
21	Air Conditioning	21-1 THRU 7
22	Autopilot	22-1, 2, 3
23	Communications	23-1 THRU 6
24	Electrical	24-1
25	Equipment/Furnishings	25-1 THRU 7
26	Fire Protection	26-1, 2
27	Flight Controls	27-1, 2
28	Fuel	28-1 THRU 6
29	Hydraulics	29-1
30	Ice & Rain Protection	30-1, 2, 3
31	Indicating/Recording Systems	31-1
32	Landing Gear	32-1
33	Lights	33-1, 2, 3, 4
34	Navigation	34-1 THRU 14
35	Oxygen	35-1
38	Water/Waste	38-1
46	New Technology	46-1, 2
52	Doors	52-1
73	Engine/Fuel Controls	73-1
77	Engine Indicating	77-1
78	Exhaust	78-1

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6a

DATE: 10/10/2008

PAGE NO:

II

Log of Revisions

Rev No.	Date	Page Numbers	Initials
Original	01/10/2005	Original Issue	
6	01/10/2007	HIGHLIGHTS OR REV., DEFINITIONS	
6	01/10/2007	GUIDELINES, PREAMBLE	
6	01/10/2007	21-1, 21-2, 21-5, 22-1, 22-2	
6	01/10/2007	22-3, 23-1, 23-2, 23-3, 23-5	
6	01/10/2007	23-6, 25-1, 25-2, 25-3, 25-4	
6	01/10/2007	25-5, 25-6, 25-7, 26-1, 26-2	
6	01/10/2007	27-1, 28-5, 30-1, 30-2, 31-2	
6	01/10/2007	32-1, 33-2, 34-1, 34-2, 34-5	
6	01/10/2007	34-6, 34-7, 34-8, 34-9, 34-10	
6	01/10/2007	34-11, 34-12, 34-13, 34-14	
6	01/10/2007	34-15, 34-16, 35-1, 38-2	
6a	10/10/2008	COVER PAGE, TABLE OF CONTENTS	
6a	10/10/2008	LOG OF REV., CONTROL PAGE	
6a	10/10/2008	HIGHLIGHTS OF CHANGE, DEFINITIONS	
6a	10/10/2008	21-1, 21-2, 21-4, 21-6, 21-7	
6a	10/10/2008	22-3, 23-3, 23-4, 23-7, 25-3	
6a	10/10/2008	25-4, 25-7, 27-1, 27-2, 28-5	
6a	10/10/2008	28-6, 29-1, 30-1, 30-2, 30-3	
6a	10/10/2008	31-2, 32-1, 33-1, 33-2, 33-3	
6a	10/10/2008	34-1, 34-3, 34-4, 34-6, 46-1	
6a	10/10/2008	46-2, 73-1	

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT: LR-35A S/N: ###	N###AM	REVISION NO: 6a DATE: 10/10/2008	PAGE NO: III
------------------------------	--------	-------------------------------------	-----------------

Control Page

This MEL is based on FAA MMEL revision 6a dated 01/15/2008

System	Page No.	Rev. No.	Current Date
Cover Page	-	6a	10/10/2008
Table of Contents	I	6a	10/10/2008
Log of Revisions	II	6a	10/10/2008
Control Page	III	6a	10/10/2008
	IV	6a	10/10/2008
	V	6a	10/10/2008
Highlights of Change	VI	6a	10/10/2008
	VII	6a	10/10/2008
	VIII	6a	10/10/2008
	IX	6a	10/10/2008
Definitions	X	6	01/10/2007
	XI	6	01/10/2007
	XII	6	01/10/2007
	XIII	6	01/10/2007
	XIV	6	01/10/2007
	XV	6	01/10/2007
	XVI	6	01/10/2007
	XVII	6	01/10/2007
	XVIII	6	01/10/2007
Preamble	XIX	6	01/10/2007
	XX	6	01/10/2007
21	21-1	6	01/10/2007
	21-2	6a	10/10/2008
	21-3	6	01/10/2007
	21-4	6a	10/10/2008
	21-5	6	01/10/2007
	21-6	6a	10/10/2008
	21-7	6a	10/10/2008
22	22-1	6	01/10/2007
	22-2	6	01/10/2007
	22-3	6a	10/10/2008
23	23-1	6	01/10/2007
	23-2	6	01/10/2007
	23-3	6a	10/10/2008
	23-4	6	01/10/2007
	23-5	6	01/10/2007
	23-6	6a	10/10/2008
24	24-1	6	01/10/2007

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6a

DATE: 10/10/2008

PAGE NO:

IV

Control Page

System

Page No.

