

	B717 Minimum Equipment List	Front Matter	R4 10/07/16 Page FM-1

Table of Contents

MEL Preamble	FM-2
Delta's MEL/CDL Authority and Scope	FM-3
Revision Effectivity	FM-3
Change Requests	FM-3
Definitions.....	FM-4
MEL/CDL Format	FM-9
MEL Videos.....	FM-11
Repetitive Check Requirements	FM-12
Placard Instruction Table	FM-13
Performance Instructions	FM-15
MEL/CDL Use (Maintenance)	FM-17
MEL/CDL Use (Pilots)	FM-19
MEL Expiration.....	FM-21
Extensions of Expiration Date	FM-22
Removal of a Deferral	FM-22
Navigation Equipment.....	NE-1
EIS Message List	EM-1
11 - Placards	11-1
21 - Air Conditioning.....	21-1
22 - Autoflight	22-1
23 - Communications	23-1
24 - Electrical Power	24-1
25 - Equipment / Furnishings	25-1
26 - Fire Protection.....	26-1
27 - Flight Controls.....	27-1
28 - Fuel	28-1
29 - Hydraulic Power.....	29-1
30 - Ice & Rain Protection	30-1
31 - Indicating / Recording Systems	31-1
32 - Landing Gear	32-1
33 - Lights.....	33-1
34 - Navigation	34-1
35 - Oxygen.....	35-1
36 - Pneumatic	36-1
38 - Water / Waste	38-1
45 - Central Maintenance Computer.....	45-1
49 - Auxiliary Power Unit (APU)	49-1
52 - Doors.....	52-1
53 - Fuselage	53-1
73 - Engine Fuel & Control.....	73-1
74 - Engine Ignition	74-1
77 - Engine Indicating	77-1
78 - Engine Exhaust.....	78-1
79 - Engine Oil	79-1
80 - Engine Starting	80-1
Index.....	IN-1
List of Effective Pages.....	LP-1

	B717 Minimum Equipment List	Front Matter	R3 05/19/15 Page FM-2

MEL Preamble

The following is applicable for authorized certificate holders operating under Title 14 Code of Federal Regulations (14 CFR) Parts 121, 125, 129, 135: 14 CFR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment. Equipment not required by the operation being conducted and equipment in excess of 14 CFR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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

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

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 14 CFR ([see TOPP 50-10-05](#)). 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 14 CFR. 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.

	B717 Minimum Equipment List	Front Matter	R3 05/19/15 Page FM-3

Delta's MEL/CDL Authority and Scope

14 CFR provides for conditional deviations from the airworthiness of various systems and components for a given type of aircraft. These items are listed for each aircraft type in the FAA Approved Master Minimum Equipment List and FAA Approved Airplane Flight Manual. Delta develops and maintains a FAA-approved Minimum Equipment List (MEL) and Configuration Deviation List (CDL) as authorized for use in Delta's Operations Specifications D95 (see [TOPP 20-00-05](#)).

The intent of Delta's MEL/CDL is to permit aircraft operation with certain inoperative systems/components for a specified period of time until repairs can be accomplished. The MEL/CDL remains active until the necessary action is taken to correct the discrepancy, or until the MEL expiration has been reached.

Under no circumstances may an inoperative or missing system/component, which will affect the airworthiness of an aircraft, be deferred unless specifically authorized by the MEL, CDL or NEF for the type of aircraft involved. Any item not specifically covered in the MEL/CDL/NEF is a no-go item.

MEL and CDL requirements will specify the installation of an aircraft placard for affected system/components, and can impose restricted flight release and/or require repetitive checks.

Delta's MEL contains applicable items from the Master MEL and certain Administrative Control Items (ACI) which may not be listed in the Master MEL. The CDL also lists items that may be missing from the aircraft as contained in the Approved Airplane Flight Manual (AFM) Configuration Deviation List (CDL).

The provisions and limitations of the MEL/CDL are applicable for the "Dispatch" of an aircraft only. For the Delta MEL/CDL purposes, "Dispatch" is defined as the advancement of throttles for the purpose of taking off (takeoff event).

If a component or function becomes inoperative following the takeoff, the MEL/CDL does not apply. If the takeoff is aborted for any reason, the MEL/CDL provisions and limitations become applicable once again.

Revision Effectivity

The List of Effective Pages (LEPs) will have the stamp, date, and signature of the Principal Operation Inspector (Delta – Certificate Management Office) indicating FAA approval of the revision. The date of each individual page will be listed in the LEP body. The MCC Home Page will contain the official version of the MEL/CDL. All other copies will be updated within 21 days.

During the period that the revision is being processed for publication and distribution, the newly revised MEL/CDL may be used for dispatch provided it is ensured that a copy of the revised MEL/CDL page(s) is available to the affected aircraft (to be seen by the current and subsequent pilots) and other appropriate personnel.

A Temporary Revision (TR) may also be published to the MEL/CDL between normal revisions at the discretion of the MEL Program Manager, and will be permanently incorporated into the MEL/CDL at the next revision opportunity. TRs are printed on yellow paper with the effective date in the upper corner of each page, and are not reflected in the LEPs. A MEL revision or TR becomes effective on the date of approval by the FAA Principal Operations Inspector (Delta - Certificate Management Office). The CDL is derived from the AFM, and does not gain separate FAA approval.

If an MEL/CDL revision has been published that changes either the MEL/CDL item number, (M) procedures, (O) procedures, deactivation procedures, or expiration limit, the MEL/CDL restrictions and procedures that were in place at the time of deferral will remain in effect until the MEL/CDL is cleared or extended.

Change Requests

Personnel may request changes to the MEL/CDL by emailing: [MELGroup](#), [ATG088](#). To ensure proper routing of the request, please indicate aircraft type and attach any pertinent information. The MEL/CDL Program Manager will record all requests for consideration during the next routine revision cycle.

	B717 Minimum Equipment List	Front Matter	R4 10/07/16 Page FM-4

Definitions

1. **Accessible Lavatory Items** - Under 14 CFR 382.63, accessible lavatory items include: ability to enter lavatory and maneuver by means of on-board wheelchair. The lavatory shall provide accessible door locks, call buttons, grab bars, faucets, other controls, and dispensers. As an air carrier, you must maintain all aircraft accessibility features in proper working order, per 14 CFR 382.71. The accessible lavatory requirement, in part, applies to aircraft with more than one aisle in which lavatories are provided per 382.63(a). Aircraft operators are not required to retrofit cabin interiors of existing aircraft to comply with the requirements of 382.63.
2. **Administrative Control Item (ACI)** - An item listed by the operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts on two engine aircraft. 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.
3. **Airplane Flight Manual (AFM)** - The document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet. The approved flight manual is the source document for operational limitations and performance parameters for an aircraft.
4. **Autoland** - An autopilot coupled precision instrument approach to landing and rollout on those aircraft that are rollout equipped.
5. **CFR** - The applicable portions of the Code of Federal Regulations.
6. **Considered Inoperative** - As used in the provisos, means that an instrument and equipment 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.
7. **Contact MCC** - under NAME/DESCRIPTION means that the Maintenance Coordinator must be notified prior to takeoff. If the discrepancy is found prior to pushback, the Maintenance Coordinator must be notified before leaving the gate. This designation is for heightened awareness for certain MEL items requiring MCC review, but not requiring Flight Superintendent (Dispatcher) approval. For example, this statement can be used to alert MCC personnel to items that have short time deferral limits, (Category "A" "B", items), repetitive maintenance checks, or items of high customer impact.
8. **Continuing Authorization (Single Extension)** - An aircraft operator who has the authorization to use an FAA - approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization (Single Extension) is not authorized for repair category A and D items.
9. **Dash (-)** - Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
10. **Day** - means the time between the beginning of morning civil twilight and the end of evening civil twilight, or approximately 30 minutes before official local sunrise and 30 minutes after official local sunset.
11. **Day of Discovery** - 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 instrument and/or equipment item. This provision is applicable to all MMEL items, i.e., category's "A, B, C and D" and is based on UTC time (see MEL Instructions).
12. **Deactivated and Secured** - The specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and securing will be established by the operator.

	B717 Minimum Equipment List	Front Matter	R4 10/07/16 Page FM-5

13. **DISP. APPR. REQ'D."** - Under NAME/DESCRIPTION, means that the approval of the controlling Flight Superintendent (Dispatcher) is required prior to takeoff. If the discrepancy is found prior to pushback, the approval must be received before leaving the gate. This approval is necessary to ensure that Flight Planning issues which result from this MEL/CDL item have been appropriately considered.

Any of the following constitute Dispatcher approval:

- The MEL item number and description are indicated on the Flight Plan.
- The Captain has received an amended release adding the MEL item number and description.
- The Dispatcher and the Captain have communicated by telephone or radio and have agreed on the conditions of the dispatch.

14. **Electronic Fault Alerting Systems** - 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.

For the B747, B757, B767, B777:

- 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 affect 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) do not affect dispatch and do not require action other than when required during accomplishment of a Lower Order Check, Job Instruction Card, etc.
- The EICAS section of the MEL contains an EICAS Message List which includes System Alert (Warning, Caution, Advisory), Status level and Comm level messages and possible corresponding MEL relief.

For the B717:

- B717 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.
- The EIS section of the MEL contains an EIS Message List which includes alert messages and possible corresponding MEL relief.

For the A319/320/321, A330:

- Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages {WARNING (red), CAUTION (amber)}. On A319/320/321 and A330, the ECAM STATUS page also provides MAINTENANCE STATUS messages.
- Any message that affects airplane dispatch is displayed at the WARNING or CAUTION level. For A319/320/321, MAINTENANCE STATUS messages may also affect airplane dispatch.
- System faults that result only in messages on the Central Maintenance System (CMS) (for A330) or on the Centralized Fault Display System (CFDS) (for A319/320/321) do not affect airplane dispatch and do not require action other than as addressed within the aircraft operator's standard maintenance program.
- The ECAM Messages section of the MEL contains an ECAM Message List which includes Class I (WARNING, CAUTION) and Class II (MAINTENANCE) status messages along with corresponding MEL relief.

	B717 Minimum Equipment List	Front Matter	R4 10/07/16 Page FM-6

15. **ER or ETOPS** - Refers to extended range operations for turbine-engine-powered passenger-carrying airplanes with two engines, whose flight planned routing contains a point farther than 60 minutes flying time from an adequate airport, computed using a one-engine-inoperative cruise speed under standard conditions in still air.
16. **ETO** deferral codes may be used when conditions occur where it becomes necessary to restrict ETOPS flight operations. In these cases, the MCC will determine the requirement for restricting the aircraft from ETOPS operations. Technicians at the station will be instructed by MCC to create a new log page in the aircraft logbook using the appropriate ETO deferral code. These deferrals will restrict the aircraft to either 60 minutes or 120 minutes. Refer to MEL Chapter 05 ER (ETOPS). This deferral code requires MCC authorization prior to its usage or removal.
17. **Extended Overwater Operation or Flight** - An operation overwater at a horizontal distance of more than 50 nautical miles from the nearest shoreline.
18. **Flight Cycle** - One aircraft takeoff and subsequent landing.
19. **Flight Day** - A 24 hour period (from midnight to midnight) using UTC time, during which at least one flight is initiated for the affected aircraft.
20. **Flight Hours** - The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing (i.e., takeoff to landing time). "Flight hours" is identical to "time in service" as defined in 14 CFR.
21. **Heavy Maintenance Visit (HMV)** - As used in this MEL is a scheduled L/H/M, PSV, HMV or C-check.
22. **Icing Conditions** - An atmospheric environment that may cause ice to form on the aircraft (Structural) or in the engine(s) (Induction).
 - **Aircraft (Structural) Icing** is present when the aircraft surface temperature is between 0 degrees C and -40 degrees C and visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet and ice crystals).
 - **Engine (Induction) Icing** is present when the OAT, TAT or RAT is 10 degrees C or below and visible moisture in any form is present (such as clouds, fog with visibility of one mile or less, rain, snow, sleet and ice crystals).
23. **Instrument Meteorological Conditions (IMC)** - Meteorological conditions such as to require the flight to be conducted under Instrument Flight Rules.
24. **Inoperative** - When a system and/or component malfunctions 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).
25. **Inoperative components of an inoperative system** - Inoperative instrument and equipment 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).
26. **Is not used** - As stated in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers must not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for aircraft 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. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.
27. **Known or Forecast Windshear Conditions:**
 - Occurring at or below 1,000 feet,
AND
 - Resulting in a loss or gain of greater than 15 knots indicated airspeed.

	B717 Minimum Equipment List	Front Matter	R4 10/07/16 Page FM-7

28. **LLM** – The definition of LLM when used in this manual is as follows:

- A. The FAA approves CAT II/III OpSpec's which allow aircraft to land in reduced weather minimums or Lower Landing Minimums (LLM). The LLM program allows an aircraft to be dispatched to Category II and/or III conditions as outlined in the aircraft Minimum Equipment List. The aircraft Auto Flight System may be utilized for LLM CAT I operations, or in some cases, CAT II and/or CAT III, depending on the item. The CAT II/III restriction will be noted in the MEL/CDL.
- B. The LLM CAT II/III status of an aircraft may be deferred and placarded by using the MEL deferral code. Several examples of where an LLM deferral will be implemented are:
 - 1) Aircraft was returned to service after unsuccessful autoland, but maintenance procedures were accomplished by non-Auto Flight Qualified (AFQ) authorized personnel which downgraded the aircraft from CAT III.
 - 2) An Autoflight system has had similar repetitive discrepancies.
 - 3) The scheduled auto land system check has not been accomplished.
- C. The LLM deferral code requires MCC authorization prior to its usage or removal. The aircraft LLM status is upgraded to CAT III by using maintenance procedures which must be accomplished by AFQ authorized personnel allowing removal of the LLM deferral.
- D. The following definitions should be used when making MEL compliance or aircraft equipage decisions prior to the dispatch event. Equipment failures that occur after that event will be referenced in the appropriate AOM (ILS Airborne Equipment Requirements). The values referenced below are not intended to reduce the minimum values published on any approach chart or reduce any crew qualification restriction.
 - 1) Basic Turbojet Minimums - A precision or non-precision approach to no less than RVR 4000 (1200m) or $\frac{3}{4}$ SM (1200m) visibility, and a DH of no less than 200 ft or MDH of no less than 250 ft Category I Non-ILS - A non-precision approach to no less than RVR 2400 (550m) or $\frac{1}{2}$ SM (800m) visibility, and a MDH of no less than 250 ft.
 - 2) Category I ILS - A precision approach to no less than RVR 1800 (550m) or $\frac{1}{2}$ SM (800m) visibility, and a DH of no less than 200 ft.
 - 3) Category II - A precision approach to no less than RVR 1000 (300m) and a DH of no less than 100 ft. (Autoland required)
 - 4) Category III - A precision approach to no less than RVR 300 (75m) and an AH of no less than 50 ft. (Autoland required)

28. **Local calendar day** - Means a 24-hour period (from midnight to midnight local time).

29. **(M) PROCEDURES** - The "(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. Other personnel may include, but are not limited to Aircraft Maintenance Technicians, Flight Crews and Ramp Personnel. 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 [(M) PROCEDURES], regardless of who performs them, is the responsibility of the operator. Appropriate procedures are published in this MEL.

30. **Non-Combustible Materials** - Materials that will not take fire and burn, ignite, support a combustion, or give off flammable vapors (e.g., sand).

31. **Nonessential Equipment and Furnishings (NEF)** - Items installed on the aircraft as part of the original type certification, supplemental type certificate, or other form of alteration 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, lavatories, and galley areas. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule. See [TOPP 40-40-08](#).

	B717 Minimum Equipment List	Front Matter	R4 10/07/16 Page FM-8

32. **Notes** - As found under the "REMARKS or EXCEPTIONS" column provide additional information for flight crew, maintenance, or other personnel. 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.
33. **(O) PROCEDURES** - The "(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 (pilots); 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 published in this MEL/CDL.
34. **Operative** - An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MEL item specifies that an item of equipment must be operative, it does not mean that its operational status must be verified; it is to be considered operative unless reported or known to be malfunctioning. When an MEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MEL item. When an MEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral. Other terminology sometimes used interchangeably with "operative" within the MEL is "operates normally", "fully operative", and "considered operative".
35. **Proviso** - Conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative. Provisos are indicated by a number or a lower case letter in "Remarks or Exceptions".
36. **RNP-5 Status** (BRNAV) - Deferral code may be used when it is determined that RNP-5 (BRNAV) airspace operations cannot be used and no specific MEL relief applies. This deferral code requires MCC authorization prior to its usage or removal
37. **RNP-10 Status** - Deferral code that may be used when it is determined that RNP-10 airspace operations cannot be used and no specific MEL relief applies. This deferral code requires MCC authorization prior to its usage or removal.
38. **RVSM Status** - Deferral code may be used when it is determined that RVSM operations cannot be used, no specific MEL relief applies and the aircraft must remain at or below FL280. This deferral code requires MCC authorization prior to its usage or removal.
39. **Takeoff** - Is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power for the purpose of taking flight.
40. **Time In Service** - Means the time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing (as defined in 14 CFR). "Time In Service" is identical to "Flight Hours" (as defined in 14 CFR).
41. A **vertical bar (change bar)** - 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.
42. **Visible Moisture** - 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.
43. **Visual Flight Rules (VFR)** - Is as defined in 14 CFR. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
44. **Visual Meteorological Conditions (VMC)** - When 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.

MEL/CDL Format

The ATA System Page is divided into six (6) columns and contains: Item Number and Name/Description, Flight Crew May Placard, Number Installed, Number Required for Dispatch, Repair Category, and Remarks or Exceptions. The units on the Minimum Equipment List/Configuration Deviation List (MEL/CDL) are presented in accordance with the ATA chapter numbering system, and are coded by a six digit number. Under each ATA chapter code, the units are listed in a column by numerical sequence.

Within the complete MEL/CDL item, each associated sub-item is designated by a letter after each item number (24-00-01A, 24-00-01B, etc.). A sub-item may denote one or more of the following:

- Two or more alternatives available for dispatch ("or" item)
- Sub-system(s) of the Main MEL/CDL item
- Aircraft group applicability
- Types of operation for the MEL/CDL item (icing, no-icing, etc.)

The following provides an explanation of the scope and use of each of the columns as titled:

④ NUMBER INSTALLED		NUMBER REQUIRED FOR DISPATCH ⑤	
③ FLIGHT CREW MAY PLACARD		REPAIR CATEGORY ⑥	
① ITEM NO.	② NAME/DESCRIPTION	REMARKS OR EXCEPTIONS ⑦	
21-00-XX	Air Conditioning Packs "DISP.APPR.REQ'D."	Y	2 0 C ⑧ (M)(O) Both may be inoperative provided flight is conducted in an unpressurized configuration.

1. ITEM NO. - This column lists the MEL/CDL Number in ATA Number format.
2. NAME/DESCRIPTION - Below the manufacturer's name of an item, the commonly used terminology for an item may be included in parenthesis. The term "DISP. APPR. REQ'D." in this column is explained in the section, MEL Definitions. The term "Contact MCC" is explained in the section, MEL Definitions. When aircraft numbers or types (e.g. -700 aircraft) are specified in this column, it signifies the applicability of the relief to these aircraft only. However, if no aircraft numbers or types are specified, the relief applies to all the aircraft in that fleet. When applicability is specified by AA compliance, the MCC should be contacted to determine AA completion status for the affected aircraft.
3. FLIGHT CREW MAY PLACARD - This column serves as additional reference to the pilots for items that qualify for Flight Crew Placarding. These items will be identified by the letter "Y". Items NOT available for Flight Crew Placarding will be identified by the letter "N". See Placarding Procedures.

A "Y" in the Flight Crew May Placard column indicates all (M) or (O) PROCEDURES for that item may be performed or managed by the pilots (see MEL Definitions).
4. NUMBER INSTALLED - This column serves as a reference to the number of units installed on the aircraft. The number in this column will also be equal to or greater than the requirements in column five (Number Required For Dispatch).
5. NUMBER REQUIRED FOR DISPATCH - This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met.

	B717 Minimum Equipment List	Front Matter	R3 05/19/15 Page FM-10

NOTE: Reference 4 and 5: When a specific number of units installed / required for dispatch cannot be determined due to the numerous fleet configurations, a dash (-) will be shown in the column and the special limitations will be shown under REMARKS or EXCEPTIONS Column.

6. **REPAIR CATEGORY** - This column denotes the repair category of the item. The timing for each category item is listed below. Items which are without a category identifier are either Administrative or CDL items and may be inoperative without limit as noted in the REMARKS or EXCEPTIONS column.

Category "A" - Items in this category shall be repaired within the time interval specified in the REMARKS or EXCEPTIONS column of the operator's approved MEL. For time intervals specified in "calendar days" or "flight days," the day the malfunction was recorded in the aircraft logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

NOTE: Category "A" items are marked with background shading to highlight their significance.

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 on 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 twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the Aircraft Maintenance Record / Logbook.

NOTE 1: Category "A" and "D" items cannot be extended beyond the maximum repair interval as specified in the Minimum Equipment List (MEL).

NOTE 2: Category "B" and "C" items can be extended by the Shift Manager – MCC (see MEL Extensions).

7. **REMARKS or EXCEPTIONS** – This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, appropriate notes, and repetitive check (see Repetitive Checks, this manual). Specific procedures which must be accomplished with the listed item inoperative are indicated by "(M)" and/or "(O)" symbols. The function of the (M) and (O) symbols is to denote that a procedure exists which must be conducted, and not to necessarily identify who accomplishes the procedure. The (M) and (O) PROCEDURE(s) will be listed in their entirety below the MEL item along with the applicable graphics and performance corrections, if any.
8. **(M) and (O) PROCEDURES** - Manufacturer's Procedures Manuals are used as a baseline to develop the procedures found in Delta's MEL/CDLs. The procedures found in manufacturer's Procedures Manuals are recommended by the manufacturer and are intended to be used as guidance for the operator in development of their own procedures. The MEL Program Group has the responsibility for developing all applicable (M) and (O) Procedures found in Delta MEL/CDLs (see TOPP 30-20-20).

The (M) and (O) Procedures found in Delta MEL/CDLs may require accomplishment of various routine maintenance and/or pilot actions. In order to keep the size of MEL/CDLs manageable, normal procedures and associated warnings related to activating/deactivating aircraft electrical, pneumatic and hydraulic systems, operating flight controls or engines, etc., are not reproduced in Delta MEL/CDL (M) or (O) Procedures. These normal procedures and precautions are found in applicable TOPP documents, Aircraft Maintenance Manuals, Operations Manuals, Quick Reference Handbook, FOM, etc., and must be followed when accomplishing (M) and/or (O) Procedures.

	B717 Minimum Equipment List	Front Matter	R4 10/07/16 Page FM-11

For MEL items that restrict cargo loading (bin empty or only empty cargo handling equipment, ballast and fly-away kits), only the items listed below are approved for carriage in the affected bin(s).

- Ballast sand bags (bulk loaded or in ULDs)
- Empty ULDs (containers and/or metal pallets)
- CRAF Mission Fly-Away-Kits (contents listed below)

Main Wheel Assy (2 ea)	IDG Service Pot	WXR Trans
Nose Wheel Assy (2 ea)	Starter	MMR
85 Ton Jack (2 ea)	Start Valve	Radio Altimeter
Tire Dolly	ELMs Relay (3ea)	APU Battery
Torque Wrench	Ram Air Door Hinge (2 ea)	Battery Charger
MLG/NLG Socket	Ram Air Door Plate	Contactor
Oil Case (2 ea)	HF Trans	Engine A/I Valve

NOTE 1: Aircraft /APU battery and containers of hydraulic fluid (Skydrol), oil, and servicing equipment that contain fluids, must be removed from the fly-away kit and located within an operative bin.

NOTE 2: Verify Main and Nose Wheels are inflated to minimum shipping pressure of 50 psi.

Remarks on the Weight Data Record (WDR) will provide verification to flight crews that bin(s) is empty or contains only approved materials as listed above.

MEL Videos

Within the (M) PROCEDURES throughout the MEL you may find the following icon and text.



[Link to Learning Video – \(Example: 36-11-02A\)](#)

This icon will link the user to a TechOps Learning Video. It is not a mandatory requirement of the (M) PROCEDURES that the Learning Video be viewed.

The “Intro to the MEL” video below does not supersede the MEL Front Matter. It is not intended to be a substitute for the instructions in the MEL Front Matter or any referenced TOPP documents.



[Link to Learning Video](#)

Disclaimer

Learning videos are intended to communicate basic ideas and concepts, and are not a substitute for approved manuals and work documents. Always refer to approved, controlled documentation or other stated reference material for the latest information when performing any maintenance or operations procedures.

	B717 Minimum Equipment List	Front Matter	R3 05/19/15 Page FM-12

Repetitive Check Requirements

The REMARKS or EXCEPTIONS column of some MEL/CDL items is annotated with "Repetitive Check Required (Yellow Placard)". A yellow placard will be installed as stated in the Placard Types section, and the Captain must ensure that required repetitive checks are accomplished by the appropriate personnel per the instructions for the MEL.

NOTE: At non-maintenance stations where a pilot is not qualified to accomplish the check, contact the Maintenance Coordinator or ACS personnel per TOPP 40-20-15 and the FOM for help in procuring contract maintenance.

The four Repetitive Checks are:

A. PRIOR TO EACH DEPARTURE

It is the Captain's responsibility to manage these items by either checking the item himself or by advising Maintenance personnel a check is required. Enter the check into the Aircraft Log Book when "Log Book Entry Required" is listed in the MEL/CDL item.

NOTE: If a takeoff is aborted, the captain determines if it is necessary to repeat this type of check.

B. ONCE EACH FLIGHT DAY

The ONCE EACH FLIGHT DAY check is normally accomplished during a layover, but may be accomplished at any station as long as it is accomplished once each flight day. Enter the check into the Aircraft Log Book. The Repetitive Check is accomplished when the item is deferred on the 'Day of Discovery' (see Definitions), and fulfills the requirement of the Repetitive Check for that flight day.