Rev. No.

Current Date

Control Page (continued)

25

25-1

6

01/10/2007

25-2

6

01/10/2007

25-3

6a

10/10/2008

25-4

6

01/10/2007

25-5

6

01/10/2007

25-6

6

01/10/2007

25-7

6a

10/10/2008

26

26-1

6

01/10/2007

26-2

6

01/10/2007

27

27-1

6a

10/10/2008

27-2

6a

10/10/2008

28

28-1

6

01/10/2007

28-2

6

01/10/2007

28-3

6

01/10/2007

28-4

6

01/10/2007

28-5

6a

10/10/2008

28-6

6

01/10/2007

29

29-1

6

01/10/2007

30

30-1

6a

10/10/2008

30-2

6a

10/10/2008

30-3

6a

10/10/2008

31

31-1

6

01/10/2007

31-2

6

01/10/2007

32

32-1

6

01/10/2007

33

33-1

6

01/10/2007

33-2

6

01/10/2007

33-3

6

01/10/2007

33-4

6

01/10/2007

34

34-1

6a

10/10/2008

34-2

6

01/10/2007

34-3

6a

10/10/2008

34-4

6a

10/10/2008

34-5

6

01/10/2007

34-6

6a

10/10/2008

34-7

6

01/10/2007

34-8

6

01/10/2007

34-9

6

01/10/2007

34-10

6

01/10/2007

34-11

6

01/10/2007

34-12

6

01/10/2007

34-13

6

01/10/2007

34-14

6

01/10/2007

**BRIGHTSTAR AIR CARRIERS
MINIMUM EQUIPMENT LIST**

AIRCRAFT: LR-35A S/N: ###	N###AM	REVISION NO: 6a DATE: 10/10/2008	PAGE NO: V
------------------------------	--------	-------------------------------------	---------------

Control Page

System	Page No.	Rev. No.	Current Date
Control Page (Continued)			
35	35-1	6	01/10/2007
38	38-1	6	01/10/2007
46	46-1	6a	10/10/2008
	46-2	6a	10/10/2008
52	52-1	6	01/10/2007
73	73-1	6a	10/10/2008
77	77-1	6	01/10/2007
78	78-1	6	01/10/2007

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6a

DATE: 10/10/2008

PAGE NO:

VI

HIGHLIGHTS OF CHANGE

Cover Page	Updated to Revision 6a.
Table of Contents	Updated to reflect Revision 6a changes.
Log of Revisions	Updated to reflect Revision 6a changes.
Control Pages	Updated to reflect Revision 6a changes.
Highlights of Changes	Updated to list all Revision 6a changes.
Definitions	Updated in accordance with Policy Letter 25, Global Change 142.
Guidelines [(O) & (M)]	Updated IAW applicable Policy Letter Provisos and/or Industry requests.
ATA 21-1-1	“Or” changed to “and” between items “a” & “b” in the second part of the proviso.
ATA 21-1-2	“Or” changed to “and” between items “a” & “b” in the second part of the proviso.
ATA 21-2	Relocated to Item 21-24 per manufacturer and industry recommendation.
ATA 21-7	“Dual” capitalized in Item Description.
ATA 21-15	Parenthesis added around aircraft model number(s).
ATA 21-20	Equipment title changed per industry and manufacturer recommendation.
ATA 21-22	Equipment title changed per industry and manufacturer recommendation.
ATA 21-24	Relocated from Item 21-2.

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6a

DATE: 10/10/2008

PAGE NO:

VII

HIGHLIGHTS OF CHANGE

ATA 22-2-2	Number of Yaw Dampers installed changed from variable to two and STC information expanded.
ATA 22-2-3	Item changed to ATA 22-2-4.
ATA 22-2-4	Item changed to ATA 22-2-3.
ATA 23-14	Parenthesis added around aircraft model number(s) and arranged in numerical order.
ATA 23-18	ELT relief relocated and updated IAW PL-120 (GC-147).
ATA 25-5-1	Expiration date for Passenger Convenience Items amended to April 30, 2008.
ATA 25-10	ELT relief relocated to Item 23-18 and updated IAW PL-120 (GC-147).
ATA 27-2	Spoileron System relief restructured to accommodate LR-55C with other affected models.
ATA 27-2-1	Models 35 and 36 relief renumbered from ATA 27-2 to ATA 27-2-1.
ATA 27-2-2	Models 55 and 55B relief renumbered from ATA 27-3 to ATA 27-2-2.
ATA 27-2-3	Model 55C relief relocated from ATA 27-8 (Rev. 6) and renumbered to ATA 27-2-3 and "FL" changed to "Flight Level".
ATA 27-3	Autospoiler System (55) relief renumbered from Item 27-4 to 27-3.
ATA 27-4	Mach Trim System relief renumbered from Item 27-5 to 27-4.
ATA 27-5	Flap Preselect System relief renumbered from Item 27-6 to 27-5.
ATA 27-6	Stick Puller System relief renumbered from Item 27-7 to 27-6.

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6a

DATE: 10/10/2008

PAGE NO:

VIII

HIGHLIGHTS OF CHANGE

ATA 27-7	Spoileron System (55C) relief renumbered from 27-8 to 27-7 and relocated to Item 27-2-3.
ATA 28-4-1	Item deleted Revision 6a per manufacturer's request.
ATA 28-4-2	"O" procedure added and proviso changed IAW manufacturer's recommendation.
ATA 28-6	Three asterisks symbol (***) added to the item number in the title.
ATA 28-7	Three asterisks symbol (***) added to the item number in the title.
ATA 29-3	Three asterisks symbol (***) added to the item number in the title.
ATA 30-3	Proviso "a)" wording changed to include OAT temperature.
ATA 30-4	Proviso "a)" wording changed to include OAT temperature.
ATA 30-5	Proviso "a)" wording changed to include OAT temperature.
ATA 30-6	Proviso "a)" wording changed to include OAT temperature.
ATA 30-11	Proviso "a)" wording changed to add " <u>if installed</u> " before "the Static Port Heater System...".
ATA 31-3-3	"An" changed to "Any" in proviso.
ATA 32-1	Added the word "Information" in the proviso NOTE.
ATA 32-3	Three asterisks symbol "****" removed.
ATA 33-2	Proviso omitted in Change 6 reinstated.
ATA 33-10	Replaced current proviso information with the phrase "As required by FAR" IAW manufacturer's recommendation.

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6a

DATE: 10/10/2008

PAGE NO:

IX

HIGHLIGHTS OF CHANGE

ATA 33-12	Optional symbol (***) added to title and current proviso information replaced with the phrase "As required by FAR" IAW manufacturer's recommendation.
ATA 33-13	Optional symbol (***) added to title per Industry recommendation.
ATA 33-14	Optional symbol (***) added to title per Industry recommendation.
ATA 34-1	The "****" symbol in the "Item Title" column was removed.
ATA 34-12	Note for RVSM operations added.
ATA 34-13	Three asterisks symbol (***) added to the item number in the title and the references to OMEGA and OSS removed.
ATA 34-20	Item "b)" in the proviso removed, proviso restructured, and reference to OMEGA removed.
ATA 34-23-2	The word "the" added after the word "on" in the first proviso.
ATA 46	Added ATA 46 (NEW TECHNOLOGY) to the MMEL.
ATA 46-1	Electronic Flight Bag (EFB) Systems relief added IAW PL-121.
ATA 73 Page Title	Page title "ENGINE FUEL & CONTROL" changed to ENGINE/FUEL CONTROLS.

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6

DATE: 01/10/2007

PAGE NO:

X

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.

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6

DATE: 01/10/2007

PAGE NO:

XI

DEFINITIONS

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).

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6

DATE: 01/10/2007

PAGE NO:

XII

DEFINITIONS

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.

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6

DATE: 01/10/2007

PAGE NO:

XIII

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.

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.