C. PRIOR TO THE FIRST FLIGHT OF THE DAY

The check must be entered into the Aircraft Log Book as being accomplished per MEL/CDL requirement.

D. CONDITIONAL REPETITIVE CHECK

The MEL/CDL Remarks or Exceptions column may specify conditional repetitive check requirements, i.e., "BEFORE ENGINE START" or "AFTER FLIGHT CONTROL CHECK." The Remarks or Exceptions column for these MEL/CDL items will be annotated with "Repetitive Check Required (Yellow Placard)" and may require a logbook entry.

Placard Instruction Table

The following instructions are applicable to the MEL/CDL placard tables. Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected as specified in the TAB LOCATION column. When the Tab Location column states N/A, no tab is required.

① MEL/CDL ITEM	② TAB LOCATION	④ PLACARD TEXT
34-00-xx	1. #1 Radio Altimeter Indicator 2. GPWS Switch	1. #1 Radio Altimeter Indicator INOP 2. GPWS INOP

MEL/CDL ITEM	TAB LOCATION	PLACARD TEXT
21-00-XX	③ Associated Pack Switch	⑤ _____ Air Conditioning Pack INOP

①	MEL/CDL ITEM - Lists the specific MEL/CDL item number.
②	TAB LOCATION - Place the TAB on or adjacent to the listed switch, indicator, lever, etc., that controls the inoperative unit/system. Multiple TAB locations may be listed for one MEL/CDL item and will be listed numerically in this column as indicated in the above example. When multiple TABs are required, use tabs from additional Aircraft Placards and discard the large unused portion of the placard. Record the same Log or Control No. on each TAB. Place a TAB at each listed location.
③	The term "associated" or "affected" may appear in this column. For example, with a <i>left</i> pack inoperative, the "associated" pack switch is the <i>left</i> switch; with a <i>left</i> boost pump LOW PRESSURE light inoperative, the "affected" LOW PRESSURE light is the <i>left</i> light. Place the TAB(s) on or adjacent to the associated or affected item(s) listed in this column.
④	PLACARD TEXT - A description of the inoperative unit/system to be recorded on the large portion of the Aircraft Placard that is placed in the Aircraft Log Book. Failures of certain systems may cause other systems to be inoperative or require other systems to be considered inoperative. All affected systems will be listed numerically in this column as indicated in the above example. All listed systems are to be recorded on a single Placard. NOTE: Commonly used terms or abbreviations may be substituted for TEXT listed in this column. Additional information that will enhance Flight Crew and Maintenance awareness of the inoperative system/component may be included at the discretion of the individual installing the Placard.
⑤	When there are multiple units or components within a system, a space (____) will be included in this column indicating a descriptive term or position (i.e., left, right, #1, #2, forward, aft, upper, lower, etc.) must be recorded on the placard in addition to the PLACARD TEXT.

	B717 Minimum Equipment List	Front Matter	R3 05/19/15 Page FM-14

Placard Types

All deferred MEL/CDL items require a Placard to be installed. Placards for the affected item should be located as specified in the TAB LOCATION column.

The following placards are used by both pilots and maintenance personnel:

- A. **White Placard** - The MEL Placard, form 0412-40441, serves as a visual indication to Maintenance personnel and flight crews that a unit or system on the aircraft is inoperative, missing, or restricted to limited operation. The white placard is used for all MEL/CDL items and other deferred items which do not require a Repetitive Check.
 - A placard may also be installed to give advisory information to the pilots about a particular item, such as recent maintenance performed on aircraft systems or major components.
 - On all advisory or information placards, use the white placard and write "N/A" in the MEL Reference Block.
 - In some instances, it is necessary to notify Maintenance personnel and flight crews of special installations or engineering modifications that have been accomplished on a particular aircraft. An information placard or Project Operation and Maintenance Information Form (EP-19) placed in the Aircraft Log Book can be used to accomplish this notification.
 - If an EP-19 Form is used, it will be placed inside a clear plastic sleeve located in the Aircraft Log Book.
- B. **Yellow Placard** - The MEL Placard, form 0412-40512, also provides a visual indication to advise Maintenance personnel and pilots that a unit or system is inoperative, missing, or restricted to limited operation and that a "Repetitive Check" is required. The MEL/CDL will state, in capital letters, when the checks are required. For those MEL/CDL items that require repetitive checks (i.e., "Prior to Each Departure," "Prior to the First Flight of the Day," "Once Each Flight Day", or "Conditional Repetitive Check"), a yellow placard must be installed to advise downline Maintenance personnel and the captain of the repetitive check requirement. Yellow placards may also be used for items deferred per the Maintenance Manual or other approved manuals which require a repetitive check (e.g., fluid leaks).
- C. **Use of Red Tape Placard** - While the tape placard is designed primarily for use in placarding passenger seats as unserviceable, it may be used to placard other unserviceable cabin equipment, such as lavatories. Additionally, the tape placard may be used in conjunction with a "placard" as an attention-getting device. When used in this manner, the "PLACARD" tab shall be affixed to the face of the tape placard.

Performance Instructions

The enroute performance penalties in this MEL/CDL are applied to all flights by the Flight Control Dispatcher when analyzing the flight plan using the FPS flight planning system. The penalty is entered as an Enroute Driftdown Penalty in FPS and applied in FPS by increasing the weight of the aircraft by the penalty amount. The flight planning system will then access the driftdown tables at the penalized, increased weight to determine the driftdown weight limit. One-engine inoperative performance limitations (under FAR 121.191) will be applied where most restrictive. Transoceanic operations are conducted under ETOPS rules and use the same MEL performance penalty method.

A sample Performance Correction for a MEL item is shown below. The contents of the Performance Correction box should be used in conjunction with the other limitations and procedures in the MEL for the applicable dispatch. A quick-reference guide to the Performance Correction is provided below. It is important to note that items appearing above the double line should be considered by all users including the flight crew and dispatcher. Items below the double line are primarily for flight crew or LCC use. Use the appropriate box depending on the type of Weight Data Record (WDR) generated.

NOTE: The Performance Correction shown below is provided for training purposes only and should not be used for MEL 21-25-01A. Additionally, the sample MEL item below may not reflect the most current information.

Example:

①	21-25-01A	Right Recirculation Fan
②	EFFECTIVITY	All
③	FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 0.3%.
④	NOTES	None
⑤	AWABS	Performance corrections have been applied.
⑥	TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

1. MEL/CDL Number and Title.
2. Effectivity: Aircraft affected by the subject MEL/CDL item.
3. Flight Planning Requirements: Requirements that must be taken into account prior to the flight.
 - These items will be the responsibility of the dispatcher and must be taken into account prior to the flight.
 - Examples of Flight Planning Requirements can be, but are not limited to, Enroute Climb Limit Weight or Block Fuel adjustments.
4. Notes: Other pertinent information applicable to this MEL item.
5. AWABS: Contains information regarding functionality applied by AWABS. One of the two following statements will be published:
 - "Performance corrections have been applied" indicates that the AWABS document contains all applicable MEL adjustments and that no further Flight Crew action is required.

	B717 Minimum Equipment List	Front Matter	R3 05/19/15 Page FM-16

- “Performance weight corrections have been applied” indicates that only the weights listed on the AWABS document contain the applicable MEL/CDL adjustments. This statement is followed by a specific action (or actions) required by the Flight Crew. Example – “Performance weight corrections have been applied. Reduce V1 by 3 KIAS.” These statements advise that the performance weight corrections have been applied by AWABS, but the Flight Crew must reduce the V1 noted on the AWABS document by 3 KIAS.

6. Takeoff Performance Worksheet: LCC (Load Control Center) will complete this Worksheet (including performance corrections shown in this section) and a copy will be provided to the flight crew when dispatched with a Manual WDR. This section contains three subsections: Takeoff, Landing, and Other Corrections. The section titled “Other Corrections” will only appear if other corrections are to be performed.

NOTE: Performance decrements specified in this section of the performance box are simplified and conservative for the manual computation of takeoff and landing limit weights. AWABS produces more precise weights based on runway length and obstacles. Therefore, comparing AWABS documents with and without an MEL item will frequently produce significantly different results than weights specified in the Takeoff Performance Worksheet section of the performance box.

TAKEOFF

- Runway Allowable Takeoff Weight adjustment.
- Takeoff Climb Limit Weight adjustment.

LANDING

- Runway Allowable Landing Weight adjustment.
- Approach/Landing Climb Limit Weight adjustment.
- Maximum Quick Turnaround Landing Weight adjustment.

OTHER CORRECTIONS

- V-speed adjustments.
- Landing speed adjustments.
- EPR or N1 adjustments.

	B717 Minimum Equipment List	Front Matter	R4 10/07/16 Page FM-17

MEL/CDL Use (Maintenance)

During Service Checks maintenance personnel will review the aircraft log book for the previous 10 days to ensure any open MEL deferrals are active in LMOS, reference the service check AMDS work card for each fleet. Maintenance personnel will call the MCC in ATL at 404-715-0088 (ext. 5-0088) or 1-800-DELTAMC (1-800-335-8262) immediately if any open MEL/CDL item is not listed on the current MEL/CDL Item List (tran code MEL).

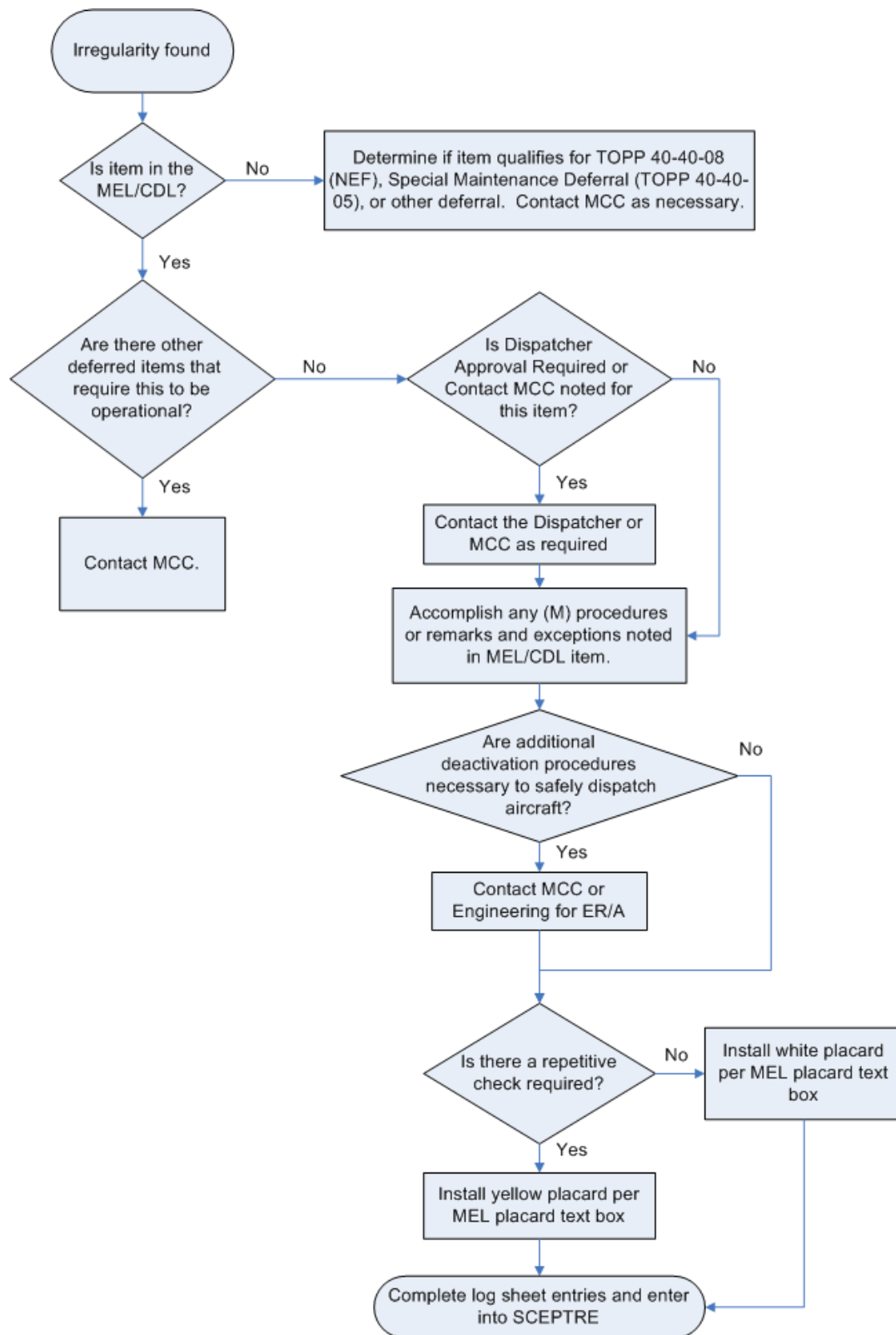
NOTE: If it is determined that a Repair Category 'A' item cannot be cleared prior to flight release from layover, the mechanic assigned to the aircraft must call Aircraft Routing, ATL, ext. 5-0222, to determine if there is sufficient flight time remaining to allow the aircraft to reach the next layover, or to reach a station where the repairs can be accomplished.

To document an MEL/CDL item in the log book and install the appropriate placard, Delta AMTs or contract maintenance vendors, under the guidance of MCC, must adhere to the following procedure:

1. When an irregularity is found, verify that the item is not already deferred (do not duplicate a log book entry). Document the irregularity in the aircraft log book in accordance with TOPP 50-10-50.
2. Determine if the item is in the MEL/CDL. If not, contact the MCC through Dispatch to determine if the item qualifies for deferral as NEF (see TOPP 40-40-08), or some other deferral method.
3. Determine that other deferred items do not require this item to be operational. If so, contact the MCC before continuing.
4. If required by the item, Contact Dispatch or MCC to gain authority to defer the item.
5. Accomplish all (M) procedures and instructions noted under the Remarks and Exceptions column in the MEL/CDL.

If a procedure requires a circuit breaker(s) to be pulled and secured, use the orange circuit breaker collar(s). If orange collars are not available, secure the required circuit breaker(s) via alternate means (e.g., Tyrap or other positive securing means) and annotate in the IRO section of the log book, "Missing orange CB collar(s)".

6. If any additional deactivation is required to safely dispatch the aircraft, contact MCC or Engineering for authority and documentation. Record all actions in the log book and install a placard.
7. Determine if a Repetitive Check is required. If so, install a yellow placard according to the MEL placard text box. If the repetitive check is an (M) procedure, comply with check in accordance with instructions.
8. If item does not require a Repetitive Check, install white placard according to the MEL placard text box (see Placarding Instructions, this manual).
9. Enter "Deferred per MEL/CDL xx-xx-xx" in the IRO section of the log book. If the MEL/CDL deferral includes an (M) procedure, compliance must be documented in the IRO section (example: (M) procedures complied with).



	B717 Minimum Equipment List	Front Matter	R4 10/07/16 Page FM-19

MEL/CDL Use (Pilots)

The MEL/CDL must be reviewed by the flight crew prior to flight to ensure compliance with all limitations and/or procedures associated with each deferred item. Systems/components deferred per the MEL will not be activated, actuated or otherwise utilized under normal operations. Elements, features or functions of deferred systems must not be used if their use will adversely affect the safe operation of the aircraft.

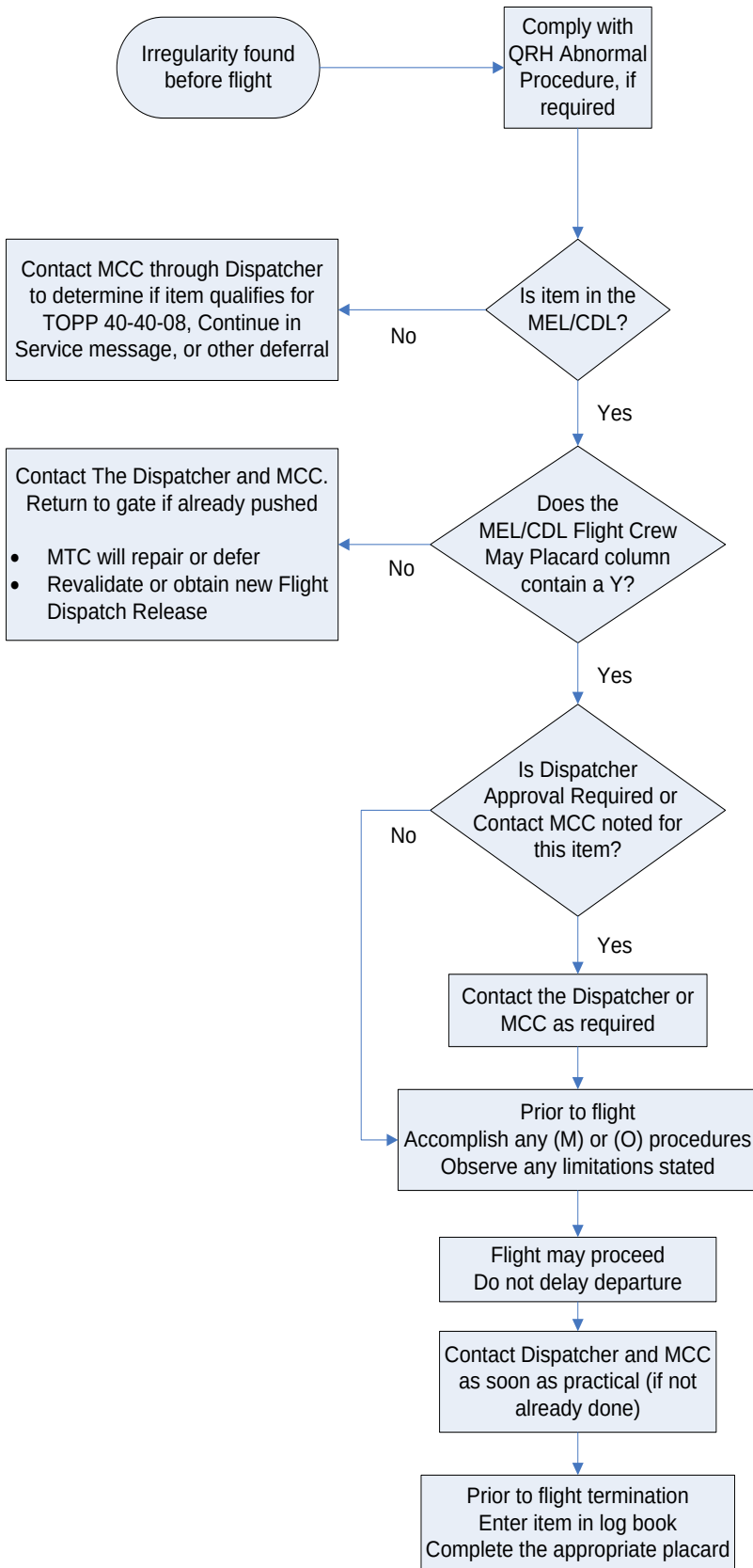
Pilots may document and install the appropriate placard when the MEL/CDL item denotes a 'Y' in the 'Flight Crew may Placard' columns, or when authorized under the NEF Program (see TOPP 40-40-08). In this case, the pilots may perform any required (M) or (O) procedures. To document an MEL/CDL item, the pilot must take the following actions:

1. When an irregularity is found, comply with the QRH Abnormal procedure if required. Verify that the item is not already deferred. Do not duplicate a log book entry.
2. Determine if the item is in the MEL/CDL. If not, contact the MCC through Dispatch to determine if the item qualifies for deferral as NEF (see [TOPP 40-40-08](#)), Continue in Service ([TOPP 40-40-05](#)), or other deferral method.
3. If the item is in the MEL/CDL, determine if the item contains a 'Y' under the Flight Crew May Placard column. If there is not a 'Y', contact the MCC through Dispatch and return to the gate if already pushed. Maintenance will repair or defer the item. Revalidate or obtain a new Flight Release as necessary.
4. If the item contains a 'Y', determine if "Dispatch Approval Required" or "Contact MCC" is indicated. Contact Dispatch and/or MCC as required.
5. Prior to flight, accomplish all (M) and (O) procedures and any instructions noted for the item under the Remarks and Exception column in the MEL/CDL and observe any restrictions or limitations.

If a procedure requires a circuit breaker(s) to be pulled and secured, use the orange circuit breaker collar(s). If orange collars are not available, secure the required circuit breaker(s) via alternate means (e.g., Tyrap or other positive securing means) and annotate in the IRO section of the log book, "Missing orange CB collar(s)" next to the "Flight crew installed placard at XXX." remark.

6. The flight may proceed without delay. Contact Dispatcher and MCC as soon as practical (if not already done). Logbook entry (see [TOPP 50-10-05](#)) and placard (see Placard Instruction Table, this manual) must be completed prior to flight termination as follows:

The log book must have the discrepancy written in the IRF block. Under the direction of MCC, complete the IRO "Correction/Deferral" portion of the Aircraft Maintenance Log. Flight crews completing the deferral will enter the phrase, "Flight Crew Placard Installed at (station) per MEL (xx-xx-xx) followed by the captain's title, name, six digit employee number, the Maintenance Coordinator's title, name, and six digit employee number in the IRO block. The Mech. Signature or SIGNATURE block will be signed by the AMT.



MEL Expiration

- Expiration dates/times are based on UTC time. Under normal circumstances the aircraft must arrive at the destination station prior to midnight of the expiration date (UTC time). This applies to all Category A, B, C, and D items. If the aircraft cannot arrive at the destination station prior to midnight, due to an unexpected delay (maintenance, flight exception, weather, ATC flow control, etc.), the MCC Shift Manager may approve the flight departure provided the aircraft departs (departs for this policy means an "OUT" time has been sent or all doors closed) prior to midnight (UTC time) of the expiration date. In the event of any additional unexpected delay (ATB, DIV, RTB, etc.), the aircraft may still depart (depart for this policy means an "OUT" time has been sent or all doors closed) prior to midnight (UTC time) of the expiration date. If the delayed departure time is expected to be after midnight, the item must either be repaired, or reviewed by the MCC Shift Manager for possible extension (Category B, C) prior to further revenue flight.
- The Captain and the Maintenance Coordinator have joint responsibility to ensure that MEL expiration periods are not exceeded for MEL/CDL Category B, C and D items. The MCC is solely responsible for monitoring the expiration of Category A items and non-MEL items. The MEL serves as the primary reference source for category and expiration period guidance.
 - The expiration period of category "A" items is defined as the time interval specified in the REMARKS or EXCEPTIONS column of the operator's approved MEL/CDL. For time intervals specified in "flight days," the day the malfunction was recorded in the aircraft logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL/CDL.
 - The MEL/CDL should always be consulted regarding limitations and restrictions. The flight plan MEL/CDL expiration information should be used as a cross-check, not a substitute, for reviewing the MEL/CDL. If any MEL/CDL item in the log book is not listed in the flight plan, check the MEL for its category and expiration period based on the "Day of Discovery" (see *MEL Definitions*).
 - The Captain shall contact the MCC in accordance with the FOM with any questions concerning MEL currency.

MEL/CDL Category	MEL/CDL Expiration Time	Extendible?	Who is responsible for MEL/CDL currency?
A	Time interval specified in MEL	No	MCC
B	3 Days	Yes	Pilot and MCC
C	10 Days	Yes	Pilot and MCC
D	120 Days	No	Pilot and MCC
N/A ¹	Item specific (Not in MEL)	Item specific (Not in MEL)	MCC

¹NOTE: A MEL placard may be placed in the logbook which identifies other components / systems not specifically referenced in the MEL. This is done for administrative tracking purposes. These items do not have a MEL Number and the placard MEL/CDL Reference Number block will indicate "N/A" (not applicable). The Captain is not responsible for verification of the expiration period for this type of entry.

	B717 Minimum Equipment List	Front Matter	R3 05/15/19 Page FM-22

3. The MEL/CDL references and expiration dates/times will be listed in the "FLIGHT CONTROL & MAINTENANCE REMARKS" section of the Delta Flight Plan to help verify MEL/CDL information and currency.

The following examples show how MEL/CDL information will appear on the flight plan:

Category A items

M78-34-01 REVERSER UNLOCK INDIC/AMBER U/L/--1INOP
**CATEGORY A MEL

Category B, C and D items

M32-46-01C TIRE PRESSURE INDICATIONS - UP TO 12 INOP
MEL EXPIRATION DATE - 20MAR95 AT 2400 UTC

Extensions of Expiration Date

When a B or C category item has expired and cannot be cleared prior to the next flight release, the appropriate Maintenance Coordinator - MCC must be contacted for possible extension approval. Refer to TOPP 40-40-05 for instructions on MEL extensions.

Removal of a Deferral

When documenting the removal of a MEL/CDL deferral in the IRO section of the log page, indicate the action(s) taken to reactivate previously deactivated systems/components, and a statement that the item is cleared (system reactivated and placard removed).

RNAV Minimum Requirements

The chart below should be used when making MEL compliance or aircraft equipment decisions prior to the dispatch event. Equipment failures that occur after that event will be referenced in the appropriate AOM. The values referenced below are not intended to reduce the minimum values published on any approach chart or reduce any crew qualification restriction.

To use the chart, locate the MEL number for the system on deferral. Read the columns to the right of the appropriate MEL number to determine the number of systems required for the type of operation under consideration.

MEL Item on Deferral	Number Required			
	RNAV ENROUTE	RNAV SID/STAR	RNAV (GPS), GPS or VOR using Prof/Nav	RNAV (RNP)
22-10-01: Autopilot ^③ OR 34-24-01: Flight Director Systems	1 OR 1	1 OR 1	1 OR 1	N/A
22-10-01: PROF Mode	0	1	1	N/A
22-10-01: NAV Mode	1	1	1	N/A
22-15-02: FCP Nav Switch	0	1	1	N/A
22-15-04: FCP Prof Switch	0	1	1	N/A
22-30-01: Autothrottles	0	0	0	N/A
22-31-02: Go Around Switches	0	0	1	N/A
24-21-01: Electrical Power Sources	2 ^①	2 ^①	2 ^①	N/A
31-61-01: Nav Display	1	1	1	N/A
31-61-01: PFD	1	1	1	N/A
34-32-01: GPS	0	0	1	N/A
34-42-01: Radio Altimeter	1	1	1	N/A
34-45-01: EGPWS	0	0	0	N/A
34-52-01: DME	1 ^④	1 ^④	1 ^④	N/A
34-63-01: FMS – MCDU	1	1	1	N/A
34-63-01: FMS - NAV Database	1 ^②	1 ^②	1 ^②	N/A

① APU may be used for 1 source.

② Authorized with 1 or 0 if MEL 34-63-01C Navigation Database “O” procedure is successfully accomplished.

③ Applies to items 22-10-01A, -01B, -01C, -01D, -01E, -01F, -01J, & -01K.

④ All B717 aircraft are equipped with two multi-channel scanning DME units.

	B717 Minimum Equipment List	Navigation Equipment	10/07/16 Page NE-2

Low Weather Minimum Requirements

APPROACH CATEGORIES

The following definitions should be used when making MEL compliance or aircraft equipment decisions prior to the dispatch event. Equipment failures that occur after that event will be referenced in the appropriate QRH (ILS Airborne Equipment Requirements). The values referenced below are not intended to reduce the minimum values published on any approach chart or reduce any crew qualification restriction.

Basic Turbojet Minimums:

A non-precision or precision approach to no less than RVR 4000 (1200m) or $\frac{3}{4}$ SM (1200m) visibility, and a DH of no less than 200 ft or MDH of no less than 250 ft.

Category I Non-ILS:

A non-precision approach to no less than RVR 2400 (550m) or $\frac{1}{2}$ SM (800m) visibility, and a MDH of no less than 250 ft.

Category I ILS:

A precision approach to no less than RVR 1800 (550m) or $\frac{1}{2}$ SM (800m) visibility, and a DH of no less than 200 ft.

Category II:

A precision approach to no less than RVR 1200 (350m) and a DH of no less than 100 ft.

A precision approach to no less than RVR 1000 (300m) and a DH of no less than 100 ft.

Category III:

A precision approach to no less than RVR 300 (75m) and an AH of no less than 50 ft.

Note: See Airway Manual for ground-based equipment requirements

LOW WEATHER MINIMUM APPROACHES: EQUIPMENT REQUIREMENTS

To use the chart, locate the MEL number for the system on MCO. Read the columns to the right of the appropriate MEL number to determine the number of systems required for the type of approach under consideration.

MEL Item	Number Required for Approach					RVSM	PRM
	Basic Turbojet Min.	CAT I Non-ILS	CAT I ILS	CAT II	CAT III		
22-10-01: Autopilot OR 34-24-01: Flight Director Systems	0 0	1 0	1 OR 1	2 AND 2	2 AND 2	1 ^① 0	0 0
22-11-01: Elevator Drive Servo	0	0	0	1	1	1	0
22-12-01: Aileron Drive Servo	0	0	0	1	1	1	0
22-13-01: Rudder Drive Servo	0	0	0	1	1	1	0
22-14-01: Autopilot Control Wheel Disengage Switch. ^②	1	1	1	2	2	1	1
22-30-01: Autothrottle Systems	0	0	0	1	1	0	0
22-31-01: Autothrottle Disengage Switches	0	0	0	1	1	0	0
22-31-02: Go-Around Palm Switches ^③	0	0	0	1	1	0	0
27-14-01: Aileron Position Indication System	0	0	0	1	1	0	0
27-24-01: Rudder Position Indication System	0	0	0	1	1	0	0
27-26-01: Rudder Limiter System (Primary and Secondary)	0	0	1	2	2	0	0
27-34-01: Elevator Position Indication System	0	0	0	2	2	0	0
27-54-01: Flap Position Indication System	0	0	1	2	2	0	0
27-61-01: Spoiler Electronic Control Unit	0	0	0	1	1	0	0
27-67-01: Flight Spoiler Actuators	2	2	2	4	4	0	0
30-22-01B: Inlet Cowl Anti-Ice Regulator/Shutoff Valves	0	0	1	2	2	0	0
34-32-01: MMR ILS Function	0	0	0	2	2	0	0
34-42-01: Radio Altimeter Systems	0	0	1	2	2	0	0

MEL Item	Number Required for Approach					RVSM	PRM
	Basic Turbojet Min.	CAT I Non-ILS	CAT I ILS	CAT II	CAT III		
34-63-01: VIA Multi-Function Control Display Units (MDCU)	1	1	1	1	1	0	0
73-21-02: EEC Normal (EPR) Mode.	0	0	1	2	2	0	0

- ❶ RVSM not authorized for MELs 22-10-01B, 22-10-01D and 22-10-01E.
- ❷ At least one Flight Director is operative.
- ❸ Flight Director Go-Around and Windshear guidance are not available with both switches inoperative.

EIS Message List

This section provides a quick reference between the electronic messages which are displayed on the Engine / Alert Display (EAD) or Systems Display (SD), and the 717 Minimum Equipment List. This cross-reference is for guidance only, and may not consider all possible combinations of system faults which might cause a message to be presented.

It should not be presumed that dispatch relief is automatically available for every message with a MEL Item cross-referenced. The provisions of each MEL item must always be complied with whenever that item is placarded inoperative, and this section alone should never be used as any type of authority to dispatch the aircraft.

EIS Alerting Function

The Electronic Instrument System (EIS) includes an alerting function which serves as the primary means of displaying airplane system indications and messages to the flight crew. EIS Messages are categorized into four levels, describes as follows:

Level 3 - Emergency -- The highest priority Alert message, displayed in red at the top of the message list, preceded by a solid red triangle and boxed in red. Also accompanied by the red Master Warning Light and Tone, and possibly an aural CAWS alert (bell, siren, or voice). Immediate crew action is required.

Level 2 - Abnormal -- Displayed in amber below any Level 3 messages, boxed in amber and accompanied by amber Master Caution Light and Tone. Immediate crew awareness and future crew action required.

Level 1 - Abnormal/Advisory/Maintenance -- The lowest priority Alert message, displayed in amber below any Level 3 or Level 2 messages and indented one space to the right. Master Caution Light and Tone may or may not accompany a Level 1 message. Crew awareness and possible future crew action required.

Level 0 - Advisory/Status -- Reminders of current state of certain normal conditions for crew awareness only. Displayed in cyan below all Level 1, 2 and 3 alerts.

Alerts are normally presented on the EAD, but may be intentionally inhibited by the VIA under certain conditions. All alerts except those classified as Maintenance Alerts can also be shown on the related Systems Display. There are seven different Systems Display presentations, and each is selectable with its respective cue light/switch. These are:

<u>System</u>	<u>Cue</u>
Air Systems	AIR
Configuration	CONFIG
Electrical	ELEC
Secondary Engine Display	ENG
Hydraulic	HYD
Fuel	FUEL
Miscellaneous	MISC

The Cue Light / Switches are located on the Systems Control Panel on the pedestal. When a Level 1, 2, or 3 alert appears on the EAD, pressing its respective Cue Light / Switch calls up the associated systems page and resets the Master Warning or Master Caution (if present). Each Systems Display presentation except MISC shows a schematic of that system, with space below for presentation of the alert and any applicable Consequence messages.

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-2

Cross-Referencing EIS Messages to MEL Items

The MEL identifies airplane equipment that may be inoperative. The purpose of the Cross-Reference List is to relate an EIS message indicating an equipment fault or failure to the appropriate MEL item(s). This assists operators in quickly identifying the proper MEL items to consult. All EIS messages are listed in alphabetic order. The list includes the message level, associated Cue, and a description of the condition(s) that result in message display. The last column provides the MEL item(s) to be consulted. Any Alert message that does not have a specific MEL item identified is listed as "None". Messages indicating a system fault or failure with no associated MMEL relief require corrective maintenance action prior to dispatch. Advisory messages do not typically contain a MEL cross-reference, since they are indicative of normal system functionality.

The procedural steps used in determining airplane dispatchability following display of a status (prior to engine start) or alert message are summarized below.

EIS Alert or Status message is displayed

1. Review EIS Cross-Reference List:

- A. If multiple MEL Items are referenced and/or if dispatch capability is otherwise unclear, consult the 717 Fault Isolation Manual for further fault troubleshooting / identification.
- B. If the cause of the fault has been isolated and possible dispatch relief is available, comply with appropriate MEL restrictions and Procedures for that particular item:
 - 1) Operations (O) - Modify normal procedures as required.
 - 2) Maintenance (M) - Configure airplane for dispatch by performing required maintenance action.
- C. If dispatch relief is not available:
 - 1) Maintenance is required prior to dispatch.

Some MEL Items provide dispatch relief for alerting systems themselves, and it is incumbent upon the operator to discern whether a fault message is attributed to an inoperative indicating system or an actual fault condition. The 717 Fault Isolation Manual provides ample guidance in this respect, and should be consulted whenever a questions exists.

 DELTA	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-3

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
A-ICE ALL ON	0	AIR	All air foil and engine anti-ice systems are selected ON.	None
A/P NOT AVAIL	1	MISC	Autopilot is inoperative in both FCC's.	22-10-01 22-11-01 22-12-01
ACARS MESSAGE	0	MISC	An incoming ACARS message is being received.	None
ACARS NO COMM	1	MISC	ACARS communication has been lost.	23-24-01
ACCESS COMPT DOOR	1	MISC	Accessory compartment door is not closed and locked.	52-70-01
ADIRU 1/2 FAULT	1	STATUS	Respective inertial navigation portion of the ADIRU has lost the navigation function, or there is a failure of the baro set input bus from either VIA.	None
ADIRU AUX FAULT	1	STATUS	Inertial navigation portion of the AUX ADIRU (if installed) has lost the navigation function.	34-10-01
AFT BULKHEAD DOOR	1	MISC	Aft bulkhead door is not closed and locked.	52-70-01
AGS FAIL	1	STATUS	The Auto Ground Spoiler (AGS) system has detected a failure which may cause the AGS to not deploy.	27-62-01
AIL TRIM FAIL	1	STATUS	Aileron trim system has failed.	27-12-01
AIR DATA 1/2 FAIL	2	MISC	The respective DEU has detected that the air data bus is not valid.	None
AIR DATA HEAT OFF	1	MISC	The air data probe heater switch is OFF, or a pitot or stall probe heater has failed.	30-31-01 30-34-01
AIR ISOL DISAG	1	AIR	Pneumatic system isolation valve not in the commanded position.	36-15-01
AIR SYS FAULT	1	AIR	A Fan Air Valve has failed open prior to flight	36-11-01
AIR ISOL OPEN	0	AIR	Pneumatic isolation valve is open.	None
AIR SYS L/R NOT OFF	1	AIR	Respective bleed air system has been commanded off, ISOL valve is closed, but manifold pressure is still above 10 psig.	36-13-01

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-4

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
AIR SYS L/R PRES LO	2	AIR	Respective bleed air system is commanded on, ISOL valve is closed, and manifold pressure is less than 10 psi.	36-13-01 36-13-02 36-11-03 36-11-04 36-13-04 36-13-05
AIR SYS L/R OFF	1	AIR	Respective bleed air system has been commanded off, the ISOL valve is closed, and manifold pressure is less than 10 psig.	None
AIRFOIL A-ICE ON	0	AIR	Both wing and tail anti-ice are ON.	None
ANTISKID FAULT	1	STATUS	Antiskid system has detected a fault that could result in a reduction or loss of system redundancy. Anti-skid is still fully functional.	32-45-02
ANTISKID L/R FAIL	2	CONFIG	Respective Anti-skid system has failed or is operating in a degraded mode (at least one wheel has failed).	32-45-01
ANTISKID OFF	1	CONFIG	ANTISKID switch is selected OFF.	None
AOA HEAT L/R FAIL	1	MISC	Respective angle-of-attack probe heater has failed or switch is off in flight.	30-34-01
APU AIR ON	0	AIR	APU is supplying pneumatic power.	None
APU AIR/ELEC ON	0	ENG	APU is supplying pneumatic and electrical power.	None
APU AUTO SHUTDOWN	1	ENG	APU has detected a fault and has executed automatic shutdown.	49-10-01
APU DOOR OPEN	1	ENG	APU door is open with the APU commanded OFF.	49-17-01
APU EGT HI	2	ENG	APU EGT exceeds 100%.	49-10-01
APU ELEC ON	0	ELEC	APU is supplying electrical power to the tie bus.	None
APU FAULT	2	ENG	The APU has detected a fault which would result in an auto shutdown on the ground, but will inhibit an auto shutdown in flight.	49-10-01
>APU FIRE	3	ENG	A fire has been detected in the APU compartment.	26-12-01 49-10-01
APU ON	0	ENG	APU is operating and available, but not providing pneumatic or electrical power.	None

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-5

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
APU VALVE DISAG	1	AIR	The APU air switch position disagrees with the APU air valve and/or APU load bleed valve positions.	49-51-02
ATC XPDR 1/2 FAIL	1	MISC	Respective ATC transponder has failed.	34-54-01
AUTO TRIM FAIL	1	CONFIG	The autopilot is engaged and the FCC is unable to trim the stabilizer.	22-22-01 27-43-01
AUTOBRAKE FAIL	2	CONFIG	The autobrake system has failed.	32-46-01
AUTOBRAKE HI	0	CONFIG	Indicates auto brakes are selected to HIGH for landing.	None
AUTOBRAKE MAX	0	CONFIG	Indicates auto brakes are selected to MAX for landing.	None
AUTOBRAKE MED	0	CONFIG	Indicates auto brakes are selected to MED for landing.	None
AUTOBRAKE MIN	0	CONFIG	Indicates auto brakes are selected on MIN for landing.	None
AUTOBRAKE OFF	1	CONFIG	Autobrake system is selected OFF with the landing gear down.	None
AUTOBRAKE T/O	0	CONFIG	Indicates auto brakes are selected to T/O mode.	None
AUTOPILOT SINGLE	1	MISC	Indicates autopilot is inoperative in one FCC only.	22-10-01
AVNCS AIR FLO OFF	2	AIR	Both avionics cooling fans have failed inflight, or the primary fan has failed on the ground.	21-21-01
AVNCS COOL OVRD	1	AIR	Both avionics fans are OFF and the AVIONICS COOLING switch is in OVRD position.	None
BALST FUEL DISAG	2	FUEL	Fuel quantity remaining in the center or auxiliary fuel tank is less than the designated ballast quantity in that tank by more than 200 lbs.	28-41-01
BATT CHARGER FAIL	1	ELEC	Indicates battery charger is inoperative.	None
BATT CHARGING	1	ELEC	Indicates battery charging at 10 amp or higher rate for more than 10 seconds. Alert is normal after extended use of battery such as during APU start. Alert displayed for an extended period may indicate a malfunction.	None

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-6

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
BATT SWITCH OFF	1	ELEC	Main BATT switch is OFF.	None
BATT DISCHARGIN	1	ELEC	Battery is being discharged without emergency power on (battery load > 30 amps for one minute or longer).	None
BLD AIR L/R TEMP HI	2	AIR	Respective Bleed supply temperature sensor (Ts) or manifold temperature sensor (Tm) detects bleed temperature in excess of 535°F (280°C).	36-11-01 36-13-07 36-13-08
BLD AIR L/R TEMP LO	2	AIR	Respective Bleed supply temperature sensor (Ts) or manifold temperature sensor (Tm) detects bleed temperature is less than 390°F with ice protection commanded on.	36-11-01 36-13-07 36-13-08
BLEED AIR L/R FAIL	2	AIR	Respective pressure regulator valve failed, PSC channel failed, or PSC input from Pm or Tm sensor is lost.	36-13-01 36-13-02 36-13-03 36-13-05 36-13-07
BLEED AIR L/R OFF	1	AIR	Respective bleed air valve is closed with air system not commanded off.	36-13-01 36-13-02
BRAKE OVERHEAT	2	CONFIG	One or more brake temperatures are in excess of 260°C.	32-47-01
BRAKE PRESS LO	1	CONFIG	One or both brake accumulator pressures are less than 1200 psi with the aircraft on the ground or 2000 psi with the aircraft in flight.	None
BUS AC EMER OFF	2	ELEC	AC emergency bus is not powered.	None
BUS AC GS OFF	1	ELEC	AC ground service bus (AC tie bus) is OFF.	None
BUS AC L/R OFF	1	ELEC	Respective main generator AC bus is not powered.	None
BUS DC EMER OFF	2	ELEC	DC emergency bus is not powered.	None
BUS DC XFER OFF	2	ELEC	DC transfer bus has failed.	None
BUS DC L/R OFF	1	ELEC	Respective main DC bus is not powered.	None
BUS TIE L/R LOCKOUT	1	ELEC	Respective AC bus tie is locked open due to a failure.	None
BUS TIE L/R OPEN	1	ELEC	AC bus tie switch is in OPEN position.	None

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-7

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
CAB PRES MAN FAIL	1	AIR	CPC panel or manual control of Outflow Valve (OFV) actuator has failed. The auto mode will continue to operate, however, manual mode is not available.	21-30-01
CAB PRES SYS MAN	1	AIR	Cabin pressurization control system has been selected to MANUAL in the Cabin Press Select Switch.	21-30-01
>CABIN ALTITUDE	3	AIR	Cabin altitude exceeds 10,000 ft.	None
CABIN DOOR	1	MISC	Forward cabin door is not closed and locked.	52-70-01
CABIN DUCT OVHT	2	AIR	Cabin duct temperature exceeds 175°F.	21-53-03
CABIN INFLO LO	2	AIR	Pack flow into cabin is not enough to maintain pressurization.	21-51-01 21-52-01
CABIN PRES HI	2	AIR	Cabin Differential Pressure (DP) exceeds 8.41 psi.	21-34-02
CABIN PRESSURIZED	2	AIR	Cabin Differential Pressure (DP) exceeds 0.5 psid with the aircraft on the ground.	None
CABIN RATE	1	AIR	Cabin rate of climb or descent exceeds comfortable limits.	21-30-01
CABIN TEMP MANUAL	1	AIR	CABIN TEMP control is selected to manual.	21-62-01
CARGO AGENT 1/2 LO	1	AIR	One or more of the cargo compartment fire agent bottles has been discharged.	26-22-01
CARGO DOOR FWD/ AFT	1	MISC	Respective cargo compartment door is not closed and locked.	52-70-01
>CARGO SMOKE FWD/AFT	3	AIR	Smoke has been detected in the respective cargo compartment.	26-13-01
CARGO SMOKE FWD/ AFT FAIL	1	AIR	Both smoke detectors in a single pan, or two detectors in adjacent pans within the respective compartment are inoperative.	26-13-01
CAWS FAIL	1	MISC	The Central Aural Warning System has failed in both VIA computers.	None
CDU 1/2 MENU REQ	0	MISC	Respective MCDU is selected to a function other than flight management.	None

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-8

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
CKPT DUCT OVHT	2	AIR	Cockpit duct temperature exceeds 175°F.	21-53-03
CKPT TEMP MANUAL	1	AIR	CKPT TEMP control is selected to manual.	21-62-01
CONTROL DISC	1	CONFIG	Control Column positions disagree by greater than approximately 2 1/2°	27-30-01
CPC 1/2 FAIL	1	STATUS	Respective Cabin Pressure Controller (CPC) has failed.	21-30-01
CRG SMK TEST PASS	0	AIR	Cargo smoke test passed.	None
CRG SMK FWD/AFT SGL	1	AIR	Respective cargo smoke detection system is set in the single mode of operation.	26-13-01
CTR FWD/AFT PUMP LO	2	FUEL	Center tank is not empty and the respective pump is commanded on and indicates low pressure with greater than 500 lbs. remaining in the tank.	28-22-02 28-44-01
CTR FWD/AFT PUMP OFF	1	FUEL	Respective tank pump is selected OFF with more than 500 lbs. of usable fuel in center tank.	None
DC TIE SW OPEN	1	ELEC	The DC BUS TIE switch is in the OPEN position.	None
DCU CHANNEL FAIL	1	STATUS	One Data Concentrator Unit (DCU) channel has failed.	None
DCU FAIL	1	MISC	The Data Concentrator Unit (DCU) has lost data.	None
DCU FAULT	1	MISC	The Data Concentrator Unit (DCU) has lost data redundancy.	None
DISARM SPOILERS	1	CONFIG	The spoiler handle is armed and the SECUC has detected an (AGS) failure which may cause the AGS to not deploy.	27-62-01
DISCH CARGO AGENT	1	AIR	One cargo firex bottle has been discharged, 6 minutes have elapsed, and smoke is still detected in the compartment.	None
DME 1/2 FAIL	1	STATUS	Respective DME receiver has failed.	34-52-01
DOOR OPEN	1	MISC	One or more airplane doors or access hatches are not closed and locked.	52-70-01
DRAIN MAST HEAT	1	MISC	Drain mast heater has failed.	30-72-01

 DELTA	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-9

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
EIS SINGLE SOURCE	1	MISC	A single VIA Channel is driving all six displays. Cross comparison is not available.	None
ELEC COMPT DOOR	1	MISC	The electrical/electronics bay door is closed and not locked.	52-70-01
ELEC FAULT	1	ELEC	The EPCU has detected an internal fault.	None
ELEVATOR SPLIT	2	CONFIG	A split has been detected between the left and right elevator panels, possibly indicating a jammed elevator condition.	27-34-01
EMER LTS DISARM	1	MISC	EMER LT switch is not in the ARM position.	None
EMER POWER ON	1	ELEC	Aircraft battery is powering DC XFER bus and emergency AC and DC busses.	None
EMER POWER TEST	0	ELEC	Emergency power test is in progress.	None
EMER PWR SW OFF	1	ELEC	EMER PWR switch is OFF.	None
EMER PWR TST FAIL	1	ELEC	Emergency power test has failed.	None
ENG A-ICE ON	0	AIR	Both engine anti-ice switches are ON.	None
ENG IGN OVRD ON	0	ENG	Engine ignition has been selected to the ON position.	None
ENG START PUMP ON	0	FUEL	The DC Start Pump is commanded ON.	None
ENG L/R A-ICE DISAG	1	AIR	Respective engine anti-ice valve is open when commanded off, or closed when commanded on.	30-22-01
ENG L/R A-ICE ON	0	AIR	Respective engine anti-ice switch is ON.	None
ENG L/R COMP STALL	2	ENG	Respective engine compressor stall	None
ENG L/R BRG OVHT	2	ENG	Respective engine aft bearing compartment overheat detected (possible fire).	None
ENG L/R FADEC ALTN	1	ENG	Respective EEC has been selected to the ALTN (N1) Mode.	73-21-02
ENG L/R FUEL FILTER	1	ENG	Respective engine fuel filter is partially clogged and bypass is imminent.	73-34-01

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-10

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
ENG L/R FUEL PRES	1	FUEL	Respective engine inlet fuel pressure is low.	73-33-01
ENG L/R OIL FILTER	1	ENG	Respective engine oil filter is partially clogged and bypass is imminent.	79-36-01
ENG L/R OIL PRES LO	2	ENG	Engine oil pressure is low.	None
ENG L/R OIL TEMP HI	2	ENG	Respective engine oil temperature is over the limit.	None
ENG L/R RPM HI	2	ENG	Respective engine has exceeded the N1 or N2 RPM limit.	None
ENG L/R RPM LO	2	ENG	Respective engine N2 RPM has dropped below 55% with the fuel switch on.	None
ENG L/R START ABORT	1	ENG	Respective EEC has detected an abnormal condition (hung start, hot start, no start, locked rotor, engine surge) and automatically aborted start.	80-11-02 80-11-03
ENG L/R SURGE	1	ENG	Respective engine is experiencing a surge.	None
ENG L/R SYS FAIL	1	ENG	Respective engine EEC has detected a non-dispatchable engine fault condition.	None
ENG L/R SYS FAULT	1	STATUS	Respective EEC has detected a short-term dispatchable fault.	73-21-01
ENG L/R TGT HI	2	ENG	Respective engine Turbine Gas Temperature (TGT) is above redline limit or above amber limit for a minimum of five minutes.	None
ENGINE COOL	0	ENG	Engine has cooled sufficiently after landing to be shut down.	None
>ENGINE L/R FIRE	3	ENG	Engine fire has been detected.	26-11-01
ENGINE VIB HI	1	ENG	Engine vibration parameters exceed 4.0 units.	77-32-01
EXT POWER AVAIL	0	ELEC	External power is plugged in and available.	None
EXT POWER ON	0	ELEC	External power is on and powering the tie bus.	None
F/D G/A ONLY	1	MISC	Autopilot go-around mode is not available.	34-24-01
FCC 1/2 FAIL	1	CONFIG	Both channels of the respective Flight Control Computer (FCC) have failed.	None

 DELTA	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-11

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
FCC 1/2 FAULT	1	CONFIG	One channel of the respective Flight Control Computer has failed.	None
FIRE AGENT 1/2 LO	1	ENG	Respective Engine firex bottle agent has been discharged.	26-21-01
FIRE APU A/B FAULT	1	MAINT	Respective fire detection loop has detected a fault.	26-12-01
FIRE DET APU FAIL	1	ENG	Both APU fire detection loops are inoperative, or a fire/overheat is detected in only one of the two active loops.	26-12-01 49-10-01
FIRE DET L/R FAIL	1	ENG	Both fire detection loops for the respective engine are inoperative, or a fire/overheat is detected in only one of the two active loops of an engine.	26-12-03
FIRE L-A/B FAULT	1	STATUS	Respective left engine fire detection loop is failed.	26-11-01
FIRE R-A/B FAULT	1	STATUS	Respective right engine fire detection loop is failed.	26-11-01
FLAP DISAG	2	CONFIG	Flap position disagrees left to right or with the commanded flap position.	27-54-01
FLT REC FAIL	1	STATUS	Digital Flight Data Recorder or Flight Data Acquisition Unit has failed.	31-31-01
FMS 1/2 FAIL	1	MISC	The respective flight management function of the respective VIA has failed.	34-63-01
FMS DUAL FAIL	1	MISC	Flight management function in both VIA's is failed.	None
FUEL LEVEL LO	1	FUEL	Either main tank has less than 2000 lb/907 kg. remaining, and the quantity of usable fuel remaining in the center tank and aux tanks (if installed) is less than 1000 lbs/405 kg.	28-43-01
FUEL OFF SCHEDULE	2	FUEL	Either Main tank has less than 2000 lbs. fuel remaining while the center tank has usable fuel in excess of 1000 lbs.	28-22-02
FUEL QTY FAULT	2	FUEL	Loss of fuel quantity information for any tank.	28-41-01