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6

DATE: 01/10/2007

PAGE NO:

XIV

DEFINITIONS

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. Boeing (B-717, MD-10, MD-11)

These 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-318/320/319/321, 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-318/320/319/ 321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-318/319/320/321, 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-318/319/320/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant. For A-318/319/320/321, MAINTENANCE STATUS (Class II) do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for:

- BLUE RSVR MAINTENANCE status: If applicable, and
- AIR BLEED MAINTENANCE status: As applicable.

For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6

DATE: 01/10/2007

PAGE NO:

XV

DEFINITIONS

d. FOKKER (FK-100)

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.

e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level.

System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170/190 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

BRIGHTSTAR AIR CARRIERS			
MINIMUM EQUIPMENT LIST			
AIRCRAFT: LR-35A S/N: ###		REVISION NO: 6 DATE: 01/10/2007	PAGE NO: XVI
N###AM			
DEFINITIONS			

g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS-1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. Maintenance messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

h. De- HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit.

“Class 1 failures” are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciated via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL.

“Class 2 failures” are failures which do not prevent continued system function. These faults will not be annunciated to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

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.

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6

DATE: 01/10/2007

PAGE NO:

XVII

DEFINITIONS

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.

BRIGHTSTAR AIR CARRIERS**MINIMUM EQUIPMENT LIST**

AIRCRAFT:

LR-35A S/N: ###

N###AM

REVISION NO: 6

DATE: 01/10/2007

PAGE NO:

XVIII

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.

BRIGHTSTAR AIR CARRIERS			
MINIMUM EQUIPMENT LIST			
AIRCRAFT: LR-35A S/N: ###		REVISION NO: 6 DATE: 01/10/2007	PAGE NO: XIX
N###AM		PREAMBLE (06/14/1989)	

This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.30(a) NEW Section 91.213(a)(2). It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the FAR.

Except as provided in Section 91.30(d) NEW Section 91.213(d), or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety.

An 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 only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment.

The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the FAR, and optional equipment in excess of FAR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered inoperative, in accordance with all FAR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all FAR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures.

BRIGHTSTAR AIR CARRIERS			
MINIMUM EQUIPMENT LIST			
AIRCRAFT: LR-35A S/N: ###		REVISION NO: 6 DATE: 01/10/2007	PAGE NO: XX
N###AM			
Guidelines for (O) & (M) Procedures			

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

BRIGHTSTAR AIR CARRIERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
LR-35A S/N: ###

N####AM

REVISION NO: 6a
DATE: 10/10/2008

PAGE NO:
21-1

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
1. Cabin Pressurization System				
1) Automatic Dual Emergency Pressurization System Without Override Switches		0	0	NOT APPLICABLE TO THIS AIRCRAFT.
2) Manually Actuated Emergency Pressurization System		0	0	NOT APPLICABLE TO THIS AIRCRAFT.
3) Automatic Dual Emergency Pressurization System With Override Switches	B	1	0	May be inoperative provided: a) Aircraft is operated in an unpressurized configuration and b) Aircraft is operated at or below 9,000 feet MSL
	B	1	0	(O) May be inoperative provided procedures are established to ensure that Override Switches are in OVERRIDE. NOTE: Passenger Oxygen Mask Auto Deployment will function at appropriate altitude unless PASS OXY Valve in the Cockpit remains OFF. Refer to OMP 21-1 for (O) procedures.

BRIGHTSTAR AIR CARRIERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
LR-35A S/N: ###

N####AM

REVISION NO: 6a
DATE: 10/10/2008

PAGE NO:
21-2

SYSTEM
SEQUENCE &
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

2. Cabin Pressurization
Control System
(Automatic Mode)

RELOCATED TO ITEM 21-24,
REVISION 6a.

3. Cabin Air Outflow Valve
24, 25, 28, 29, 35, 36)
Cabin Exhaust Control
Valve (55)

C

1

0

May be inoperative provided:
a) Cabin Pressurization System
is considered inoperative and
b) Aircraft is operated at or below
9,000 feet MSL.

4. Cabin Pressure Safety
Valve

C

1

0

May be inoperative provided:
a) Cabin Pressurization System
is considered inoperative and
b) Aircraft is operated at or below
9,000 feet MSL.