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-12

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
FUEL QTY SYS FAIL	2	FUEL	Selected Fuel Quantity Gaging System (FQGS) channel is inoperative, or stored VIA configuration disagrees with SEM configuration.	28-41-01
FUEL RTT L/R INOP	1	STATUS	Fuel Return-to-Tank System is inoperative	28-26-01 28-45-01
FUEL XFEED ON	0	FUEL	Fuel crossfeed lever is selected open.	None
GALLEY DOOR	1	MISC	The forward galley service door is not closed and locked.	52-70-01
GEAR DOOR OPEN	2	CONFIG	One or more main landing gears are open with the gear down.	None
GEN ALL OFF	2	ELEC	All generators are off and external power is not available.	None
GEN APU OFF	1	ELEC	APU generator switch is in the OFF position.	None
GEN APU OFF	2	ELEC	APU has tripped off-line due to a fault.	24-21-01
GEN L/R OFF	1	ELEC	Respective generator has been selected off by the pilot.	None
GEN L/R OFF	2	ELEC	Respective generator has tripped off line due to a fault.	24-21-01
GPS 1/2 FAIL	1	STATUS	GPS function of the respective MMR has failed.	34-32-01
GPWS FAIL	1	MISC	Indicates the Ground Proximity Warning System has failed.	34-45-01
GPWS FAULT	1	MISC	The Ground Proximity Warning System (GPWS) has detected a fault.	34-45-01
GPWS FLAP OVRD	0	CONFIG	GPWS switch is in the FLAP OVRD position.	None
GPWS TERR OFF	1	SW	The Enhanced Ground Proximity Warning System terrain mode is selected OFF.	34-45-01
HYD AUX PUMP FAIL	1	HYD	Pressure output from Aux hydraulic pump is low with Aux pump commanded ON.	29-21-01
HYD AUX PUMP OFF	1	HYD	Aux hydraulic pump is not ON with the slats extended and at least one engine operating.	None

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-13

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
HYD L&R FAIL	2	HYD	Both hydraulic systems are detected to have low quantity (<2 qts) or low pressure (<1900 psi.) with the engines above 60% N2 and/or the aircraft in flight.	None
HYD L/R PRES LO	2	HYD	Respective hydraulic system pressure is less than 1900 psi. Message extinguishes when pressure goes above 2400 psi.	29-31-01
HYD PUMP L/R FAIL	1	HYD	Low pressure output from respective engine hydraulic pump with pump commanded ON.	29-11-01
HYD PUMP L/R OFF	1	HYD	Respective hydraulic pump is commanded OFF.	None
HYD L/R QTY LO	2	HYD	Respective hydraulic reservoir fluid quantity is less than 5.5 qts on the ground, or 4 qts in flight.	29-32-01
HYD L/R TEMP HI	2	HYD	Respective hydraulic system fluid temperature is greater than 200°F.	None
HYD TRANS DISAG	1	HYD	Hydraulic power transfer pump is not in commanded position.	29-22-01
HYD TRANS OFF	1	HYD	Hydraulic transfer pump is not ON with the slats extended and at least one engine operating	29-22-01
HYD L/R OFF	1	HYD	Respective engine driven pump, power transfer unit, and aux hydraulic pump (right system only) are commanded OFF.	None
ILS 1/2/3 FAIL	1	STATUS	Indicates respective ILS function of the MMR has failed.	34-32-01
IRS 2 ON BATT	1	MISC	IRS 2 powered by IRS battery. IRS 2 operation beyond 20 minutes cannot be relied on.	None
IRS 1/2 FAIL	2	MISC	Respective inertial navigation portion of the ADIRU has failed.	None
IRS AUX FAIL	2	MISC	Respective inertial navigation portion of the AUX ADIRU has failed.	34-10-01
IRS BATT LO	1	MISC	IRS 2 or IRS Aux battery voltage is below 21 volts.	None
IRS IN ALIGN	0	MISC	One or more of the inertial reference units are in align mode.	None

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-14

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
IRS OFF	1	MISC	One or more IRU's have been selected OFF in flight.	None
IRS 1/2 NO ALIGN	1	MISC	IRS has failed to complete an alignment.	None
IRS AUX NO ALIGN	1	MISC	IRS has failed to complete an alignment.	34-10-01
LAT FUEL UNBAL	1	FUEL	Left and right main tank fuel quantity differs by more than 1400 lb/630 kg.	28-22-01
LAVATORY SMOKE	1	AIR	Smoke has been detected in a lavatory.	26-14-01
LDG ALTITUDE MAN	1	AIR	Landing field elevation has been set manually.	None
MANUAL G/A ONLY	1	MISC	Autopilot and flight director guidance for go-around is not available.	22-10-01 34-24-01
NO AUTOLAND	1	MISC	Autoland function is not available due to an internal problem in the Flight Control Computer (FCC).	22-10-01
>NO MASKS	3	AIR	Cabin altitude exceeds 14,750 feet and passenger oxygen masks have not automatically deployed.	35-22-01
NO SMOKING	0	MISC	The NO SMOKING lights switch is ON or in Auto with slats extended.	33-28-01
OVERWING DOOR	1	MISC	One or more overwing emergency exit doors is not closed and locked.	52-70-01
PACK OVRD	1	AIR	PACK SHUTDOWN switch is in the OVRD position.	21-56-01
PACK L/R OFF	1	AIR	Respective pack has been commanded OFF and is producing no flow.	21-51-01 21-51-02
PACK L/R OVERHEAT	2	AIR	Respective air conditioning pack has shutoff due to an overheat condition.	21-51-01 21-53-02 21-53-03
PACK L/R FLO DISAG	1	AIR	Respective pack has been selected ON, but no flow condition detected after 20 seconds, or selected to OFF, but there is still flow and pressure after 10 seconds.	21-51-01 21-51-02 21-52-01
PACKS ALL OFF	0	AIR	Packs off takeoff has been selected and the packs have automatically switched off; or packs have been switched off due to engine failure on takeoff.	21-56-01

 DELTA	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-15

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
PACKS HIGH FLOW	0	AIR	Pack FLOW switch has been selected to the HIGH flow position.	21-51-02
PARK BRAKE ON	0	CONFIG	On ground, indicates the parking brake is set.	32-43-01 32-45-02
PITOT CAPT FAIL	1	MISC	CAPT pitot probe heater has failed.	30-31-01
PITOT F/O FAIL	1	MISC	F/O pitot probe heater has failed.	30-31-01
PITOT AUX FAIL	1	MISC	AUX pitot probe heater has failed.	30-31-01
PODS A-ICE FAULT	1	STATUS	PODS system has a fault in the wing or tail ice protection system and cannot detect a manifold failure.	36-23-01
PODS FAIL	1	AIR	PODS system has failed, and is unable to detect a manifold failure.	None
PODS FAULT	1	STATUS	One tail compartment sensor loop or controller channel in the PODS system has failed. Manifold failure detection is still operative.	36-23-01
PODS TEST FAIL	1	AIR	The PODS system test has failed.	None
PODS TEST PASS	0	AIR	PODS preflight test is successful (accomplished with FIRE TEST switch).	None
PRED WSHEAR FAIL	1	MISC	Predictive windshear function of the weather radar is inoperative.	34-41-01
PRED WSHEAR FAULT	1	MISC	The interface between the Enhanced Ground Proximity Warning System (EGPWS) and the Predictive Windshear System has been lost.	34-41-01 34-45-01
PRED WSHEAR OFF	0	MISC	Indicates the predictive windshear function of weather radar is not functioning.	34-41-01
PSEU FAIL	1	CONFIG	Proximity sensor system has failed resulting in the loss of data on gear, door and slat position.	None
PSEU FAULT	1	STATUS	PSEU has logged an internal fault or detected a failure of a redundant sensor.	32-61-02
RAT PROBE FAIL	1	MISC	Ram air temperature probe heater has failed or Air Data Heat Switch is off in flight.	30-33-01
REV L/R DEPLOYED	1	ENG	Respective thrust reverser has deployed in flight.	78-32-01 78-33-02 78-33-03

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-16

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
REV L/R FAULT	1	ENG	EEC has detected a thrust reverser abnormal condition that may inhibit its operation.	78-32-01
RUD PITOT FAIL	1	MISC	Rudder limiter pitot probe heater has failed or Air Data Heat Switch is off in flight. Possible over/or under restricted rudder.	30-31-01
RUDDER LIM FAIL	2	CONFIG	Both the primary and secondary rudder limiters have failed to the unrestricted position.	None
RUDDER LIM FAULT	1	CONFIG	The redundant rudder limiter system has failed in the unrestricted position.	27-26-01
RUDDER PWR OFF	1	CONFIG	Rudder is in the manual mode either due HYD CONT RUDDER switch selected OFF, or less than 900 psi pressure available in the right hydraulic system.	None
RUDDER RESTRICTED	1	CONFIG	Rudder is restricted more than it should be for the flight condition.	None
SEAT BELTS	0	MISC	The FASTEN SEAT BELTS lights switch is ON, or in AUTO with the aircraft below 10,000 feet.	33-28-01
SECU FAULT	1	STATUS	Spoiler system has detected a fault.	27-61-01
SEL CAB PRES MAN	1	AIR	Both auto cabin pressure controllers have failed and the system must be selected to MANUAL.	21-30-01
SEL CTR PUMPS OFF	1	FUEL	Center fuel tank has less than 70 lbs usable fuel remaining and CTR Tank pump switches are on.	None
SEL CTR PUMPS ON	1	FUEL	Center fuel tank has more than 500 lbs usable fuel remaining and CTR TANK pump switches are off.	None
SELECT FADEC ALTN	2	ENG	An engine has reverted to the N1 mode.	73-21-02
SET LDG ALTITUDE	1	AIR	Cabin pressurization system has lost landing field elevation data from the FMS and must be set manually.	None
SINGLE LAND	1	MISC	Dual land is not available.	22-10-01
SLAT DISAG	2	CONFIG	The slat position disagrees left to right or with the commanded slat position.	None
SPEEDBRAKE	0	CONFIG	Speed brakes are extended.	None

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-17

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
SPEEDBRAKE DISAG	1	CONFIG	Speedbrakes are extended and throttles are advanced to a high power setting.	None
SPEEDBRAKE/FLAP	1	CONFIG	Speedbrakes are extended with flaps in the landing range.	None
SPOILER FAULT	1	CONFIG	A partial or total spoiler system failure has occurred, or the spoiler system test is being conducted with the airplane in flight.	None
SPOILER INBD/OTBD FAIL	1	CONFIG	A pair of spoiler panels has shut down due to a detected SECU or actuator failure.	None
STAB OUT OF TRIM	1	CONFIG	Stabilizer is not responding to autopilot trim commands.	22-22-01 27-43-01
STAB TRIM OFF	1	CONFIG	STABILIZER TRIM Shutoff switch is selected OFF.	None
STAIRWAY DOOR FWD	1	MISC	Indicates FWD stairway door is not closed and locked.	None
STALL WARN FAIL	1	STATUS	Indicates stall warning (stick shaker, SSRS and stick pusher) will not function.	None
STALL WARN FAULT	1	STATUS	The stall warning system has lost two channels of stall warnings, and/or one channel of stick pusher.	None
START AIR PRES LO	1	AIR	Pressure in the manifold is less than 25 psi during an attempted engine start.	None
START VLV L/R OPEN	2	ENG	Respective engine start valve is open and the engine is above idle rpm.	80-11-01 80-11-02
STATIC L/R HEAT	1	STATUS	Respective static plate heater has failed or Air Data Heat Switch is off in flight.	30-32-01
STICK PUSHER FAIL	1	STATUS	Stick pusher has failed in a passive mode.	None
TAIL A-ICE DISAG	2	AIR	Tail anti-ice valve is open when commanded off, or closed when commanded on.	30-12-01
TAIL A-ICE ON	0	AIR	Tail anti-ice is selected ON and wing and engine anti-ice is OFF; or wing and tail are selected ON and system is in alternating mode.	None

	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-18

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
TAIL A-ICE OFF	2	AIR	Tail anti-ice has been commanded off by the PODS system due to an overheat or manifold failure.	36-23-01
TAILCONE UNLOCK	2	MISC	Tailcone is not locked.	53-52-01
>TAIL MANF FAIL	3	AIR	PODS system has detected an overheat condition in the tail anti-ice manifold and has failed to close the tail ice-protection shutoff valve.	None
>TAIL TEMP L/R HI	3	AIR	PODS has detected an overheat condition or manifold failure in the tail compartment.	None
TANK L/R PUMPS OFF	1	FUEL	Respective fwd and aft main tank pumps are commanded OFF with respective engine FUEL switch ON.	None
TERRAIN FAIL	1	MISC	The Terrain mode of the Enhanced Ground Proximity Warning System (EPGWS) has failed.	34-45-01
TERRAIN OVRD	0	MISC	Terrain mode of the Enhanced Ground Proximity Warning System (EGPWS) is selected to OVRD.	34-45-01
TERRAIN NOT AVAIL	1	MISC	The Terrain mode of the Enhanced Ground Proximity Warning System (EGPWS) has failed.	34-45-01
TNK L/R FWD/AFT PMP OFF	1	FUEL	Respective main tank pump switch is OFF with respective engine FUEL switch ON.	None
TNK L/R FWD/AFT PUMP LO	1	FUEL	Respective main tank pump is commanded ON, but output pressure is low.	28-22-01 28-44-01
TANK L/R PUMPS LO	1	FUEL	Low fuel pressure output is detected from affected main tank with all respective main tank pumps commanded ON.	28-22-01 28-44-01
TR L/R/C FAIL	1	ELEC	Respective transformer-rectifier unit has failed (voltage low).	24-31-01
UNABLE RNP	1	MISC	FMS required navigational performance not within limits for particular phase of flight.	None
VHF-3 VOICE	0	MISC	VHF-3 receiver is in the voice rather than the data mode.	23-12-01
VIA CONFIG DISAG	1	MISC	Configuration of VIA -1 and VIA-2 do not agree.	None

 DELTA	B717 Minimum Equipment List	EIS Message List	xx/xx/16 Page EM-19

<u>Message</u>	<u>Level</u>	<u>System</u>	<u>Possible Meaning Condition</u>	<u>MMEL Item</u>
VIA FAIL	1	MISC	A VIA has failed in a non- dispatchable state.	None
VIA FAULT	1	STATUS	A VIA has a failure of a redundant Graphics Generator or Display Channel, or the Engine Comparison monitor has failed.	31-61-02
VOR 1/2 FAIL	1	STATUS	Respective VOR receiver has failed.	34-51-01
WING A-ICE DISAG	2	AIR	Wing anti-ice valve is open when commanded off, or closed when commanded on.	30-11-01
WING A-ICE ON	0	AIR	Wing anti-ice is selected ON and tail and engine anti-ice is OFF; or wing and tail are selected ON and system is in alternating.	None
WING A-ICE OFF	2	AIR	Wing anti-ice has been commanded off by the PODS system due to an overheat or manifold failure.	36-23-01
WING ICE DET PASS	0	AIR	Upper surface ice detection system test has passed successfully.	None
WING ICE DETECTED	1	AIR	Ice buildup has been detected on left or right wing surface.	None
WING ICE L/R FAIL	1	AIR	Respective overwing ice detection system has failed.	30-81-01
>WING MANF FAIL	3	AIR	PODS system has detected an overheat condition in the wing anti-ice manifold and has failed to close the wing ice-protection shutoff valve.	None
WSHEAR DET FAIL	1	MISC	The reactive windshear detection and guidance system has failed in both FCC's.	34-47-01
WSHLD A-ICE OFF		MISC	Windshield Anti-ice switch has been selected OFF.	None
WSHLD ANTI-FOG ON	0	MISC	Windshield ANTI-FOG switch has been selected ON.	None
WSHLD HEAT FAIL	2	MISC	Windshield heater has overtemped.	30-41-01
YAW DAMP FAIL	1	CONFIG	Yaw damper function has been shut off by the FCC.	22-23-01

 DELTA	B717 Minimum Equipment List	EIS Message List	08/22/13 Page EM-20

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	B717 Minimum Equipment List	ATA 11 Placards	R1 07/03/14 Page 11-1

ATA 11 Contents

11-00-01	Aircraft Placards/Markings Repair Installed	11-2

	B717 Minimum Equipment List	ATA 11 Placards	R3 05/19/15 Page 11-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY				
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
11-00-01	Aircraft Placards/Markings Repair Installed "Contact MCC" Administrative Control Item	N	-	-	-	Item may be used to track repair provided: a) MCC determines that placard is FAA required, b) Install repair per TOPP 40-40-05 , c) Enter in logbook repair is applied per TOPP 40-40-05 , and d) Enter in logbook that repair is deferred per MEL 11-00-01. NOTE: If MCC determines that placard is not FAA required, use TOPP 40-40-08 (NEF) .	

MEL ITEM	TAB LOCATION	PLACARD TEXT
11-00-01	Aircraft Logbook	_____ REPAIRED PER TOPP 40-40-05

 DELTA	B717 Minimum Equipment List	ATA 21 Air Conditioning	R0 08/22/13 Page 21-1

ATA 21 Contents

21-21-01A	Radio Rack Cooling Fans	21-2
21-21-01B	Primary Fan (Left)	21-2
21-21-01C	Standby Fan (Right)	21-2
21-21-02A	Radio Rack & Standby Radio Rack Fan Check Valves	21-4
21-22-03A	Ram / Ground Conditioned Air Check Valves	21-6
21-22-04	Gasper Fan	21-7
21-22-05	Conditioned Air Check Valves	21-8
21-22-06	Cold Air Check Valves	21-9
21-26-01	Cockpit Instrument Cooling Fan	21-10
21-29-01A	Ram Air Valve	21-11
21-30-01A	Cabin Pressure Control Systems (Auto and Manual)	21-12
21-34-02	Cabin Pressure Safety Valves	21-14
21-42-02	Forward Cargo Compartment Heating System	21-15
21-51-01	Air Conditioning Systems	21-16
21-51-02A	Air Conditioning Flow Control Valve	21-18
21-52-01	Pack Flow Indication Systems	21-20
21-53-02	Compressor Discharge and Turbine Inlet Thermal Switches	21-21
21-53-03A	Air Conditioning System Shutdown Thermal Switches (190 Degrees F)	21-22
21-54-01	Air Conditioning Water Separators	21-23
21-54-02A	Water Separator 35 Degrees F Thermostats	21-24
21-54-03	Water Separator 35 Degrees F Control Valves	21-25
21-56-01	Air Conditioning Automatic Shut-Off System	21-26
21-62-01A	Cockpit / Cabin Compartment Auto Temperature Control Systems	21-27
21-62-02	Cockpit / Cabin Compartment Temperature Control Valves	21-28
21-63-01	Temperature Control Valve Position Indicating Systems	21-29
21-64-01	Cockpit/Cabin Temperature Indicating Systems	21-30

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
RADIO RACK COOLING FANS					
21-21-01A	Radio Rack Cooling Fans "DISP.APPR.REQ'D."	Y	2	0	C (O)(M) Both may be inoperative provided: a) Both Air Conditioning Systems are available for pressurized flight, b) Avionics cooling selector switch remains in OVRD, c) Outside air temperature does not exceed 90 degrees F, and d) Ground operation of electronic equipment is limited to a maximum of 45 minutes. NOTE: No live animals or temperature sensitive cargo may be loaded in the forward cargo compartment.
21-21-01B	Primary Fan (Left) "DISP.APPR.REQ'D."	N	1	0	C (O)(M) May be inoperative provided Standby Fan is operative. NOTE: No live animals or temperature sensitive cargo may be loaded in the forward cargo compartment.
21-21-01C	Standby Fan (Right)	N	1	0	C May be inoperative provided Primary Fan is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-21-01A	Avionics Cooling OVRD / Fan Switch	Primary / Standby Radio Rack Cooling Fans INOP
21-21-01B	Avionics Cooling OVRD / Fan Switch	Primary Radio Rack Cooling Fan (Left) INOP
21-21-01C	Avionics Cooling OVRD / Fan Switch	Standby Radio Rack Cooling Fan (Right) INOP

(O) PROCEDURES

21-21-01A

For both Primary and Standby Fans inoperative:

- Limit ground operation of electronic equipment to 45 minutes. The 45 minute time limit can be reset by using either of the following procedures:
 - Apply ground conditioned air directly into the E&E compartment through the E&E compartment door for at least 15 minutes. To reduce the possibility of exceeding the 45 minute time limit requirement, it is recommended that ground conditioned air be applied directly into the E&E compartment until push back.
 - Removing all aircraft electrical power or operating using only Ground Service electrical power with avionics turned off for at least 15 minutes.
- Ensure that AVNCS COOLING Selector Switch is in OVRD.
- If the E&E compartment door was opened, confirm E&E compartment door is closed prior to push back.

21-21-01B

If "AVIONICS AIR FLO OFF" message is illuminated in flight, select AVIONICS COOLING selector switch to OVRD.

CONTINUED NEXT PAGE

(M) PROCEDURES

21-21-01A

For both Primary and Standby Fans inoperative:

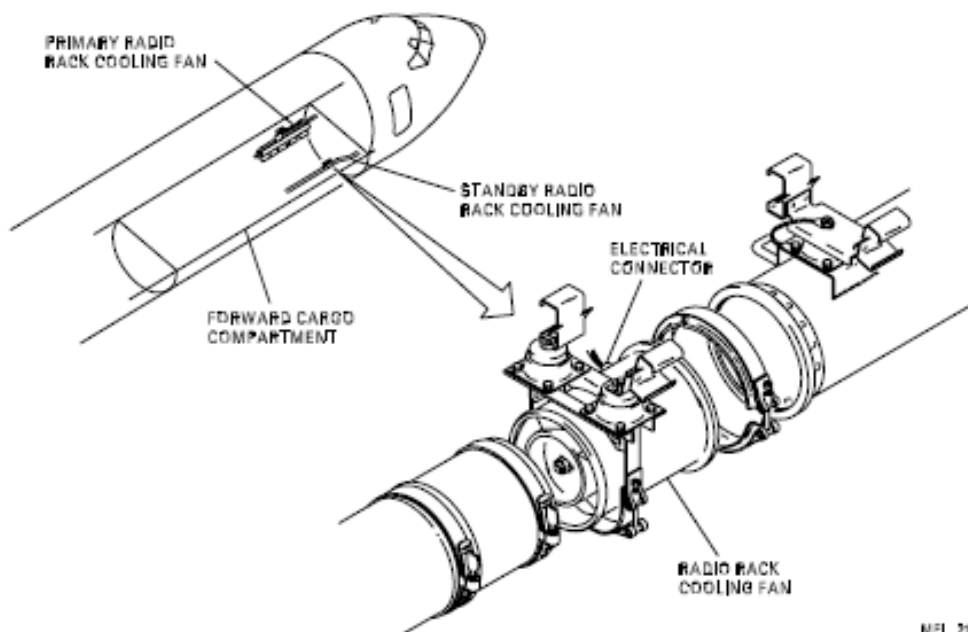
1. Verify both Air Conditioning Systems are available for pressurized flight.
2. Select AVIONICS COOLING selector switch to OVRD.
3. Pull and secure RADIO RACK FAN and STANDBY RADIO RACK FAN circuit breakers:

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
RADIO RACK FAN ØA (B1-78)	EPC CBP	H-4
RADIO RACK FAN ØB (B1-79)	EPC CBP	H-5
RADIO RACK FAN ØC (B1-80)	EPC CBP	H-6
RADIO RACK FAN STANDBY ØA (B1-859)	GS Panel	A-02
RADIO RACK FAN STANDBY ØB (B1-860)	GS Panel	B-02
RADIO RACK FAN STANDBY ØC (B1-861)	GS Panel	C-02

4. Limit ground operation of electronic equipment to 45 minutes. The 45 minute time limit can be reset by using either of the following procedures:
 - a. Apply ground conditioned air directly into the E&E compartment through the E&E compartment door for at least 15 minutes. To reduce the possibility of exceeding the 45 minute time limit requirement, it is recommended that ground conditioned air be applied directly into the E&E compartment until push back.
 - b. Removing all aircraft electrical power or operating using only Ground Service electrical power with avionics turned off for at least 15 minutes.

21-21-01B

1. Check that RADIO RACK FAN CAUTION (B1-82 CBP Location U-29) circuit breaker is in.
2. In the avionics compartment, check that the RIGHT RADIO FAN OFF light on the GEN CONT RACK is not on (verifies Standby Fan operation).
3. Pull and secure the RADIO RACK FAN circuit breakers (all three phases) (H-4,H-5,H-6 EPC Panel).
4. Verify that the AVNCS AIR FLO OFF Alert light in the cockpit is illuminated.



MEL 21-21-01

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-21-02A	Radio Rack & Standby Radio Rack Fan Check Valves	N	2	1	C (O)(M) One may be inoperative CLOSED provided associated fan circuit breaker remains open.
21-21-02B	Radio Rack & Standby Radio Rack Fan Check Valves "DISP.APPR.REQ'D."	N	2	0	C (O)(M) Both may be inoperative provided: a) Both Air Conditioning Systems are available for pressurized flight, b) Avionics Cooling Selector Switch remains in OVRD, c) Outside Air Temperature does not exceed 90 degrees F, and d) Ground operation of electronic equipment is limited to a maximum of 45 minutes. NOTE: No live animals or temperature sensitive cargo may be loaded in the forward cargo compartment.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-21-02A	Radio Rack OVRD / Fan Switch	___ Fan Check Valve INOP
21-21-02B	Radio Rack OVRD / Fan Switch	Primary / Standby Radio Rack Fan Check Valve(s) INOP

(O) PROCEDURES

21-21-02A

If AVNCS AIR FLO OFF message illuminates in flight, select AVNCS COOLING switch to OVRD.

21-21-02B

1. Limit ground operation of electronic equipment to 45 minutes. The 45 minute time limit can be reset by using either of the following procedures:
 - a. Apply ground conditioned air directly into the E&E compartment through the E&E compartment door for at least 15 minutes. To reduce the possibility of exceeding the 45 minute time limit requirement, it is recommended that ground conditioned air be applied directly into the E&E compartment until push back.
 - b. Removing all aircraft electrical power or operating using only Ground Service electrical power with avionics turned off for at least 15 minutes.
2. Ensure that AVNCS COOLING Selector Switch is in OVRD.
3. If the E&E compartment door was opened, confirm E&E compartment door is closed prior to push back.

CONTINUED NEXT PAGE

(M) PROCEDURES

21-21-02A

1. For the Primary Radio Rack Fan Check Valve inoperative in the closed position:
 - a. Check that RADIO RACK FAN CAUTION circuit breaker (B1-82 EPC CBP Location U-30) is in.
 - b. Pull and secure the RADIO RACK FAN circuit breakers (all three phases).

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
RADIO RACK FAN ØA (B1-78)	EPC CBP	H-4
RADIO RACK FAN ØB (B1-79)	EPC CBP	H-5
RADIO RACK FAN ØC (B1-80)	EPC CBP	H-6

- c. Verify that the AVNCS AIR FLO OFF Alert appears on the EAD.
 - d. In the avionics compartment, check that the RIGHT RADIO FAN OFF light on the GEN CONT RACK is not on. This verifies operation of the Standby Fan.
2. For the Standby Radio Rack Fan Check Valve inoperative in the closed position:
 - a. Pull and secure the STANDBY RADIO RACK FAN circuit breakers (EPC CBP J-4, J-5, J-6) (all three phases).

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
RADIO RACK FAN STANDBY ØA (B1-859)	GS CBP	A-02
RADIO RACK FAN STANDBY ØB (B1-860)	GS CBP	B-02
RADIO RACK FAN STANDBY ØC (B1-861)	GS CBP	C-02

- b. Verify that the AVNCS AIR FLO OFF Alert does not appear on the EAD. This verifies operation of the Primary Radio Rack Fan.

21-21-02B

For both Radio Rack Fan Check Valve and Standby Radio Rack Fan Check Valve inoperative in the closed position, or one of both inoperative open:

1. Verify both Air Conditioning Systems are available for pressurized flight.
2. Select AVNCS Cooling switch to OVRD.
3. With both check valves inoperative closed, pull and secure the RADIO RACK FAN) and RADIO RACK FAN STANDBY circuit breakers.

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
RADIO RACK FAN ØA (B1-78)	EPC CBP	H-4
RADIO RACK FAN ØB (B1-79)	EPC CBP	H-5
RADIO RACK FAN ØC (B1-80)	EPC CBP	H-6
RADIO RACK FAN STANDBY ØA (B1-859)	GS CBP	A-02
RADIO RACK FAN STANDBY ØB (B1-860)	GS CBP	B-02
RADIO RACK FAN STANDBY ØC (B1-861)	GS CBP	C-02

4. Limit ground operation of electronic equipment to 45 minutes. The 45 minute time limit can be reset by using either of the following procedures:
 - a. Apply ground conditioned air directly into the E&E compartment through the E&E compartment door for at least 15 minutes. To reduce the possibility of exceeding the 45 minute time limit requirement, it is recommended that ground conditioned air be applied directly into the E&E compartment until push back.
 - b. Removing all aircraft electrical power or operating using only Ground Service electrical power with avionics turned off for at least 15 minutes.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-22-03A	Ram / Ground Conditioned Air Check Valves "DISP.APPR.REQ'D."	Y	2	1 C	(O)(M) May be inoperative OPEN provided: a) The Ground Conditioned Air Connector Door is verified CLOSED and LATCHED PRIOR TO EACH DEPARTURE, b) Cockpit Instrument Cooling Fan is operative, c) Associated Air Conditioning System is not used, and d) The airplane remains at or below FL 250. Repetitive Check Required (Yellow Placard)
21-22-03B	Ram / Ground Conditioned Air Check Valves	Y	2	0 C	May be inoperative CLOSED.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-22-03A	Cabin Pressure Control Panel	___ Ram / Ground A/C Check Valve INOP OPEN
21-22-03B	Cabin Pressure Control Panel	___ Ram / Ground A/C Check Valve(s) INOP CLOSED

(O) PROCEDURES

21-22-03A

Refer to (O) PROCEDURES for single Air Conditioning System operation listed in [MEL 21-51-01](#).

(M) PROCEDURES

21-22-03A

Prior to each departure, verify Ground Conditioned Air Connector Door is closed and latched.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-22-04	Gasper Fan	Y	1	0	D

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-22-04	Cabin Pressure Control Panel	Gasper Fan INOP

MAINTENANCE NOTE:

The fan may be secured, if necessary, by pulling and securing the associated Gasper Fan circuit breakers, as follows:

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
GASPER BOOSTER FAN (B1-1170)	EPC CBP	J-27
GASPER BOOSTER FAN CONTROL (B1-1171)	EPC CBP	C-3

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-8

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
21-22-05	Conditioned Air Check Valves	Y	2	0	C	May be inoperative OPEN provided both Ram / Ground Conditioned Air Check Valves are operative if the Air Conditioning Systems are to be used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-22-05	Cabin Pressure Control Panel	____ Conditioned Air Check Valve(s) INOP OPEN

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-9

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-22-06	Cold Air Check Valves	Y	2	0	C May be inoperative OPEN provided both Ram / Ground Conditioned Air Check Valves are operative if the Air Conditioning Systems are to be used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-22-06	Cabin Pressure Control Panel	____ Cold Air Check Valve(s) INOP OPEN

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-10

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-26-01	Cockpit Instrument Cooling Fan	Y	1	0	C (O) May be inoperative provided both Air Conditioning Systems are operative and are used whenever the EIS Display Units are operating.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-26-01	FLOW Indicator (Upper Ctr Inst Pnl)	Cockpit Instrument Cooling Fan INOP

(O) PROCEDURES

1. Operate both Air Conditioning Systems whenever electrical power is being supplied to the 115 VAC left and / or Right Busses.
2. If practical, heat output of Display Units may be reduced by rotating DU Brightness Control Knobs for any unnecessary Displays fully counter-clockwise to the OFF position.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-29-01A	Ram Air Valve	N	1	0	C May be inoperative provided: a) Ram Air Valve is OPEN, and b) All Ground Air Conditioning Check Valves are operative.
21-29-01B	Ram Air Valve	N	1	0	C May be inoperative provided: a) Ram Air Valve is CLOSED, and b) Both Air Conditioning Systems are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-29-01A	RAM AIR Switch	Ram Air Valve INOP OPEN
21-29-01B	RAM AIR Switch	Ram Air Valve INOP CLOSED

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-30-01A	Cabin Pressure Control Systems (Auto and Manual) "DISP.APPR.REQ'D"	Y	3	0	C (O)(M) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Cabin Air Outflow Valve remains OPEN, and c) Extended overwater flight is prohibited.
21-30-01B	Cabin Pressure Control Systems (Automatic)	Y	2	1	C May be inoperative.
21-30-01C	Cabin Pressure Control Systems (Automatic)	Y	2	0	C (O)(M) May be inoperative provided, Manual pressurization control is verified operative PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)
21-30-01D	Cabin Pressure Control Systems (Manual) "DISP.APPR.REQ'D."	Y	1	0	C (O)(M) May be inoperative for unpressurized flight provided: a) Flight is conducted in an unpressurized configuration, b) Cabin Air Outflow Valve remains OPEN, and c) Extended overwater flight is prohibited.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-30-01A	Cabin Pressure Control Panel	____ Both Cabin Pressure Controller Systems INOP
21-30-01B	Cabin Pressure Control Panel	Auto Cabin Pressure Controller Systems INOP
21-30-01C	Cabin Pressure Control Panel	Auto Cabin Pressure Controller Systems INOP
21-30-01D	Cabin Pressure Control Panel	Manual Cabin Pressure Controller Systems INOP

(O) PROCEDURES

21-30-01A, 21-30-01D

1. [Refer to QRH, Non-Normal Checklist, Section 2, Air Systems, Unpressurized Flight.](#)
2. Limit flight altitude to a maximum of 10,000 ft. MSL.

21-30-01C

[Refer to QRH, Non-Normal Checklist, Section 2, Air Systems, Manual Pressurization Control.](#)

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R0 08/22/13 Page 21-13

(M) PROCEDURES

21-30-01A, 21-30-01D

1. Select MANUAL pushbutton on Cabin Pressure Control Panel in the cockpit.
2. Toggle CLIMB / DESC switch in both directions, and observe corresponding Valve movement on the adjacent valve position indicator.
3. At the Outflow Valve, verify Valve is fully open by observing position to be approximately 90 degrees from flush.

21-30-01C

PRIOR TO EACH DEPARTURE:

1. Select MANUAL pushbutton on Cabin Pressure Control Panel in the cockpit.
2. Toggle CLIMB / DESC switch in both directions, and observe corresponding Valve movement on the adjacent valve position indicator.

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-14

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-34-02	Cabin Pressure Safety Valves “DISP.APPR.REQ’D.”	Y	2	0	C (O)(M) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) The Cabin Air Outflow Valve remains OPEN, and c) Extended overwater flight is prohibited.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-34-02	Cabin Pressure Control Panel	____ Cabin Pressure Safety Valve(s) INOP

(O) PROCEDURES

1. [Refer to QRH, Non-Normal Checklist, Section 2, Air Systems, Unpressurized Flight.](#)
2. Limit flight altitude to a maximum of 10,000 ft. MSL.

(M) PROCEDURES

1. Select MANUAL pushbutton on Cabin Pressure Control Panel in the cockpit.
2. Move CLIMB / DESC switch to CLIMB position and observe corresponding valve movement on the adjacent valve position indicator.
3. At the Outflow Valve, verify Valve is fully open by observing position to be approximately 90° from flush.

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-15

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-42-02	Forward Cargo Compartment Heating System "DISP.APPR.REQ'D."	Y	1	0	C (M) May be inoperative provided system is deactivated. NOTE: No live animals or temperature sensitive cargo may be loaded in the forward cargo compartment.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-42-02	AVIONICS COOLING Switch	FWD Cargo Compartment Heater System INOP

(M) PROCEDURES

Pull and secure the three (3) CARGO COMPARTMENT HEATER circuit breakers:

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
CARGO COMPARTMENT HEATER 0A (B1-655)	EPC	J-12
CARGO COMPARTMENT HEATER 0A (B1-656)	EPC	J-13
CARGO COMPARTMENT HEATER 0A (B1-657)	EPC	J-14

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-51-01	Air Conditioning Systems "DISP.APPR.REQ'D."	N	2	1 C	(O)(M) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Affected Flow Control Valve is manually CLOSED, and c) The aircraft remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-51-01	Associated Pack Switch	___ A/C System INOP

(O) PROCEDURES

NOTE: Higher engine idle speeds will be noted with one pack switch in the off position (Pack Inoperative), therefore careful planning must be done during the descent phase in order to meet altitude crossing restrictions.

1. For takeoff with operative pack ON:

- a. Verify the inoperative Pack is producing no flow.
 - 1) Select the Gasper Fan Switch to the OFF position.
 - 2) Select the inoperative Pack Switch to AUTO.
 - 3) Select the operative Pack Switch to OFF.
 - 4) Verify by feel at the open Air Conditioning outlets that there is no air flow.
- b. Prior to takeoff, select both Pack Switches to AUTO.

NOTE: The PACK L/R FLOW DISAG alert associated with the inoperative Pack will be displayed on the EAD Air Page.

- c. After first power reduction following takeoff, select Pack Switch for the inoperative Pack to OFF. Verify associated PACK L/R FLOW DISAG Alert extinguishes.
- d. Limit flight altitude to a maximum of FL250.

2. For takeoff with both Packs OFF:

NOTE 1: The following procedures will automatically shut down the operative Pack upon throttle advancement for takeoff, and restore its operation at 3,000 feet AGL.

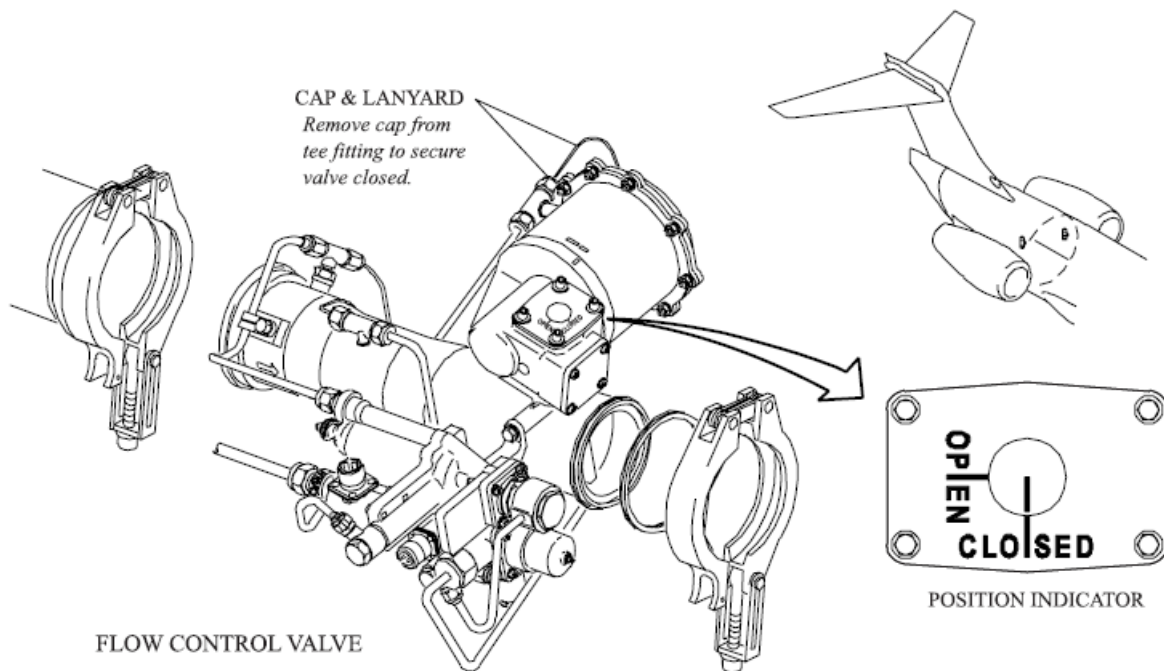
NOTE 2: Performance data for either Packs OFF or Packs ON may be used. The Packs ON data will be conservative.

- a. Prior to takeoff, verify the Pack Switch for the operative Air Conditioning System is selected to AUTO, and the Pack Switch for the inoperative Air Conditioning System is selected to OFF.
- b. On the FMS Takeoff Data Entry Page, select/toggle the PACKS option (Line Select Key 2L) to OFF.
- c. After takeoff, verify operative Air Conditioning System restores normal operation at 3000 feet AGL.
- d. Limit flight altitude to a maximum of FL250.

CONTINUED NEXT PAGE

(M) PROCEDURES

1. Select the affected L or R PACK Switch on the Cockpit Overhead Panel to OFF.
2. Secure the Flow Control Valve for the affected Air Conditioning System in the Closed position as follows:
 - a. Gain access to the valve, located in the aft accessory compartment upstream of the Primary Heat Exchanger.
 - b. Remove the lanyard cap from the Flow Control Valve Actuator tee fitting.
 - c. Verify position indicator on the Valve body indicates the Valve is CLOSED.



NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-51-02A	Air Conditioning Flow Control Valve "DISP.APPR.REQ'D."	N	2	1	C (O)(M) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Affected Flow Control Valve is CLOSED, c) Associated Air Conditioning System is not used, and d) The airplane remains at or below FL 250.
21-51-02B	Air Conditioning Flow Control Valve (Normal Mode) "DISP.APPR.REQ'D."	Y	2	0	C (O) May be inoperative provided High Flow mode of affected Flow Control Valve is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-51-02A	L or R PACK Switch	1. ____ A/C Flow Control Valve INOP 2. Do NOT Use ____ A/C System
21-51-02B	Associated A/C SUPPLY Switches	____ A/C Flow Control Valve in HIGH

(O) PROCEDURES

21-51-02A

Refer to (O) PROCEDURES for one Air Conditioning System inoperative given in [MEL 21-51-01](#).

21-51-02B

1. Place FLOW Selector Switch on the overhead panel to HIGH.
2. Both Air Conditioning Packs must be OFF for takeoff.
3. After takeoff, restore Air Conditioning Systems after a minimum of 400 feet AGL is attained.
4. In the event of an engine failure during takeoff, do not restore Air Conditioning Packs until obstacle clearance is assured, and not before flap retraction.

21-51-02B	Air Conditioning Flow Control Valve (Normal Mode)
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 0.5% per affected valve.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R0 08/22/13 Page 21-19

(M) PROCEDURES

21-51-02A

Refer to (M) PROCEDURES for one Air Conditioning System inoperative given in [MEL 21-51-01](#).

 DELTA	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-20

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
21-52-01	Pack Flow Indication Systems	Y	2	0	C	May be inoperative provided associated Air Conditioning System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-52-01	Below Captains N.D. Panel	____ A/C Flow Indication INOP

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-21

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-53-02	Compressor Discharge and Turbine Inlet Thermal Switches	N	4	0	C (M) May be inoperative provided the Air Conditioning System Shutdown Thermal Switch is operative on the associated Air Conditioning System.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-53-02	L or R PACK Switch	____ Compressor Discharge / Turbine Inlet Thermal Switch(es) INOP

OPERATIONS NOTE:

Do not use affected pack for takeoff and landing.

(M) PROCEDURES

1. Access the affected Thermal Switch in the aft accessory compartment.
2. Remove the connector from the Switch. Coil and stow the connector.
3. If compressor Discharge and Turbine Inlet Thermal Switches are both inoperative and in the same Air Conditioning System, proper operation of the Air Conditioning System Shutdown Thermal Switch in the affected Air Conditioning System may be verified as follows:
 - a. Access the associated Air conditioning Thermal Switch above the ceiling panel in the passenger compartment.
 - b. Remove the Thermal Switch from the Conditioned Air Duct.
 - c. With the associated Air Conditioning System operating, use a heat gun to supply heat to the sensor in excess of 198 degrees F.
 - d. Verify the associated Air Conditioning System shuts down within 90 seconds.

 DELTA	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-22

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-53-03A	Air Conditioning System Shutdown Thermal Switches (190 Degrees F) "DISP.APPR.REQ'D."	Y	2	1	C (O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Associated Air Conditioning System is not used, and c) The airplane remains at or below FL250.
21-53-03B	Air Conditioning System Shutdown Thermal Switches (190 Degrees F)	N	2	1	C (M) May be inoperative provided Cabin and Cockpit Duct Overheat Alerts are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-53-03A	L or Right PACK Switch	___ A/C INOP
21-53-03B	L or Right PACK Switch	___ A/C System Auto Shutdown INOP

(O) PROCEDURES

21-53-03A

If the affected Air Conditioning System is to be left OFF, refer to (O) PROCEDURES for one Air Conditioning System inoperative given in [MEL 21-51-01](#).

(M) PROCEDURES

21-53-03B

1. Access the affected Thermal Switch above the ceiling panel in the passenger compartment.
2. Remove the connector from the Switch. Coil and stow the connector.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-54-01	Air Conditioning Water Separators "DISP.APPR.REQ'D."	Y	2	1 C	(O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Associated Air Conditioning System is not used, and c) The airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-54-01	L or R PACK Switch	1. ____ A/C Water Separator INOP 2. Do NOT Use ____ A/C System

(O) PROCEDURES

Refer to (O) PROCEDURES for one Air Conditioning System inoperative given in [MEL 21-51-01](#).

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-24

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-54-02A	Water Separator 35 Degrees F Thermostats	Y	2	1 C	May be inoperative provided the associated Air Conditioning Pack otherwise operates normally.
21-54-02B	Water Separator 35 Degrees F Thermostats "DISP.APPR.REQ'D."	Y	2	1 C	(O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Associated Air Conditioning System is not used, and c) The airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-54-02A	L or R PACK Switch	___ Water Separator 35° F Thermostats INOP
21-54-02B	L or R PACK Switch	1. ___ Water Separator 35° F Thermostats INOP 2. Do NOT Use ___ A/C System

(O) PROCEDURES

21-54-02B

Refer to (O) PROCEDURES for one Air Conditioning System inoperative given in [MEL 21-51-01](#).

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-25

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-54-03	Water Separator 35 Degrees F Control Valves “DISP.APPR.REQ'D.”	Y	2	1	C (O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Associated Air Conditioning System is not used, and c) The airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-54-03	L or R PACK Switch	1. ____ Water Separator 35° F Valve INOP 2. Do NOT Use ____ A/C System

(O) PROCEDURES

Refer to (O) PROCEDURES for one Air Conditioning System inoperative given in [MEL 21-51-01](#).

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-26

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-56-01	Air Conditioning Automatic Shut-Off System	Y	1	0	C (O) May be inoperative provided: a) Both Air Conditioning Systems are selected OFF prior to takeoff, and b) Air Conditioning Systems are not selected ON until a minimum altitude of 400 feet AGL is attained.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-56-01	L or R PACK Switch	A/C Auto Shut-off System INOP

(O) PROCEDURES

1. Prior to takeoff select the L and R PACK Switches to OFF.
2. For normal takeoff, after a minimum of 400 feet AGL is attained, select L and R PACK Switches to ON one at a time.
3. In the event of an engine failure on takeoff, select L or R PACK Switch on the remaining side to AUTO only after obstacle clearance is assured, and not before flap retraction.
4. In determining aircraft performance limits, Approach Climb performance should be based on "One Air Conditioning System Operating".

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-62-01A	Cockpit / Cabin Compartment Auto Temperature Control Systems "DISP.APPR.REQ'D"	Y	2	1 C	(O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Associated Air Conditioning System is not used, and c) The airplane remains at or below FL 250. NOTE: This item applies only when both the Automatic and Manual Temp control system is inoperative for an individual pack.
21-62-01B	Cockpit / Cabin Compartment Auto Temperature Control Systems	Y	2	0 C	(M) May be inoperative provided associated Manual Temperature Control System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-62-01A	1. Associated CKPT / CABIN TEMP Selector 2. L or R PACK Switch	1. ____ Compartment Auto Temperature Control Systems INOP 2. Do NOT Use ____ A/C System
21-62-01B	Associated CKPT / CABIN TEMP Selector	____ Compartment Auto Temperature Control Systems INOP

(O) PROCEDURES

21-62-01A

1. If the affected pack is to be left OFF, refer to (O) PROCEDURES for one Air Conditioning System inoperative given in [MEL 21-51-01](#).
2. Adjust temperature control manually in flight as required to maintain cockpit/cabin comfort.

(M) PROCEDURES

21-62-01B

1. Select associated CKPT TEMP or CABIN TEMP Selector Knob to MANUAL STOP.
2. Toggle the selector knob toward HOT and COLD. Verify valve position movement on the AIR Synoptic Page corresponds with knob selection.

 DELTA	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-28

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-62-02	Cockpit / Cabin Compartment Temperature Control Valves "DISP.APPR.REQ'D."	Y	2	1 C	(O) May be inoperative provided: a) Cockpit Instrument Cooling Fan is operative, b) Associated Air Conditioning System is not used, and c) The airplane remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-62-02	L or R PACK Switch	1. ____ Temperature Control Valve INOP 2. Do NOT Use ____ A/C System

(O) PROCEDURES

Refer to (O) PROCEDURES for one Air Conditioning System inoperative given in [MEL 21-51-01](#).

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-29

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD					REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
21-63-01	Temperature Control Valve Position Indicating Systems	Y	2	0	C	May be inoperative provided the associated Automatic Temperature Control System is operative.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-63-01	Below Captains N.D. Panel	____ Temperature Control Valve position INOP

	B717 Minimum Equipment List	ATA 21 Air Conditioning	R3 05/19/15 Page 21-30

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
21-64-01	Cockpit/Cabin Temperature Indicating Systems	Y	2	0	C (O) May be inoperative provided: a) Both Air Conditioning System Shutdown Thermal Switches are operative, and b) Cockpit/Cabin Compartment Auto Temperature Control Systems are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
21-64-01	Cabin TEMP SEL Switch	CABIN TEMP Indicator INOP

(O) PROCEDURES

1. Toggle the CKPT TEMP and/or CABIN TEMP Selector knob toward Hot and Cold. Verify valve position movement on the AIR Synoptic Page corresponds with knob selection.
2. Operate the Air Conditioning Systems with the CKPT TEMP and CABIN TEMP Selector Knobs in AUTO.