BRIGHTSTAR AIR CARRIERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
LR-35A S/N: ###

N####AM

REVISION NO: 6
DATE: 01/10/2007

PAGE NO:
21-3

SYSTEM
SEQUENCE &
NUMBERS

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

5. Cabin Differential
Pressure Relief Valves

C

2

0

May be inoperative provided:
a) Cabin Pressurization System
is considered inoperative and
b) Aircraft is operated at or below
9,000 feet MSL.

(24, 25, 28, 29, 35, 36)

C

2

1

One may be inoperative provided:
a) Aircraft is operated at or below
25,000 feet MSL,
b) Cabin Air Outflow Valve is
operative and
c) Cabin Differential Pressure
Gauge is operative.

6. Cabin Altitude Limiters

C

2

0

May be inoperative provided:
a) Cabin Pressurization System
is considered inoperative and
b) Aircraft is operated at or below
9,000 feet MSL.

C

2

1

One may be inoperative provided aircraft
is operated at or below 25,000 feet MSL.

7. Emergency
Pressurization Bleed Air
Shutoff Valves (All
Models With Dual
Emergency
Pressurization System)

C

2

0

May be inoperative provided:
a) Cabin Pressurization System
is considered inoperative,
b) Aircraft is operated at or below
9,000 feet MSL and
c) Aircraft is not flown in known
or forecast icing conditions.

(continued)

OMP 21-1

This describes the procedures to be used when the Cabin Pressurization System is inoperative.

Aircraft may continue in service provided authorized personnel comply with the following procedures and/or restrictions:

(O) FLIGHT CREW PROCEDURES

1. Turn cabin air switch to the “off”, position.
2. Flip guarded override switch to “override”.
3. Ensure the above switches remain in these positions until pressurization system is operative.
4. Placard the cabin air switch with “Pressurization inoperative”.
5. Do not fly aircraft above 10,000’.

TABLE OF CONTENTS

Table of Contents	1
History and Background	2
Timeframes for FAA approval	2
Approval of MEL and Issuance of Letter of Authorization	3
Training requirements for use of the MEL	3
Policy for use of MEL	3, 4
Corrective action to MEL inoperative items	5
Proper Write-ups and sign-offs	5
MEL Table of Contents Page	6
MEL Revision Page	6
MEL Notes and Definitions Section	6
MEL Preamble Section	6
MEL Systems and Items Section	6
Placarding Inoperative Equipment	7
MEL (M) and (O) Procedures Training For Other Personnel	8
MEL Operator/Maintainer Procedures (OMP) Manual	8
Record Keeping Requirements	9
Policy for Use of MEL Statement	9
Correction of MEL Inoperative Items	10
Approving Aircraft for Return to Service with Inoperative Items	10
Determining Airworthiness	10
Training on Specific Company Forms & Policies Revisions To Manuals	11
Revisions To Manuals	11
Page Numbering	12
Non-Essential Equipment and Furnishings Manual	13
Conclusion	15

Appendix 1: Example Deferred Discrepancy log

Appendix 2: 8900.1 – NEF Program Guidance

History and Background

The Minimum Equipment List program was created by the FAA to allow aircraft operators to fly an aircraft with equipment inoperative. The documentation which allows this deferred maintenance operation is accomplished by the issuance of a Supplemental Type Certificate in the form of a "Minimum Equipment List" (MEL). Additional helpful information is included in Advisory Circular 91-67, expressing what the FAA expects of Part 91 operators using an MEL. *The following text contains some, but not all the information contained in AC 91-67.* Part 135 operators will usually have a General Operating Manual, which will also clarify how the specific company plans to address MEL usage.

FAR 91.213 and 135.179 provide for the use of an MEL when the Administrator determines that certain redundant or non-essential equipment need not function at all times and will cause no adverse impact on safety. Long-term data shows that an acceptable safety level can be maintained, under controlled conditions, with certain items of equipment inoperative. These operational conditions and limitations might include flight restrictions, special operational procedures, systems or component deactivation, or a combination of such actions.