NOTE: If packs operated properly in AUTO mode during prior flight, this test may be omitted

 DELTA	B717 Minimum Equipment List	ATA 22 Autopilot	R1 07/03/14 Page 22-1

ATA 22 Contents

22-00-00L	LLM Autoland Status (Lower Landing Minimums)	22-2
22-10-01A	Autopilot	22-3
22-10-01C	Altitude Hold Mode	22-3
22-10-01E	Altitude Preselect Mode	22-4
22-10-01F	Vertical Speed Mode	22-4
22-10-01G	IAS/Mach Hold Mode	22-4
22-10-01H	PROF Mode	22-4
22-10-01I	NAV Mode (FMS)	22-4
22-10-01J	ILS Capture	22-5
22-10-01K	Autoland Mode	22-5
22-10-01L	Heading Select Mode	22-5
22-10-01N	Heading Hold Mode.....	22-5
22-11-01	Elevator Drive Servo	22-7
22-12-01	Aileron Drive Servo	22-8
22-13-01	Rudder Drive Servo.....	22-9
22-14-01A	Autopilot Control Wheel Disengage Switches.....	22-10
22-14-01B	Autopilot Control Wheel Disengage Switches.....	22-10
	FLIGHT CONTROL PANEL SPEED MODE CONTROLS.....	22-11
22-15-01A	IAS/MACH Selector Pushbutton	22-11
22-15-01B	IAS/MACH Display (Glareshield)	22-11
22-15-01C	Speed Select Knob Push Function	22-11
22-15-01D	FMS SPD Mode Select Pushbutton.....	22-11
	FLIGHT CONTROL PANEL HEADING MODE CONTROL	22-12
22-15-02A	HDG/TRK Mode Selector Pushbutton.....	22-12
22-15-02B	HDG/TRK Display	22-12
22-15-02C	HDG/TRK Selector Knob Push Function	22-12
22-15-02D	Bank Angle Limit Knob Select Function.....	22-12
22-15-02E	FMS NAV Mode Select Pushbutton.....	22-12
	FLIGHT CONTROL PANEL ALTITUDE MODE CONTROLS.....	22-13
22-15-03A	FEET/METER Selector Pushbutton	22-13
22-15-03B	Altitude Display.....	22-13
22-15-03C	Altitude Select Knob Push Function.....	22-13
	FLIGHT CONTROL PANEL PITCH MODE CONTROLS	22-14
22-15-04A	V/S-FPA Selector Pushbutton.....	22-14
22-15-04B	Vertical Speed / Flight Path Angle Display Window.....	22-14
22-15-04C	Pitch Selector Wheel	22-14
22-15-04D	FMS PROF Mode Select Pushbutton	22-14
22-22-01	Automatic Pitch Trim	22-15
22-22-02	Mach Trim Systems.....	22-16
22-23-01	Yaw Damper Systems.....	22-17
22-30-01	Autothrottle Systems	22-19
22-31-01	Autothrottle Disengage Switches	22-20
22-31-02	Go-Around Palm Switches	22-21

	B717 Minimum Equipment List	ATA 22 Autopilot	R3 05/19/15 Page 22-2

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS
22-00-00L	LLM Autoland Status (Lower Landing Minimums) "DISP.APPR.REQ'D." Administrative Control Item	N	-	(M) Aircraft restricted from autopilot coupled Autoland due to chronic problem, or no Autoland in 30 days. a) This Item Number is only used for deferring the Autoland status of the aircraft and MCC authorization is required prior to its usage or removal. b) Practice Autolands are permitted if authorized by MCC.

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-00-00L	Adjacent to each PFD.	Autoland Not Authorized

(M) PROCEDURES

1. Create a new log page in the aircraft logbook using the appropriate MEL Item Number (contact MCC for instructions).
2. The deferral code LLM must also be entered on the log page and the placard when deferring this item.
3. MCC authorization is required prior to its usage or removal.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-10-01A	Autopilot "DISP.APPR.REQ'D."	Y	2	1 C	May be inoperative provided RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . <u>CAT II/III</u> Not Authorized
22-10-01B	Autopilot "DISP.APPR.REQ'D."	Y	2	0 B	May be inoperative provided: a) Enroute operations and/or approach minimums do not require its use, b) At least one Autothrottle is operative, and c) RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized <u>RVSM Operations</u> Not Authorized
22-10-01C	Altitude Hold Mode "DISP.APPR.REQ'D."	Y	2	1 C	May be inoperative provided RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements .

CONTINUED NEXT PAGE



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	AUTOPILOT (continued)				
22-10-01D	Altitude Hold Mode "DISP.APPR.REQ'D."	Y	2	0	B May be inoperative provided RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . <u>RVSM Operations</u> Not Authorized
22-10-01E	Altitude Preselect Mode "DISP.APPR.REQ'D."	Y	2	1	C May be inoperative provided RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . <u>RVSM Operations</u> Not Authorized
22-10-01F	Vertical Speed Mode "DISP.APPR.REQ'D."	Y	2	0	C May be inoperative provided RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements .
22-10-01G	IAS/Mach Hold Mode	Y	2	0	C
22-10-01H	PROF Mode "DISP.APPR.REQ'D"	Y	2	0	C May be inoperative provided RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements .
22-10-01I	NAV Mode (FMS) "DISP.APPR.REQ'D"	Y	2	0	C May be inoperative provided RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements .

CONTINUED NEXT PAGE

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
22-10-01J	AUTOPILOT (continued) ILS Capture "DISP.APPR.REQ'D."	Y	2	0	C	May be inoperative provided approach minimums do not require its use, refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements. <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized
22-10-01K	Autoland Mode "DISP.APPR.REQ'D."	Y	2	0	C	May be inoperative provided approach minimums do not require its use, refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements. <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized
22-10-01L	Heading Select Mode "DISP.APPR.REQ'D."	Y	2	1	C	
22-10-01M	Heading Select Mode "DISP.APPR.REQ'D."	Y	2	0	B	
22-10-01N	Heading Hold Mode	Y	2	0	C	

CONTINUED NEXT PAGE

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-10-01A	Near AUTOFLIGHT Push Button	___ Autopilot INOP
22-10-01B	Near AUTOFLIGHT Push Button	___ Autopilot(s) INOP
22-10-01C	Near Altitude Select Knob	___ ALT Hold INOP
22-10-01D	Near Altitude Select Knob	___ ALT Hold INOP
22-10-01E	Near Altitude Select Knob	___ Altitude Preselect INOP
22-10-01F	Near Vertical Speed/FPA Select Wheel	___ Vert Speed INOP
22-10-01G	Near Speed Select Knob	___ IAS / MACH Hold INOP
22-10-01H	Near PROF Push Button	___ PROF INOP
22-10-01I	Near NAV Push Button	___ NAV INOP
22-10-01J	Near APPR/LAND Push Button	___ ILS Capture INOP
22-10-01K	Near APPR/LAND Push Button	___ Autoland INOP
22-10-01L	Near HDG/TRK Select Knob	___ HDG Select INOP
22-10-01M	Near HDG/TRK Select Knob	___ HDG Select INOP
22-10-01N	Near HDG/TRK Select Knob	___ HDG Hold INOP

MAINTENANCE NOTE:

If dispatching with one Autopilot systems completely inoperative, pulling and securing the appropriate Autopilot circuit breaker may prevent nuisance disconnects of the remaining system.

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
AUTOPILOT-1 (B1-353)	EPC	E-19
AUTOPILOT-2 (B1-354)	EPC	E-7

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-11-01	Elevator Drive Servo "DISP.APPR.REQ'D."	Y	1	0 B	May be inoperative provided: a) Autopilot is not used, and b) Enroute operations and approach minimums do not require use of Autopilot. <u>CAT II/III</u> Not Authorized <u>RVSM Operations</u> Not Authorized <u>AUTOLAND</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-11-01	Flight Control Panel	1. Elevator Drive Servo INOP 2. Do No Use Autopilot

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-12-01	Aileron Drive Servo "DISP.APPR.REQ'D."	Y	1	0 B	May be inoperative provided: a) Autopilot is not used, and b) Enroute operations and approach minimums do not require use of Autopilot. <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized <u>RVSM Operations</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-12-01	Flight Control Panel	Aileron Drive Servo INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-13-01	Rudder Drive Servo "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided: a) Autopilot is not used for Takeoff, Approach, Landing, and Go-Around, and b) Enroute operations and approach minimums do not require use of Autopilot. <u>CAT II/III</u> Not Authorized <u>RVSM Operations</u> Not Authorized <u>AUTOLAND</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-13-01	Flight Control Panel	Rudder Drive Servo INOP



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-14-01A	Autopilot Control Wheel Disengage Switches “DISP.APPR.REQ’D.”	Y	2	1	C May be inoperative provided: a) Pilot Controlling the airplane with the autopilot has the operative switch, b) Autopilot is not used below 1500feet AGL, and c) Approach minimums do not require the use of the Autopilot. <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized NOTE: CAT I (ILS) is authorized if at least one Flight Director System is operative.
22-14-01B	Autopilot Control Wheel Disengage Switches “DISP.APPR.REQ’D.”	Y	2	0	B May be inoperative provided the Autopilot is not used. <u>CAT II/III</u> Not Authorized <u>RVSM Operations</u> Not Authorized <u>AUTOLAND</u> Not Authorized NOTE: CAT I (ILS) is authorized if at least one Flight Director System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-14-01A	Flight Control Panel	____ Autopilot Control Wheel Disengage Switch INOP
22-14-01B	Flight Control Panel	____ Autopilot Control Wheel Disengage Switches INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO. NAME / DESCRIPTION						REMARKS OR EXCEPTIONS
FLIGHT CONTROL PANEL SPEED MODE CONTROLS						
22-15-01A	IAS/MACH Selector Pushbutton “DISP.APPR.REQ’D.”	Y	1	0	C	May be inoperative provided the airspeed bug is in the IAS Mode on each PFD.
22-15-01B	IAS/MACH Display (Glareshield)	Y	1	0	C	May be inoperative provided the airspeed bug is operative on each PFD.
22-15-01C	Speed Select Knob Push Function	Y	1	0	C	
22-15-01D	FMS SPD Mode Select Pushbutton	Y	1	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-15-01A	Flight Control Panel	IAS/MACH Push Button INOP
22-15-01B	Flight Control Panel	IAS/MACH Display INOP
22-15-01C	Flight Control Panel	Speed Select Knob Push Button INOP
22-15-01D	Flight Control Panel	FMS SPD Mode Select Push Button INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
	FLIGHT CONTROL PANEL HEADING MODE CONTROL					
22-15-02A	HDG/TRK Mode Selector Pushbutton	Y	1	0	C	May be inoperative provided Heading Mode is displayed on each ND.
22-15-02B	HDG/TRK Display	Y	1	0	C	May be inoperative provided Heading and Track Mode information is displayed on each ND.
22-15-02C	HDG/TRK Selector Knob Push Function	Y	1	0	C	
22-15-02D	Bank Angle Limit Knob Select Function	Y	1	0	C	May be inoperative provided the Automatic Bank Angle Limit Function is operative.
22-15-02E	FMS NAV Mode Select Pushbutton “DISP.APPR.REQ’D”	Y	1	0	C	May be inoperative provided RNAV operations do not require its use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements.

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-15-02A	Flight Control Panel	HDG/TRK Push Button INOP
22-15-02B	Flight Control Panel	HDG/TRK Display INOP
22-15-02C	Flight Control Panel	HDG/TRK Select Knob Push Button INOP
22-15-02D	Flight Control Panel	Bank Angle Limit Select Knob INOP
22-15-02E	Flight Control Panel	FMS NAV Mode Push Button INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	FLIGHT CONTROL PANEL ALTITUDE MODE CONTROLS				
22-15-03A	FEET/METER Selector Pushbutton	Y	1	0	C May be inoperative provided: a) Altitude Display on each PFD is in FEET, and b) Altitude Select Display on each PFD is operative.
22-15-03B	Altitude Display "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided: a) PROF Mode is not used, and b) Altitude Select Display on each PFD is operative.
22-15-03C	Altitude Select Knob Push Function "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided enroute operations do not require its use. <u>RVSM Operations</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-15-03A	Flight Control Panel	FEET/METER Push Button INOP
22-15-03B	Flight Control Panel	Altitude Display INOP
22-15-03C	Flight Control Panel	Altitude Display Knob Push Function INOP

OPERATIONS NOTE:

If PROF Mode is not used , careful attention will be needed for altitude crossing restraints. Refer to VOL 1 for normal takeoff without PROF and engine fire/failure takeoff without PROF.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	FLIGHT CONTROL PANEL PITCH MODE CONTROLS				
22-15-04A	V/S-FPA Selector Pushbutton	Y	1	0	C May be inoperative provided Vertical Speed Scale is displayed on each PFD.
22-15-04B	Vertical Speed / Flight Path Angle Display Window	Y	1	0	C May be inoperative provided Vertical Speed Scale is displayed on each PFD.
22-15-04C	Pitch Selector Wheel "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided approach minimums do not require its use.
22-15-04D	FMS PROF Mode Select Pushbutton "DISP.APPR.REQ'D"	Y	1	0	C May be inoperative provided RNAV operations do not require its use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements.

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-15-04A	Flight Control Panel	V/S-FPA Push Button INOP
22-15-04B	Flight Control Panel	Vertical Speed / Flight Path Angle Display INOP
22-15-04C	Flight Control Panel	Pitch Selector Wheel INOP
22-15-04D	Flight Control Panel	FMS PROF Mode Select Pushbutton INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-22-01	Automatic Pitch Trim	Y	2	0	C (O) May be inoperative provided: a) It is verified that Manual Alternate Trim is operative, and b) Alternate procedures are used if Autopilot is to be used for approach and landing.

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-22-01	Flight Control Panel	____Automatic Pitch Trim INOP

(O) PROCEDURES

1. Verify Manual Alternate Trim functions properly by operating ALT LONG TRIM Switches on the center pedestal and observing corresponding movement of the Stabilizer on the CONFIG Synoptic page.
2. In flight, trim aircraft manually prior to engaging Autopilot.
3. If the AUTO TRIM FAIL Alert appears, re-trim the stabilizer by either of the following methods:
 - a. Operate the ALT LONG TRIM Switches on the center pedestal (which does not require autopilot disconnect), or
 - b. Disconnect the Autopilot, manually trim the aircraft using the Control Wheel Trim Switches, and then re-engage the Autopilot.
4. If the Autopilot is to be used for landing, manually trim the aircraft and track the glideslope at final approach speed prior to Autopilot engagement.

 DELTA	B717 Minimum Equipment List	ATA 22 Autopilot	R3 05/19/15 Page 22-16

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
22-22-02	Mach Trim Systems "DISP.APPR.REQ'D."	Y	2	0	C	(O) May be inoperative provided flight speed is limited to Mach 0.78 or less.

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-22-02	Flight Control Panel	Mach Trim INOP

(O) PROCEDURES

Maximum operating speed with inoperative Mach Trim is 0.78 Mach.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-23-01	Yaw Damper Systems	Y	2	0	C (M) May be inoperative. NOTE: Fuel burn may be affected unless Yaw Damper Actuator is parked in neutral position.

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-23-01	Flight Control Panel	____ Yaw Damper System INOP

(M) PROCEDURES

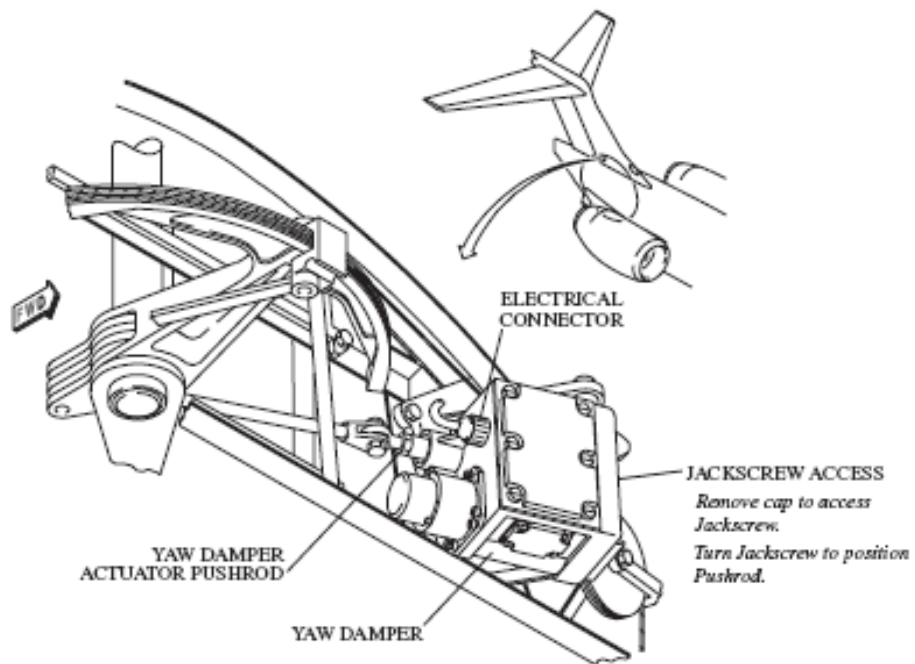
1. Pull and secure the circuit breakers for the Yaw Damper System as follows:

Circuit Breaker (CB#)	Panel	Location
YAW DAMPER-1 (B1-345)	EPC CBP	G-21
YAW DAMPER-2 (B1-346)	EPC CBP	G-8
YAW DAMPER (B1-1603)	EPC CBP	B-13

2. Aircraft trim drag will be minimized if the Yaw Damper Actuator is in its neutral position. If desired, the following procedure may be used to verify Yaw Damper Actuator position, and to reposition the Actuator.
 - a. Turn the Aux Hydraulic Pump ON to pressurize the right hydraulic system.
 - b. Align the rudder pedals and move rudder trim to neutral, as verified on the CONFIG Synoptic Page.

NOTE: Nose wheel will move when rudder pedals are pushed. If necessary, disable nose wheel steering to prevent nose wheel movement during this procedure.
 - c. Visually check that rudder is aligned with the upper trailing edge of the stabilizer.
 - d. If rudder is not aligned, the Yaw Damper Actuator may be neutralized as follows (refer to figure on following page): If this procedure is necessary, maintenance will be required and Flight Crew MAY NOT PLACARD.
 - 1) Access the Yaw Damper Actuator in the aft canted bulkhead of the aft accessory compartment.
 - 2) Remove cap directly behind Actuator Pushrod to access actuator Jackscrew.
 - 3) Turn Jackscrew to reposition Actuator Pushrod.

CONTINUED NEXT PAGE



MEL 22-23-01

	B717 Minimum Equipment List	ATA 22 Autopilot	R3 05/19/15 Page 22-19

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-30-01	Autothrottle Systems "DISP.APPR.REQ'D."	Y	2	0	C May be inoperative provided approach minimums do not require their use. CAT II/III Not Authorized AUTOLAND Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-30-01	AUTOFLIGHT Push Button	____ Autothrottle INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-31-01	Autothrottle Disengage Switches “DISP.APPR.REQ’D.”	Y	2	0	C May be inoperative provided Autothrottles are not used. <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-31-01	Throttle Control Module	____ Autothrottle Switch(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
22-31-02	Go-Around Palm Switches "DISP.APPR.REQ'D."	Y	2	0	C May be inoperative provided: a) Approach procedures do not require their use, and b) RNAV operations do not require their use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized NOTE: Flight Director Go-Around and Windshear guidance are not available with both Go-Around Switches inoperative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
22-31-02	Throttle Control Module	___Go Around Switch(es) INOP

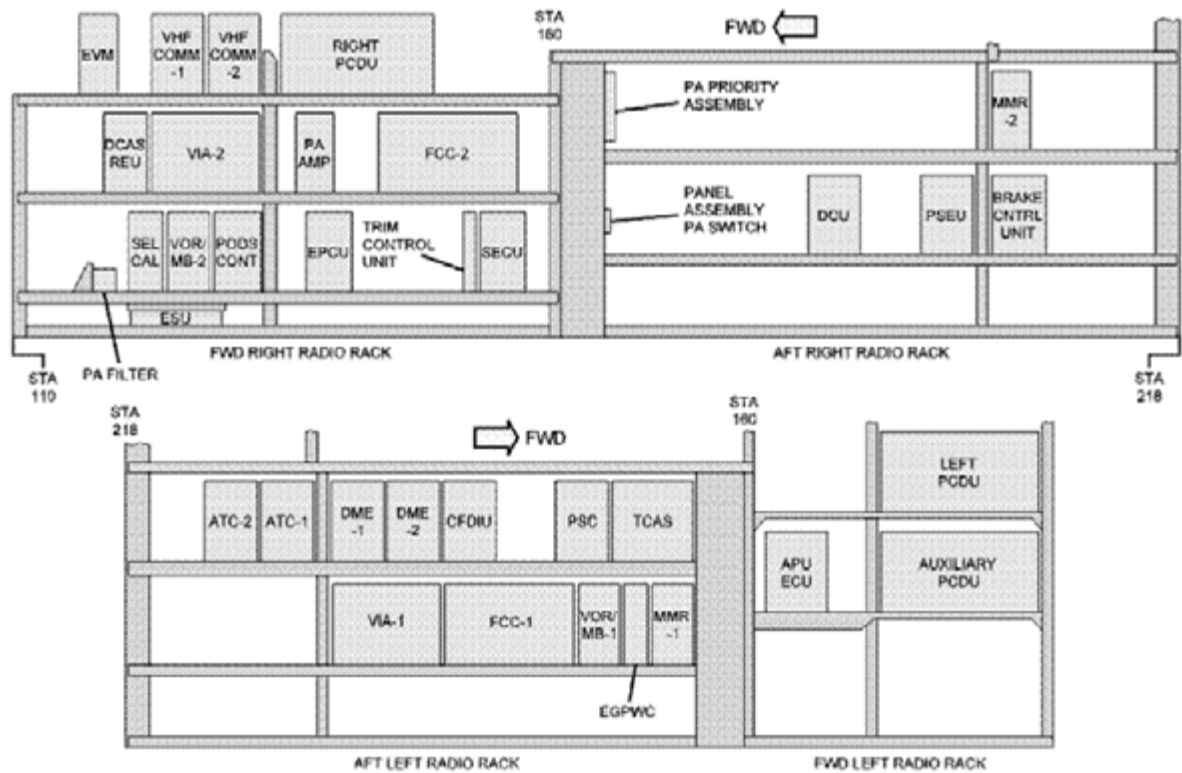
 DELTA	B717 Minimum Equipment List	ATA 22 Autopilot	R3 05/19/15 Page 22-22

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 DELTA	B717 Minimum Equipment List	ATA 23 Communications	R4 10/07/16 Page 23-1

ATA 23 Contents

23-12-01A	Very High Frequency (VHF) Communication System (No. 2).....	23-3
23-12-01B	Very High Frequency (VHF) Communication System (No. 3).....	23-3
23-22-01A	Selective Call System (SELCAL)	23-4
23-24-01A	ARINC Communications Addressing and Reporting Systems (ACARS).....	23-5
23-24-01B	ACARS Communications Management Unit	23-5
23-24-01C	ACARS Printer	23-5
23-31-01A	Passenger Address System (PA).....	23-6
23-31-01B	Lavatory Speakers	23-6
23-32-01	Pre-Recorded Passenger Announcement System	23-7
	SERVICE INTERPHONE SYSTEM	23-8
23-41-01A	Flight Deck-to-Cabin Cabin-to-Flight Deck Functions.....	23-8
23-41-01B	Cabin-to-Cabin Functions(s)	23-8
23-41-01C	Flight Deck-to-Ground (Flight Interphone)	23-8
23-41-01D	Flight Deck-to-Ground (Flight Interphone)	23-8
23-41-01E	Flight Deck-to-Ground (Service Interphone)	23-8
23-41-01F	Flight Deck-to-Ground (Service Interphone)	23-8
23-41-01G	Flight Deck Call Visual Alerting System (Call Light)	23-8
23-41-01I	Flight Attendant Audio Alerting System (Chime).....	23-9
23-41-01J	Pilot to Mechanic Call System (Mechanic Call)	23-9
23-41-01K	Mechanic to Pilot Call System (Pilot Call).....	23-9
23-41-01L	Flight Deck Handset	23-10
23-41-01M	Cabin Attendant Handset	23-10
23-41-03A	Maintenance Interphone	23-12
23-41-03B	Maintenance Interphone Jacks	23-12
23-51-03A	Audio Control Panel Selector Switchlights	23-13
23-51-04	Cockpit Communications Loudspeakers.....	23-14
	COCKPIT MICROPHONES / HEADSETS.....	23-15
23-51-05A	Observer's Handheld Microphone.....	23-15
23-51-05B	Cockpit Handheld Microphones	23-15
23-51-05C	Observer's Headset Boom Microphone	23-15
23-51-05D	Headset Boom Microphones.....	23-15
23-51-05E	Observer's Cockpit Headset	23-15
23-51-05F	Captain's and First Officer's Cockpit Headsets.....	23-15
23-51-06	Oxygen (Smoke) Mask Microphones	23-16
	CAPTAIN / FIRST OFFICER PUSH-TO-TALK SWITCHES	23-17
23-51-09A	Control Wheel PTT Switches	23-17
23-51-09B	Audio Selector Panel PTT Switches	23-17
23-71-01	Cockpit Voice Recorder (CVR) System	23-19



ELECTRICAL/ELECTRONICS COMPARTMENT RACKS

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
23-12-01A	Very High Frequency (VHF) Communication System (No. 2) "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided #1 VHF Comm and #3 VHF Comm systems are operative.
23-12-01B	Very High Frequency (VHF) Communication System (No. 3) "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided: a) #1 VHF Comm and #2 VHF Comm Systems are operative, and b) ACARS is considered inoperative and deferred per MEL 23-24-01A .