Each MEL is based on the specific configuration of a single aircraft. Most, if not all aircraft have installed equipment that is not essential for safe operation under all operating conditions. Some of this equipment is in place for a specific purpose, such as flight during night, instrument flight rules (IFR) or in icing conditions. Other equipment may be installed merely for convenience sake, such as music or video playback systems, galley equipment, tables, and the like. Until the minimum equipment program was developed, no easy mechanism was in place to allow operators to fly with these types of equipment inoperative. Some of the more complex or important pieces of equipment may require both Operator and Maintenance procedures to ensure that redundant systems are operative, the inoperative system is "safed" to ensure no complication during flight, or the crew follow certain procedures to circumvent the inoperative system. This is the utility of the Minimum Equipment list.

The MEL is derived from a Master Minimum Equipment List (MMEL), which gives an FAA approved framework from which to build the aircraft/operator specific procedures contained in the MEL. While the MMEL is for an aircraft type, the MEL is tailored to the operator's specific aircraft and operating environment and may be dependent upon the route structure, geographic location, the number of airports where spares and maintenance capability are available, etc. The MMEL cannot address these individual variables, nor standard terms such as "As required by Regulations". It is for these reasons that a MMEL cannot be approved for use as a MEL. It is the operator's responsibility to develop or obtain Operations "O" and Maintenance "M" procedures. Some sources of procedures may be a manufacturer developed Operation and Maintenance procedure manual, a Dispatch Deviation Procedure Manual, (DDPG), Dispatch Deviation Guide (DDG), or other equivalent document where these procedures are available.

An operators MEL can *never* be less restrictive than the approved MMEL for that aircraft.

Timeframes

Normally, once an MEL is submitted to a FSDO, the administrator will attempt to begin review of the MEL within 20 days, and have the document approved and returned to the operator within 60 days. If the POI decides major changes are required to the operators MEL. The website <http://www.faa.gov/avr/afs/customer/mmel.pdf> addresses general questions operators may have regarding Minimum Equipment Lists.

Approval of MEL and Issuance of Letter of Authorization

A letter of authorization (LOA) for a specific aircraft, in use by a specific operator, is issued to the aircraft operator by the FAA. This letter will be cosigned by the operator. The letters of authorization are issued without expiration dates and remain valid until voluntarily surrendered by the operator, the operator ceases to be the owner or operator of the aircraft, or the FAA suspends or revokes the authorization for cause. In any case, should it become invalid, it must be returned to the holding FSDO within 10 calendar days. Should an operator's principal base of operations (address) change, the letter remains valid, however, the operator must notify both the FSDO of the area moved from and the FSDO of the area moved to in writing within 10 calendar days of the change.

Training Requirements for Use of the MEL

All persons authorized to use the MEL, including flight crew and maintenance personnel, shall thoroughly familiarize themselves with all policies and procedures concerning the use of the MEL before initial use.

The following training may be used to complete the required training. However, it is general in nature and specific training for required maintenance paperwork will be accomplished utilizing actual forms used. It is also highly recommended that Part 91 operators also reference AC 91-67 for additional FAA guidance regarding your MEL program.

Policy for use of MEL

All components/systems on an aircraft fall into three categories with regard to airworthiness requirements.

1. *Equipment obviously required for aircraft to be airworthy.* This would include items such as tires, primary control systems, wings, and units required for original certification. These are generally not included in the MEL, though subsystems related to them may be.

2. *Equipment that does not affect the airworthiness of the aircraft.* These include passenger and operator convenience items such as galley equipment, entertainment systems, cabin trim, ashtrays, curtains, pillows, additional systems for weather detection, recognition lighting systems, logo lights, flight phones etc. These usually will be included in the MEL, to remove ambiguity, unless they are obviously not an airworthiness item. Sometimes the item is not a factor, but it's relationship to a critical system, such as the electrical system, may require its inclusion in the MEL.

3. *Equipment that does not clearly fall into either of the above categories or for which some deviation from the normal complement of equipment has been approved.*

The MEL will always include items from the third category, for which operation of the aircraft with some deviation from airworthiness standards or operating rules has been approved. These are components and systems which the operator or manufacturer have proven that the aircraft may safely operate without, and may include specific conditions which must be applied.

The MEL does not include every piece of equipment or system in the aircraft. When no specific mention of a unit or system is made in the MEL list, it is necessary that the equipment be in place and operative, unless it falls into the second category of equipment. The Pilot in Command (PIC) assumes responsibility to determine if an item is clearly not affecting airworthiness of the aircraft and can be deferred under the NEF program described in the last section of this manual.