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-12-01A	#2 VHF Comm Control Panel	#2 VHF Comm INOP
23-12-01B	#3 VHF Comm Control Panel	#3 VHF Comm INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD					REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
23-22-01A	Selective Call System (SELCAL) “DISP.APPR.REQ'D.”	Y	1	0	D	May be inoperative provided procedures do not require its use.
23-22-01B	Selective Call System (SELCAL)	Y	1	0	C	(O) May be inoperative provided cockpit crew continuously monitors appropriate radio frequencies as required.
23-22-01C	Channels	Y	1	0	D	May be inoperative provided procedures do not require its use.
23-22-01D	Channels	Y	1	0	C	(O) May be inoperative provided cockpit crew continuously monitors appropriate radio frequencies as required.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-22-01A	Audio Control Panel	SELCAL INOP
23-22-01B	Audio Control Panel	SELCAL INOP
23-22-01C	Audio Control Panel	SELCAL Channels INOP
23-22-01D	Audio Control Panel	SELCAL Channels INOP

(O) PROCEDURES

23-22-01B, 23-22-01D

Cockpit crew must maintain a continuous listening watch on appropriate radio frequencies as required.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
ARINC / ACARS SYSTEMS					
23-24-01A	ARINC Communications Addressing and Reporting Systems (ACARS) "DISP.APPR.REQ'D."	Y	1	0	C (O) May be inoperative provided cockpit crew continuously tunes and monitors appropriate radio frequencies as required. NOTE: Any portion of the system that is operative may be used.
23-24-01B	ACARS Communications Management Unit "DISP.APPR.REQ'D"	Y	1	0	C (O) May be inoperative provided procedures do not require its use.
23-24-01C	ACARS Printer "DISP.APPR.REQ'D"	Y	1	0	C May be inoperative provided required data is obtained from an alternate source prior to pushback. NOTE: Any portion of the system that is operative may be used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-24-01A	MCDU	ACARS INOP
23-24-01B	MCDU	ACARS INOP
23-24-01C	ACARS Printer	ACARS Printer INOP

(O) PROCEDURES

23-24-01A, 23-24-01B

1. A hard copy closeout AWABS should be available at the departure gate.
2. Continuously monitor appropriate company voice radio frequencies. Refer to Airway Manual, Communications, for communications requirements.
3. An Engine Performance Report should be completed (workload permitting); [refer to VOL. 1 SP.7.](#)
4. Crew must complete required reports and operational information by voice communication.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
23-31-01A	Passenger Address System (PA)	Y	1	0	B (O) May be inoperative provided: a) Alternate, Normal, and Emergency procedures and/or operating restrictions are used, and b) Flight Attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operate normally may be used.
23-31-01B	Lavatory Speakers	Y	3	0	C (O) May be inoperative provided alternate procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-31-01A	Audio Control Panel	PA System INOP
23-31-01B	Aircraft Logbook	____ Lav Speaker INOP

(O) PROCEDURES

23-31-01A

1. [Reference FOM, Chapter 7 Passenger Handling, Inoperative PA.](#)
2. If PA is not capable of being used to perform passenger briefing, utilize alternate procedure as follows:
 - a. Before Takeoff the cabin attendant shall make a direct voice communication with all passengers in each cabin. The powered megaphone may be used for making these announcements.
 - b. The flight crew shall be notified when pre-flight announcements have been completed.
3. In an emergency the flight crew shall notify the cabin crew who shall establish direct voice contact with each passenger. The powered megaphone may be used for making announcements.

23-31-01B

1. Prior to departure, the pilot in command will notify flight attendants of inoperative lavatory speaker(s).
2. Flight attendants must give instructions to lavatory occupants verbally when lavatory speakers are inoperative.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD			Y	1	0	REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION						REMARKS OR EXCEPTIONS
23-32-01	Pre-Recorded Passenger Announcement System				D	(O) May be inoperative provided alternate procedures are used.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-32-01	FWD Flight Attendant Panel	Pre-Recorded Passenger Announcement System INOP

(O) PROCEDURES

Before takeoff the cabin attendant shall make a direct voice communication with all passengers in each cabin. The PA system or powered megaphone may be used for making these announcements. The flight crew shall be notified when pre-flight announcements have been completed.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
SERVICE INTERPHONE SYSTEM					
23-41-01A	Flight Deck-to-Cabin Cabin-to-Flight Deck Functions	Y	2	1	B (O) May be inoperative provided: a) Operative station has an operative flight attendant seat (in addition to flight deck, FWD position must be operative), and b) Alternate communications procedures between the affected Flight Attendant stations(s) are used. NOTE: Any station function(s) that operate normally may be used.
23-41-01B	Cabin-to-Cabin Functions(s)	Y	2	0	B (O) May be inoperative provided alternate communications procedures between the affected Flight Attendant stations(s) are used. NOTE: Any station function(s) that operate normally may be used.
23-41-01C	Flight Deck-to-Ground (Flight Interphone)	Y	1	0	C (O) Flight interphone flight deck to ground / ground to flight deck function may be inoperative provided: a) Alternate procedures are used, and b) Nose gear / forward fuselage service interphone jack operates normally.
23-41-01D	Flight Deck-to-Ground (Flight Interphone)	Y	1	0	B (O) May be inoperative provided alternate procedures are used.
23-41-01E	Flight Deck-to-Ground (Service Interphone)	Y	1	0	C (O) Service interphone flight deck to ground / ground to flight deck function may be inoperative provided: a) Alternate procedures are used, and b) Nose gear / forward fuselage flight interphone jack operates normally.
23-41-01F	Flight Deck-to-Ground (Service Interphone)	Y	1	0	B (O) May be inoperative provided alternate procedures are used.
23-41-01G	Flight Deck Call Visual Alerting System (Call Light)	Y	1	0	B May be inoperative provided the flight deck audio alerting system operates normally. NOTE: The flight deck audio alerting must always be operative.

CONTINUED NEXT PAGE

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
SERVICE INTERPHONE SYSTEM (CONTINUED)					
23-41-01H	Flight Attendant Visual Alerting System (Call Light)	Y	1	0	B (O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are used. NOTE 1: Passenger-to-Attendant Call System is considered a Nonessential Equipment and Furnishings (NEF) item. NOTE 2: Any visual alerting system function(s) that operates normally may be used.
23-41-01I	Flight Attendant Audio Alerting System (Chime)	Y	1	0	B (O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are used. NOTE 1: Passenger-to-Attendant Call System is considered a Nonessential Equipment and Furnishings (NEF) item. NOTE 2: Any Alerting system function(s) that operates normally may be used.
23-41-01J	Pilot to Mechanic Call System (Mechanic Call)	Y	1	0	C (O) May be inoperative provided Alternate, Normal and Emergency operations procedures are used.
23-41-01K	Mechanic to Pilot Call System (Pilot Call)	Y	1	0	C (O) May be inoperative provided Alternate, Normal and Emergency operations procedures are used.

CONTINUED NEXT PAGE

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
SERVICE INTERPHONE SYSTEM (CONTINUED)					
23-41-01L	Flight Deck Handset	Y	1	0	C (O) May be inoperative provided: a) Flight Deck to cabin communication operates normally, and b) Alternate Procedures are used.
23-41-01M	Cabin Attendant Handset	Y	2	1	B (O) May be inoperative provided: a) Fifty percent of the cabin handsets operate normally, and b) Alternate communications procedures between the affected Flight Attendant station(s) are used. NOTE 1:Any operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement. NOTE 2:Any handset(s) function(s) that operate normally may be used.

CONTINUED NEXT PAGE

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-41-01A	1. Captain's Audio Selector Panel 2. Affected Flight Attendant Handset (If Applicable)	____ Flight Deck-to-Cabin, Cabin-to-Flight Deck Function(s) INOP
23-41-01B	Affected Flight Attendant Handset(s)	Cabin-to-Cabin Function(s) INOP
23-41-01C	Flight Interphone Jack External Power Panel	Flight Interphone Flight Deck to Ground Function INOP
23-41-01D	Flight Interphone Jack External Power Panel	Flight Interphone Flight Deck to Ground Function INOP
23-41-01E	Service Interphone Jack External Power Panel	Service Interphone Flight Deck to Ground Function INOP
23-41-01F	Service Interphone Jack External Power Panel	Service Interphone Flight Deck to Ground Function INOP
23-41-01G	Flight Deck Call Light	Flight Deck Call Light INOP
23-41-01H	FWD Flight Attendant Panel	Flight Attendant Call Light INOP
23-41-01I	FWD Flight Attendant Panel	Flight Attendant Chime INOP
23-41-01J	Call Switch	Mechanic Call INOP
23-41-01K	1. Captain's Audio Control Panel Interphone Jack (Ext. Pwr Pnl)	Pilot Call INOP
23-41-01L	2. Flight Deck Handset	Flight Deck Handset INOP
23-41-01M	Affected Flight Attendant Handset	Cabin Attendant Handset INOP

(O) PROCEDURES

23-41-01A, 23-41-01B

[Refer to QRH, Non-Normal Checklist, Section 5, Communications, Cabin Interphone System Inoperative.](#)

23-41-01C, 23-41-01D, 23-41-01E, 23-41-01F

1. Use operative flight or service interphone flight deck-to-ground function for communication with ground personnel.
2. Refer to FOM, Chapter 6, Ramp Operations.

23-41-01H, 23-41-01I

Use Cabin Interphone System and/or PA System to communicate with cabin crew.

23-41-01J, 23-41-01K

Refer to FOM, Chapter 6, Ramp Operations.

23-41-01L

Use the Cabin Interphone / PA function of the Captain or F/O Audio Select Panel.

23-41-01M

Captain to brief Flight Attendants to use PA and/or face-to-face communication with attendant at location with inoperative handset.

 DELTA	B717 Minimum Equipment List	ATA 23 Communications	R3 05/19/15 Page 23-12

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH				
FLIGHT CREW MAY PLACARD						REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION						REMARKS OR EXCEPTIONS	
23-41-03A	Maintenance Interphone	Y					1	0
23-41-03B	Maintenance Interphone Jacks	Y	11	2	D			

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-41-03A	MAINTENANCE INTERPHONE Switch	Maintenance Interphone System INOP
23-41-03B	MAINTENANCE INTERPHONE Switch	____ Maintenance Interphone Jack(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
23-51-03A	Audio Control Panel Selector Switchlights	Y	21	0	D	(O) May be inoperative provided associated function is verified to be selectable PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)
23-51-03B	Audio Control Panel Selector Switchlights	Y	21	0	D	May be inoperative provided associated function is not used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-51-03A	Affected Audio Control Panel	____ Audio Control Panel Selector Switchlights INOP
23-51-03B	Affected Audio Control Panel	____ Audio Control Panel Selector Switchlights INOP

(O) PROCEDURES

23-51-03A

If the function associated with an inoperative switchlight is to be used for the subsequent departure, verify it is selectable by switching in and out of it.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
23-51-04	Cockpit Communications Loudspeakers	Y	2	1	C	May be inoperative provided an operative headset is provided for each person on cockpit duty.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-51-04	Associated Audio Selector Panel	____ Cockpit Loudspeakers INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO. NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
COCKPIT MICROPHONES / HEADSETS						
23-51-05A	Observer's Handheld Microphone	Y	1	0	D	
23-51-05B	Cockpit Handheld Microphones	Y	3	0	C	May be inoperative or missing provided associated handset / boom microphone operates normally.
23-51-05C	Observer's Headset Boom Microphone "Contact MCC"	Y	1	0	D	
23-51-05D	Headset Boom Microphones "Contact MCC"	Y	3	0	A	May be inoperative provided: a) Associated handheld microphone is installed, operates normally, and b) Repairs are made within three (3) flight days.
23-51-05E	Observer's Cockpit Headset	Y	1	0	D	
23-51-05F	Captain's and First Officer's Cockpit Headsets	Y	2	1	C	May be inoperative provided associated flight deck speaker operates normally.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-51-05A	Observer's Audio Control Panel	Observer's Handheld Microphone(s) INOP
23-51-05B	Associated Audio Control Panel	____ Handheld Microphone(s) INOP
23-51-05C	Observer's Audio Control Panel	Observer's Boom Microphone(s) INOP
23-51-05D	Associated Audio Control Panel	____ Boom Microphone(s) INOP
23-51-05E	Observer's Audio Selector Panel	Observer's Headset INOP
23-51-05F	Associated Audio Control Panel	____ Headset(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
23-51-06	Oxygen (Smoke) Mask Microphones	Y	3	2	D	Observer's mask microphone may be inoperative.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-51-06	Associated Audio Selector Panel	Observer's Oxygen Mask Microphone INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	CAPTAIN / FIRST OFFICER PUSH-TO-TALK SWITCHES				
23-51-09A	Control Wheel PTT Switches	N	2	0	C (M) May be inoperative provided: a) Associated Audio Selector Panel PTT switch operates normally, and b) The affected switch is deactivated.
23-51-09B	Audio Selector Panel PTT Switches	Y	3	0	C (M) May be inoperative provided: a) If the switch is on the Captain's or First Officer's Audio Control Panel, the associated Control Wheel PTT Switch is operative, and b) It is verified that the affected switch is failed in a non-transmitting state.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-51-09A	Associated Audio Control Panel	___ Control Wheel PTT Switch(es) INOP
23-51-09B	Affected Audio Control Panel	___ Audio Selector Panel PTT Switch(es) INOP

(M) PROCEDURES

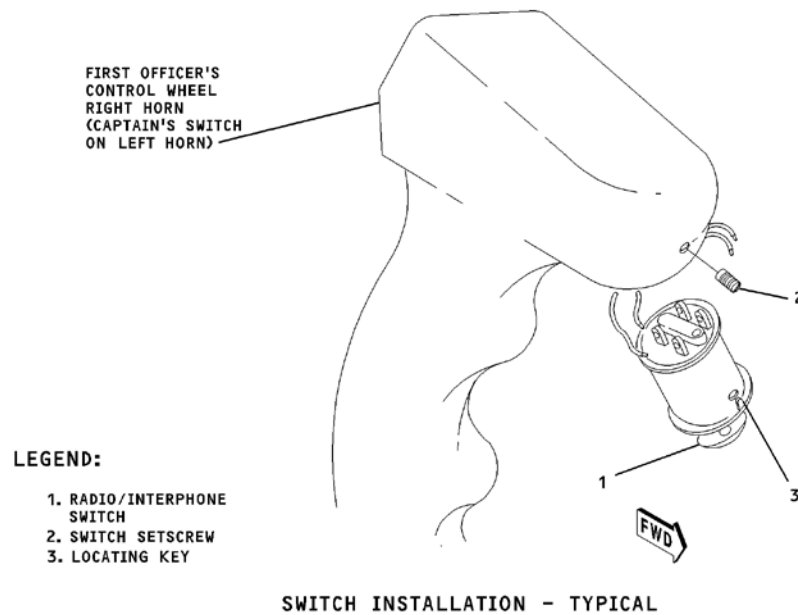
23-51-09A

1. Pull and secure the following circuit breakers:

Circuit Breaker (CB#)	Panel	Location
CAPT DCAS (B10-487)	Overhead CBP	A-8
F/O DCAS (B10-488)	Upper ECP CBP	T-34
OBSI1 DCAS (B10-489)	GCP B Main Power	G-7
DCAS SERV/MAINT INTERPHONE (B1-1712)	Overhead CBP	A-7

2. On the control wheel, remove the set screw.
3. Pull switch downward until electrical connections are out of control wheel horn and are accessible for removal.
4. Tag and disconnect wires from switch terminal, cap / cover exposed wires and stow within control wheel.
5. Reinsert deactivated switch into control wheel, and secure by tightening setscrew.
6. Reset the circuit breakers opened in step 1 above.

CONTINUED NEXT PAGE



23-51-09B

1. With electrical power on the airplane, select the PA Transmit switch on the associated Audio Control Panel.
2. Plug a headset into the associated Jack Panel.
3. Without keying the Control Wheel PTT Switch, speak into the headset boom microphone.
4. Verify voice transmission is not heard over the PA system. If voice transmission is NOT audible, affected switch is electrically failed in the OPEN position and dispatch is permitted.

NOTE: Similar procedures can also be performed using the Flight Interphone System in lieu of the PA System.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
23-71-01	Cockpit Voice Recorder (CVR) System "Contact MCC"	Y	1	0	A May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repair is made within three (3) flight days.

MEL ITEM	TAB LOCATION	PLACARD TEXT
23-71-01	COCKPIT VOICE RECORDER Panel	CVR INOP

 DELTA	B717 Minimum Equipment List	ATA 23 Communications	R3 05/19/15 Page 23-20

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 DELTA	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-1

ATA 24 Contents

24-21-01A	Engine Integrated Drive Generator (IDG) Systems	24-2
24-21-01B	APU Generator System.....	24-2
24-21-02A	L/R PCDU GCU.....	24-4
24-21-02B	APU PCDU GCU.....	24-4
24-22-01	Right Generator Relay (RGR)	24-6
24-22-02	Left Generator Relay (LGR)	24-7
24-22-03	Auxiliary Power Relay (APR)	24-8
24-24-01	EMER PWR ON Light (Overhead Panel).....	24-9
24-26-01	AC Voltage Indicating System.....	24-10
24-26-02	AC Frequency Indicating System.....	24-11
24-26-03	AC Load Sensing Circuit (Including Loadmeter Indication)	24-12
24-31-01	PCDU Transformer/ Rectifiers (TR) Units	24-13
24-41-01	External Power System	24-14
24-41-02	Main External Power Relay (MEPR)	24-15
24-42-01	EXT PWR NOT IN USE Light (White).....	24-16
24-42-02	EXT PWR AVAIL Lights	24-17
24-51-02	EXT Light (Blue)	24-18
24-51-03A	APU Power ON Light.....	24-19
24-51-04A	APU Lights (Blue).....	24-20
24-51-04B	APU Lights (Blue).....	24-20
24-51-05A	L/R GEN Lights	24-21
24-51-05B	L/R GEN Lights	24-21
24-54-01	Galley Power and Control Systems	24-22

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
AC ELECTRICAL POWER GENERATION AND CONTROL					
24-21-01A	Engine Integrated Drive Generator (IDG) Systems "DISP.APPR.REQ'D."	N	2	1	B
					(O)(M) May be inoperative provided: a) APU Generator System is operative and furnishing power to the associated bus, b) Bus Tie Switch on the affected side is in AUTO, c) APU and remaining (operative) IDG log book history for past 30 days is reviewed and approved by MCC prior to deferral, d) APU oil quantity is serviced to full prior to deferral and ONCE EACH FLIGHT DAY (Log Book entry required), and e) Performance corrections are applied. Repetitive Check Required (Yellow Placard)
24-21-01B	APU Generator System "DISP.APPR.REQ'D."	Y	1	0	C
					May be inoperative provided both Engine Generator Systems are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-21-01A	Associated Eng Generator Switch	____ Engine Generator INOP
24-21-01B	APU Generator Switch	APU Generator INOP

(O) PROCEDURES

24-21-01A

- Dispatch with Engine IDG inoperative:
 - Verify associated inoperative generator GEN switch is OFF.
 - Verify both L and R BUS TIE Switches are in AUTO.
 - Verify APU is operating and is furnishing power to the affected bus.
- Maximum Operating Altitude is FL 370.

CONTINUED NEXT PAGE

 DELTA	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-3

24-21-01A	ENGINE INTEGRATED DRIVE GENERATOR (IDG) SYSTEMS
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 220 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

(M) PROCEDURES

24-21-01A

1. Make sure that the APU oil level is at the FULL mark on the sight glass. Service to FULL if necessary.
2. **ONCE EACH FLIGHT DAY:**
 - a. Check BOTH IDGs for oil level within the operational band.
 - b. Make sure that the APU oil level is at the FULL mark on the sight glass. Service to FULL if necessary.
 - c. Accomplish required log book entry.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	PCDU GENERATOR CONTROL UNITS (GCU)				
24-21-02A	L/R PCDU GCU "DISP.APPR.REQ'D."	Y	2	1 B	(O) May be inoperative provided: a) AC Bus Tie and DC Tie Switches are in AUTO, b) IDG or APU Generator associated with the remaining GCUs are operative, and c) Remaining GCUs are fully operative and are furnishing power to the affected bus.
24-21-02B	APU PCDU GCU "DISP.APPR.REQ'D."	Y	1	0 C	(O) May be inoperative provided: a) AC Bus Tie and DC Tie Switches are in AUTO, b) IDG associated with the remaining GCUs are operative, and c) Remaining GCUs are fully operative and are furnishing power to the affected bus.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-21-02A	Associated Eng Generator Switch and APU Master Switch	___ Generator GCU(s) INOP
24-21-02B	APU Generator Switch	1. ___ APU Generator GCU INOP 2. Do Not Use APU Generator

(O) PROCEDURES

24-21-02A

1. Verify both L and R BUS TIE Switches are in AUTO.
2. If L or R PCDU GCU is inoperative, verify APU is operating and is furnishing power to the affected bus.
3. If L or R PCDU GCU is inoperative, verify the Bus Tie Relay associated with the inoperative GCU opens and closes by cycling the affected L or R BUS TIE Switch from AUTO to OPEN and back to AUTO. EAD should display appropriate BUS AC L/R OFF message with the Bus Tie Relay open, and message should extinguish when the switch is placed back to AUTO.

CONTINUED NEXT PAGE

 DELTA	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-5

24-21-02A	L/R PCDU GCU
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 220 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

24-21-02B

Verify both L and R BUS TIE Switches are in AUTO.

	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-6

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-22-01	Right Generator Relay (RGR) "DISP.APPR.REQ'D."	Y	1	0 B	(O) May be inoperative provided: a) RGR failure isolates the Right Generating System output from the rest of the electrical distribution system, b) APU Generator System is operative and furnishing power to the Right AC Bus, and c) LGR operates normally.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-22-01	Right Eng Generator Switch	Right Generator Relay INOP

(O) PROCEDURES

1. Verify both L and R BUS TIE Switches are in AUTO.
2. Verify APU is operating and is furnishing power to the affected bus.
3. Apply the following Performance Corrections:

24-22-01	RIGHT GENERATOR RELAY (RGR)
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 220 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-22-02	Left Generator Relay (LGR) "DISP.APPR.REQ'D."	Y	1	0	B (O) May be inoperative provided: a) LGR failure isolates the Left Generating System output from the rest of the electrical distribution system, b) APU Generator System is operative and furnishing power to the Left AC Bus, and c) RGR operates normally.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-22-02	Left Eng Generator Switch	Left Generator Relay INOP

(O) PROCEDURES

1. Verify both L and R BUS TIE Switches are in AUTO.
2. Verify APU is operating and is furnishing power to the affected bus.
3. Apply the following Performance Corrections:

24-22-02	LEFT GENERATOR RELAY (LGR)
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 220 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-8

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD			Y	1	0	REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION						REMARKS OR EXCEPTIONS
24-22-03	Auxiliary Power Relay (APR) “DISP.APPR.REQ’D.”				C	May be inoperative provided: a) APU Generator System is considered inoperative, and b) APU GEN Switch remains off.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-22-03	APU Generator Switch	1. Auxiliary Power Relay INOP 2. Do Not Use APU Generator

	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-9

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-24-01	EMER PWR ON Light (Overhead Panel)	Y	1	0	C (O) May be inoperative provided EMER PWR ON message on EAD is verified operative PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-24-01	EMER PWR Switch	EMER PWR ON Light INOP

(O) PROCEDURES

1. Verify EMER PWR ON message on EAD is not displayed when EMER PWR switch is in the OFF and ARM positions.
2. Rotate EMER PWR Switch to ON and observe EMER PWR ON and EMER PWR TEST Alerts both appear on EAD.

 DELTA	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-10

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
24-26-01	AC Voltage Indicating System	Y	4	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-26-01	Electrical Control Panel	AC Voltage Indication on SD Electrical Page INOP

 DELTA	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-11

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-26-02	AC Frequency Indicating System	Y	4	0 C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-26-02	Electrical Control Panel	AC Frequency Indication on SD Electrical Page INOP

	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-12

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-26-03	AC Load Sensing Circuit (Including Loadmeter Indication) "DISP.APPR.REQ'D."	Y	3	2 B	(O) May be inoperative provided: a) The associated generator is not used, and b) If APU is used, performance penalties are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-26-03	Associated Eng Generator Switch and APU Start Switch	____ AC Load Sensing Circuit(s) INOP

(O) PROCEDURES

1. Verify both L and R BUS TIE Switches are in AUTO.
2. If L or R GEN AC Load Indication is inoperative, verify APU is operating and is furnishing power to the affected bus.
3. Apply the following Performance Corrections:

24-26-03	AC LOAD SENSING CIRCUIT (INCLUDING LOADMETER INDICATION)
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 220 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-13

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-31-01	PCDU Transformer/ Rectifiers (TR) Units	Y	3	2	B (O) May be inoperative provided: a) AC Bus Tie and DC Tie Switches are in AUTO , b) IDG or APU Generator associated with the remaining TR Units are operative, and c) Remaining TR Units are fully operative and are furnishing power to the affected DC bus.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-31-01	Electrical Control Panel	____ Transformer / Rectifier INOP

(O) PROCEDURES

Verify the DC BUS TIE Switch is in the AUTO Position.

	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-14

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-41-01	External Power System "DISP.APPR.REQ'D."	Y	1	0	C (M) May be inoperative provided: a) Procedures are used to isolate affected components from the rest of the electrical distribution system, and b) External Power Receptacle is placarded "DO NOT CONNECT ELECTRICAL POWER".

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-41-01	1. External Power Switch on the Electrical Control Panel 2. External Power Receptacle	1. External Power INOP 2. DO NOT CONNECT ELECTRICAL POWER.

(M) PROCEDURES

1. Pull and secure the External Power Control circuit breakers on the External Power Panel.

Circuit Breaker (CB#)

Location

EXTERNAL POWER 0A (B1-1149)

External Power Panel

EXTERNAL POWER 0B (B1-1150)

External Power Panel

EXTERNAL POWER 0C (B1-1151)

External Power Panel

2. Apply a placard near the external power receptacle which states, "DO NOT CONNECT ELECTRICAL POWER".

	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-15

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-41-02	Main External Power Relay (MEPR) "DISP.APPR.REQ'D."	Y	1	0	C (M) May be inoperative provided: a) Procedures are used to isolate the MEPR from the rest of the electrical distribution system, and b) External Power Receptacle is placarded "DO NOT CONNECT ELECTRICAL POWER".

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-41-02	1. Near EXT PWR AVAIL Light on Overhead Panel 2. External Power Receptacle	1. Main External Power Relay INOP 2. DO NOT CONNECT ELECTRICAL POWER.

(M) PROCEDURES

1. Pull and secure the External Power Control circuit breakers on the External Power Panel.

Circuit Breaker (CB#)

Location

EXTERNAL POWER 0A (B1-1149) External Power Panel

EXTERNAL POWER 0B (B1-1150) External Power Panel

EXTERNAL POWER 0C (B1-1151) External Power Panel

2. Apply a placard near the external power receptacle which states, "DO NOT CONNECT ELECTRICAL POWER".

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
24-42-01	EXT PWR NOT IN USE Light (White)	Y	1	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-42-01	Ground Power Panel	EXT PWR NOT IN USE Light INOP

	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-17

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
24-42-02	EXT PWR AVAIL Lights	Y	2	0	C		

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-42-02	Ground Power Panel, and/or Electrical Control Panel	___ EXT PWR AVAIL Light(s) INOP

	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-18

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
24-51-02	EXT Light (Blue)	Y		2	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-51-02	Electrical Control Panel	____ EXT PWR In Use Light(s) INOP

	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-19

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-51-03A	APU Power ON Light	Y	1	0	C (O) May be inoperative provided APU GEN OFF message is verified to be operative PRIOR TO EACH DEPARTURE if APU Generator is to be used. Repetitive Check Required (Yellow Placard)
24-51-03B	APU Power ON Light	Y	1	0	C May be inoperative provided equivalent indication is available on Electrical Systems Synoptic Page.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-51-03A	APU POWER ON Light	APU PWR ON Light INOP
24-51-03B	APU POWER ON Light	APU PWR ON Light INOP

(O) PROCEDURES

24-51-03A

If APU is to be used for electrical power, verify GEN APU OFF message appears on the EAD when the APU GEN Switch is moved to OFF after starting the APU.

	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-20

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
24-51-04A	APU Lights (Blue)	Y	2	0	C	May be inoperative provided the L/R AC BUS OFF messages are operative if APU electrical power is to be used.
24-51-04B	APU Lights (Blue)	Y	2	0	C	May be inoperative provided equivalent information is available on Electrical Systems Synoptic Page.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-51-04A	Electrical Control Panel In Use Light(s)	____ APU PWR In Use Light(s) INOP
24-51-04B	Electrical Control Panel In Use Light(s)	____ APU PWR In Use Light(s) INOP

	B717 Minimum Equipment List	ATA 24 Electrical Power	R3 05/19/15 Page 24-21

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-51-05A	L/R GEN Lights	Y	2	0	C (O) May be inoperative provided the BUS AC L/R OFF messages are verified to be operative.
24-51-05B	L/R GEN Lights	Y	2	0	C May be inoperative provided equivalent indication is available on Electrical Systems Synoptic Page.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-51-05A	Electrical Control Panel	___ L/R GEN Light(s) INOP
24-51-05B	Electrical Control Panel	___ L/R GEN Light(s) INOP

(O) PROCEDURES

24-51-05A

1. After engine start, and with APU Generator OFF, select affected L or R GEN Switch to OFF and observe associated BUS AC L or R OFF message on EAD.
2. Alternatively, confirm the affected bus is powered by observing Bus indication on ELEC Synoptic page is green with associated GEN Switch ON.

	B717 Minimum Equipment List	ATA 24 Electrical Power	R4 10/07/16 Page 24-22

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
24-54-01	Galley Power and Control Systems	Y	3	0	C (M) May be inoperative provided affected galley power is deactivated.

MEL ITEM	TAB LOCATION	PLACARD TEXT
24-54-01	Electrical Control Panel	___Galley Power INOP

(M) PROCEDURES

Pull and secure the circuit breaker(s) corresponding to affected galley/system located in the Right and Left Generator Bus panels of the Left EPC, lower inboard section.

Galley 1 EPC Circuit Breaker Panel

B1-877

B1-878

B1-879

Galley 2 EPC Circuit Breaker Panel

B1-880

B1-881

B1-882

Galley 7 EPC Circuit Breaker Panel

B1-886

B1-887

B1-888

 DELTA	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R3 05/19/15 Page 25-1

ATA 25 Contents

25-15-01A	Observer Seat (Including Associated Equipment)	25-2
	FLIGHT CREW SEATS.....	25-3
25-15-02A	Lumbar Supports.....	25-3
25-15-02B	Thigh Supports	25-3
25-15-02C	Armrests	25-3
25-15-02D	Pneumatic Height Adjustment.....	25-3
25-15-02E	Recline	25-3
25-15-02F	Headrest.....	25-3
25-22-01	"Fasten Seat Belt While Seated" Signs or Placards (Unlighted).....	25-4
	FLIGHT ATTENDANT SEATS	25-5
25-23-01A	Flight Attendant Seats (Single or Dual Position).....	25-5
25-23-01B	Required Flight Attendant Seats (Single or Dual position).....	25-5
25-23-01C	Non-Required Flight Attendant Seats (Single or Dual Position)	25-6
25-23-03A	Passenger Seats	25-8
25-23-03B	Recline Mechanism	25-8
25-23-03D	Under Seat Baggage Restraining Bars	25-8
25-23-03E	Arm Rest With Recline Mechanism.....	25-8
25-23-03F	Arm Rest Without Recline Mechanism.....	25-8
25-25-01A	Storage Bin(s) / Cabin, Galley, and Lavatory Storage Compartments / Closets	25-10
25-25-01C	Storage Compartment Key Locks	25-10
25-29-01	Nonessential Equipment and Furnishings (NEF)	25-13
25-36-01A	Galley/Cabin Waste Receptacles Access Doors/Covers.....	25-14
25-36-01B	Lavatory Waste Receptacles Access Doors/Covers.....	25-14
25-42-01	Exterior Lavatory Door Ashtrays	25-16
25-50-01	Lower Cargo Compartment Liners	25-17
25-51-02	Forward Cargo Compartment Thermal Barrier	25-18
25-61-01	Ventral Exit Door Strap.....	25-19
25-61-02A	Cabin Emergency Flashlights / Holders	25-20
25-61-02B	Cabin Emergency Flashlights / Holders	25-20
	EMERGENCY MEDICAL EQUIPMENT.....	25-21
25-62-01A	Automatic External Defibrillator (AED) and/or Associated Equipment.....	25-21
25-62-01B	AED Bracket / Lock	25-21
25-62-01C	Enhanced Emergency Medical Kit (EEMK) and/or Associated Equipment	25-21
25-62-01E	First Aid Kits (FAK) and/or Associated Equipment	25-21
25-62-01F	First Aid Kit Seals	25-21
25-62-01G	Red Pouch (Medical Accessory Pouch).....	25-21
25-63-01	Megaphones.....	25-23
	FLOTATION DEVICES (CREW AND PASSENGERS)	25-24
25-64-01A	Life Vests (Passenger/Tourist Class/Observer)	25-24
25-64-01C	Spare Life Vest.....	25-24
25-64-01D	Infant Life Vests (If Installed).....	25-24
25-67-02A	Emergency Locator Transmitter (ELT) Survival Type.....	25-25
25-99-01A	PED Mount	25-26

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R3 05/19/15 Page 25-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-15-01A	Observer Seat (Including Associated Equipment) "DISP.APPR.REQ'D."	Y	1	0	A May be inoperative provided: a) A passenger seat in the passenger cabin is available to an FAA inspector for the performance of official duties, and b) Repairs are made within two (2) flight days.
25-15-01B	Observer Seat (Including Associated Equipment) "Contact MCC"	Y	1	0	A May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within two (2) flight days. NOTE 1: These provisos are intended 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. 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).

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-15-01A	Near Inoperative Equipment or Aircraft Logbook	____Observer's Seat INOP
25-15-01B	Near Inoperative Equipment or Aircraft Logbook	____Observer's Seat INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO. NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
FLIGHT CREW SEATS						
25-15-02A	Lumbar Supports	Y	2	0	C	May be inoperative in the retracted position provided the seat is acceptable to the affected crewmember.
25-15-02B	Thigh Supports	Y	4	0	C	May be inoperative in the retracted position provided the seat is acceptable to the affected crewmember.
25-15-02C	Armrests	Y	4	2	B	One armrest on each seat may be inoperative or missing provided: a) Egress is not impaired, and b) Seat is acceptable to affected crewmember.
25-15-02D	Pneumatic Height Adjustment	Y	2	0	C	May be inoperative provided the seat height can be manually adjusted to the proper position.
25-15-02E	Recline	N	2	0	A	(M) May be inoperative provided: a) Seat(s) is secured in an upright position acceptable to affected crewmember(s), and b) Repairs are made within two flight days.
25-15-02F	Headrest	Y	2	0	C	May be inoperative provided seat is acceptable to the affected crewmember.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-15-02A	Aircraft Logbook	____ Seat Lumbar Support(s) INOP
25-15-02B	Aircraft Logbook	____ Seat Thigh Support(s) INOP
25-15-02C	Aircraft Logbook	____ Seat Armrest(s) INOP
25-15-02D	Aircraft Logbook	____ Pneumatic Height Adjustment INOP or Missing
25-15-02E	Aircraft Logbook	____ Seat Recline INOP
25-15-02F	Aircraft Logbook	____ Headrest INOP

(M) PROCEDURES

25-15-02E

1. Deactivate and secure recline mechanism in an upright position that is acceptable to the affected pilot.
2. Verify that the seat back cannot be moved.

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R3 05/19/15 Page 25-4

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
25-22-01	"Fasten Seat Belt While Seated" Signs or Placards (Unlighted)	Y	-	-	C	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-22-01	Aircraft Logbook	____ Fasten Seat Belts While Seated Signs or Placards Missing / Illegible

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
FLIGHT ATTENDANT SEATS					
25-23-01A	Flight Attendant Seats (Single or Dual Position) "DISP.APPR.REQ'D."	Y	-	0	C (O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger carrying operations are carried, and c) Alternate procedures are used.
25-23-01B	Required Flight Attendant Seats (Single or Dual position) "DISP.APPR.REQ'D." (Refer to In-flight Service Onboard Manual for Required Seat Locations)	Y	-	-	B (O)(M) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) One of the forward Flight Attendant seat positions must be operative, c) Flight Attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, d) Alternate procedures are used for displaced Flight Attendant(s) (Ref. In-flight Service Onboard Manual), e) Folding type seat stows automatically or is secured in the retracted position, f) ONCE EACH FLIGHT DAY (Log Book Entry Required) insure seat has remained in fully stowed position. If seat has been secured in the fully stowed position with tape, insure tape is in good condition, and g) Passenger seat assigned to flight attendant(s) is placarded "FOR FLIGHT ATTENDANT ONLY". NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally. Repetitive Check Required (Yellow Placard)

CONTINUED NEXT PAGE

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
FLIGHT ATTENDANT SEATS (Continued)					
25-23-01C	Non-Required Flight Attendant Seats (Single or Dual Position) "DISP.APPR.REQ'D." (Refer to In-flight Service Onboard Manual for Required Seat Locations)	Y	1	0	C (M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Folding type seat stows automatically or is secured in the retracted position, and c) ONCE EACH FLIGHT DAY (Log Book Entry Required) insure seat has remained in fully stowed position. If seat has been secured in the fully stowed position with tape, insure tape is in good condition. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-23-01A	Aircraft Logbook	___ Flight Attendant(s) Seat INOP
25-23-01B	Aircraft Logbook	___ Flight Attendant(s) Seat INOP
25-23-01C	Aircraft Logbook	___ Flight Attendant(s) Seat INOP

(O) PROCEDURES

25-23-01A

1. A maximum of 19 persons authorized by 14 CFR 121.583 may be carried. Persons being carried must be approved by the Flight Control Dispatcher.
2. Captain to brief persons authorized to be carried on flight on safety/evacuation procedures.

25-23-01B

The flight attendant assigned to the affected seat position must occupy either a passenger seat or an excess flight attendant seat, whichever is most accessible to the inoperative seat. The flight attendant must be able to reach the assigned emergency exit in essentially the same time as from the normally assigned seat, i.e., a 2 or 3 second time difference is considered "essentially the same time".

CONTINUED ON NEXT PAGE

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-7

(M) PROCEDURES

25-23-01B, 25-23-01C

Insure the Flight Attendant Seat automatically retracts without assistance to the fully stowed position.

If the seat will not automatically retract without assistance to the fully stowed position, secure the inoperative seat in the fully stowed position using the following procedure: (Maintenance is Required and Flight Crew May NOT Placard):

1. Secure seat in the retracted (fully stowed) position using high visibility tape.
2. Placard the seat using high visibility tape or a section of 2 inch wide masking tape with the words "UNSERVICABLE – DO NOT USE" printed in 1 inch black letters.

ONCE EACH FLIGHT DAY:

Ensure seat has remained in fully stowed position. If seat has been secured in the fully stowed position with tape, ensure tape is in good condition.

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-8

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
PASSENGER SEATS					
25-23-03A	Passenger Seats "DISP.APPR.REQ'D."	Y	-	0	C May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY." NOTE 1: A seat with an inoperative seat belt is considered to be inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seats may include the seat behind and / or adjacent outboard seats.
25-23-03B	Recline Mechanism	N	-	0	D (M) May be inoperative and seat occupied provided seat is secured in the full up-right position.
25-23-03C	Recline Mechanism	Y	-	0	D May be inoperative and seat occupied provided seat is immovable in the full up-right position.
25-23-03D	Under Seat Baggage Restraining Bars	Y	-	0	C (O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are used to alert Cabin Crew of inoperative restraining bar.
25-23-03E	Arm Rest With Recline Mechanism	N	-	0	D (M) May be inoperative or missing and seat occupied provided: a) Arm Rest does not block an Emergency Exit, b) Arm Rest does not restrict any passenger from access to main aircraft aisle, and c) If Arm Rest is missing, seat is secured in the full upright position.
25-23-03F	Arm Rest Without Recline Mechanism	Y	-	0	D May be inoperative or missing and seat occupied provided: a) Arm Rest does not block an Emergency Exit, and b) Arm Rest does not restrict any passenger from access to main aircraft aisle.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-9

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-23-03A	Aircraft Logbook	Passenger Seat(s) ____ INOP
25-23-03B	Aircraft Logbook	Recline Mechanism Seat(s) ____ INOP
25-23-03C	Aircraft Logbook	Recline Mechanism Seat(s) ____ INOP
25-23-03D	Aircraft Logbook	Underseat Baggage Restraining Bar Seat(s) ____ INOP
25-23-03E	Aircraft Logbook	Arm Rest Seat(s) ____ INOP
25-23-03F	Aircraft Logbook	Arm Rest Seat(s) ____ INOP

(O) PROCEDURES

25-23-03D

1. Advise cabin crew to ensure baggage is not stowed under seats with inoperative or missing Restraining Bars.
2. Advise cabin crew to inform passengers occupying seat with affected bar and passenger behind the seat with the affected bar not to stow baggage under the seat.

(M) PROCEDURES

25-23-03B

Secure the inoperative seat in the upright position.

25-23-03E

1. Secure the associated seat in the upright position.
2. If necessary, remove the inoperative armrest.



NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-25-01A	Storage Bin(s) / Cabin, Galley, and Lavatory Storage Compartments / Closets	Y	-	0	C (O)(M) May be inoperative provided: a) Affected compartment(s) is secured CLOSED, b) Associated bin or compartment is prominently placarded "UNSERVICABLE – DO NOT USE", c) Any emergency equipment located in the affected compartment is considered inoperative and associated MEL relief is applied, and d) Affected compartment is not used for storage of any items(s) except for those permanently affixed. NOTE: For overhead storage compartments, If no partitions are installed, the entire overhead storage compartment is considered one compartment.
25-25-01B	Storage Bin(s) / Cabin, Galley, and Lavatory Storage Compartments / Closets	N	-	0	C (O)(M) May be inoperative provided: a) Affected door(s) is removed or, for retractable doors, secured in the retracted (fully open) position, b) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed, c) Affected bin or compartment is prominently placarded "UNSERVICABLE – DO NOT USE", d) Procedures are used to alert crew members and passengers of inoperative bins, compartments and closets, and e) Passengers are briefed that associated bin or compartment is not used. NOTE 1: For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered inoperative. NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.
25-25-01C	Storage Compartment Key Locks	Y	-	0	D (M) May be inoperative in the unlocked position provided door(s) can be secured by other means.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-11

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-25-01A	Aircraft Logbook	____ Overhead Storage Bin(s) / Cabin and Galley Storage Compartment / Closets INOP
25-25-01B	Aircraft Logbook	____ Overhead Storage Bin(s) / Cabin and Galley Storage Compartment / Closets INOP
25-25-01C	Aircraft Logbook	____ Storage Compartment Key Lock(s) INOP

(O) PROCEDURES

25-25-01A

Captain to brief Lead Flight Attendant/Purser:

1. Which bins or storage compartments are inoperative and cannot be used.
2. Flight Attendant/Purser to brief passengers which bins or storage compartments cannot be used.
3. Any emergency equipment located in the associated bin or storage compartment (permanently affixed) is NOT available for use.

25-25-01B

Captain to brief Lead Flight Attendant/Purser:

1. Which bins or storage compartments are inoperative and cannot be used.
2. Flight Attendant/Purser to brief passengers which bin or compartment cannot be used.
3. Any emergency equipment located in the associated compartment (permanently affixed) is available for use.

(M) PROCEDURES

25-25-01A

1. Empty compartment (except for permanently affixed items).
2. For inoperative bins: Using suitable pressure sensitive tape (i.e., bag bin tape, nylon or fiberglass reinforced tape, not masking tape, etc.), secure compartment CLOSED.
3. Placard compartment using "Inoperative Cabin Appearance" placard or equivalent.
4. The following items are considered "emergency equipment" and may not be relocated:
 - Fire Extinguishers
 - Megaphones
 - Flashlights
 - EEMK
 - AED
 - PBE
 - Passenger Oxygen Bottles
 - First Aid Kits

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-12

5. For cabin equipment items that are relocated, comply with the following procedure:
 - a. Location placarding (if installed) of the affected item is removed or obscured.
 - b. Install temporary location placard on the outside of compartment / bin where the item was located denoting the new location.
 - c. Install temporary location placard on the outside of compartment / bin where the item has been relocated.
 - d. Note location of relocated equipment on aircraft logbook placard.

25-25-01B

To remove the affected door(s) accomplish the following:

1. Removed the affected door.
2. Place door hardware in parts bag and attach to removed door.
3. Placard door "MUST REMAIN WITH AIRPLANE" and stow in available closet or cargo compartment as applicable. Door is to remain in closet or cargo compartment until it is removed by Maintenance for repair or re-installation.
4. Place a strip of Red Colored OM2 UNSERVICABLE – DO NOT USE tape (or equivalent*) diagonally across the door opening.

*An acceptable alternate to the OM2 tape is a section of 2 inch wide masking tape with the words "UNSERVICABLE – DO NOT USE" printed legibly in 1 inch black letters.

25-25-01C

To secure the affected compartment(s) closed, accomplish the following:

1. Secure affected compartment(s) CLOSED by using the latch on the door.
2. If the latch on the door is inoperative, secure the affected compartment(s) CLOSED by placing nylon reinforced strapping tape (packing tape) across the compartments(s).

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-13

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS
25-29-01	Nonessential Equipment and Furnishings (NEF)	-	-	May be inoperative, damaged or missing provided that item(s) is deferred in accordance with the NEF deferral program. NOTE 1: Do not use this MEL item to defer the discrepancy. Defer the discrepancy under the NEF program per TOPP 40-40-08. NOTE 2: Exterior Lavatory Door Ash Trays are not considered NEF Items.

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-14

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-36-01A	Galley/Cabin Waste Receptacles Access Doors/Covers	Y	-	-	C (O)(M) May be inoperative provided: a) Associated waste container is empty, b) Receptacle access is secured to prevent waste introduction into the compartment, and c) Procedures are used to ensure that sufficient Galley/Cabin waste receptacles are available to accommodate all waste that may be generated on a flight.
25-36-01B	Lavatory Waste Receptacles Access Doors/Covers "DISP. APPR. REQ'D."	Y	3	2	C (M) May be inoperative provided: a) Associated waste container is empty, b) Lavatory is used only by crewmembers, and c) Associated lavatory entrance door is locked closed and placarded: INOPERATIVE – DO NOT ENTER. NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-36-01A	Aircraft Logbook	____ Galley/Cabin Waste Receptacles Access Doors / Covers INOP
25-36-01B	Aircraft Logbook	____ Lavatory Waste Receptacles Access Doors / Covers INOP

(O) PROCEDURES

25-36-01A

Refer to the In-Flight Service On-Board Manual, Section 5 Regulations/ Guidelines, Trash.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-15

(M) PROCEDURES

25-36-01A

1. Galley/Cabin Waste Receptacle Access Doors/Covers
 - a. Empty the affected waste container.
 - b. Secure associated access door closed.

25-36-01B

1. Lavatory Waste Receptacle Access Doors/Covers
 - a. Empty the affected waste container.
 - b. Secure associated access door closed.
 - c. Close and lock the lavatory door and placard: INOPERATIVE - DO NOT ENTER.

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-16

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-42-01	Exterior Lavatory Door Ashtrays "Contact MCC"	Y	3	2	A Up to 50 percent may be missing or inoperative provided they are replaced within three calendar days. NOTE: Interior lavatory ashtrays are considered Non-essential Equipment and Furnishings (NEF) items.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-42-01	Aircraft Logbook	____ Exterior Lavatory Door Ashtrays Missing / INOP

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-17

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-50-01	Lower Cargo Compartment Liners "DISP.APPR.REQ'D."	Y	-	0	C May be inoperative or missing provided only non-combustible materials are carried in affected cargo compartment. NOTE: Refer to Front Matter Section/Definitions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-50-01	Aircraft Logbook	Lower ____ Cargo Compartment INOP

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-18

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
25-51-02	Forward Cargo Compartment Thermal Barrier “DISP.APPR.REQ'D.”	Y	1	0	D	May be damaged or missing. NOTE: No live animals or temperature sensitive cargo should be carried in the forward cargo compartment.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-51-02	Aircraft Logbook	Forward Cargo Compartment Thermal Barrier INOP

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-19

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-61-01	Ventral Exit Door Strap	Y	1	0 C	May be inoperative or missing provided: a) Flight Attendant is positioned on the rear door jumpseat, and b) A passenger announcement is made to stay clear of rear door until the door is OPEN.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-61-01	Aircraft Logbook	Rear Entrance Door Strap INOP

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-20

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
25-61-02A	Cabin Emergency Flashlights / Holders	Y	4	0	C	May be inoperative or missing provided cabin crewmember assigned to affected position has an operative flashlight readily available.	
25-61-02B	Cabin Emergency Flashlights / Holders “DISP.APPR.REQ'D”	Y	4	0	C	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger carrying operations, and c) Alternate procedures are used.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-61-02A	Aircraft Logbook	____ Cabin Emergency Flashlight / Holder(s) INOP / Missing
25-61-02B	Aircraft Logbook	____ Cabin Emergency Flashlight / Holder(s) INOP / Missing

(O) PROCEDURES

25-61-02B

1. A maximum of 19 persons authorized by 14 CFR 121.583 may be carried. Persons being carried must be approved by Flight Control Dispatcher.
2. Captain to brief persons authorized to be carried on flight on safety/evacuation procedures.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
EMERGENCY MEDICAL EQUIPMENT							
25-62-01A	Automatic External Defibrillator (AED) and/or Associated Equipment "Contact MCC"	Y	1	0	A	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repair or replacements are made within 1 flight cycle.	
25-62-01B	AED Bracket / Lock	Y	1	0	C		
25-62-01C	Enhanced Emergency Medical Kit (EEMK) and/or Associated Equipment "Contact MCC"	Y	2	0	A	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repair or replacements are made within 1 flight cycle.	
25-62-01D	Enhanced Emergency Medical Kit (EEMK) and/or Associated Equipment "Contact MCC"	Y	2	1	D		
25-62-01E	First Aid Kits (FAK) and/or Associated Equipment "Contact MCC"	Y	2	1	A	(O) May be incomplete, missing or inoperative provided: a) First Aid Kit is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repair or replacements are made within 1 flight cycles.	
25-62-01F	First Aid Kit Seals "Contact MCC"	Y	2	0	D	(O) May be missing or broken provided the kit contains the minimum required contents PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)	
25-62-01G	Red Pouch (Medical Accessory Pouch)	Y	1	0	C	May be inoperative, missing, or contain less than minimum required contents.	

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-22

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-62-01A	Aircraft Logbook	AED Incomplete / Missing / INOP
25-62-01B	Aircraft Logbook	AED Incomplete / Missing / INOP
25-62-01C	Aircraft Logbook	EMK Incomplete / Missing / INOP
25-62-01D	Aircraft Logbook	EEMK Incomplete / Missing / INOP
25-62-01E	Aircraft Logbook	____ First Aid Kit Incomplete / Missing / INOP
25-62-01F	Aircraft Logbook	First Aid Kit Seal(s) Missing / INOP
25-62-01G	Aircraft Logbook	Red Pouch (Medical Accessory Pouch) INOP / Missing

(O) PROCEDURES

25-62-01A, 25-62-01C, 25-62-01E

After use, reseal with green seal and record in the CDL.

25-62-01F

If seal is broken, PRIOR TO EACH DEPARTURE, verify the First Aid Kit contains the following:

2 boxes Antiseptic Swabs(10 per box)	5 boxes 40 Inch Triangular Bandages (1 per box)
8 boxes 4 Inch Compress Bandages (1 per Box)	1 box Ammonia Inhalants(10 per Box)
4 boxes 4 inch Gauze Bandages (1 per box)	2 boxes Wire Splints (1 per box)
1 pair Bandage Scissors	2 rolls Adhesive Tape
1 box 1 inch Adhesive Bandages (16 per box)	1 pair Protective Gloves

 DELTA	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-23

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-63-01	Megaphones "DISP.APPR.REQ'D."	Y	2	0	C (O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger carrying operations, and c) Alternate procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-63-01	Aircraft Logbook	___ Megaphones Missing / INOP

(O) PRODEDURES

1. A maximum of 19 persons authorized by 14 CFR 121.583 may be carried. Persons being carried must be approved by Flight Control Dispatcher.
2. Captain to brief persons authorized to be carried on flight on safety/evacuation procedures.

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-24

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
	FLOTATION DEVICES (CREW AND PASSENGERS)					
25-64-01A	Life Vests (Passenger/Tourist Class/Observer) “DISP.APPR.REQ'D.”	Y	-	-	D	May be inoperative or missing provided extended overwater operations are not conducted.
25-64-01B	Life Vests “DISP.APPR.REQ'D.”	Y	-	-	D	May be inoperative or missing provided associated seat is blocked off, placarded DO NOT OCCUPY and deferred per MEL item Observer 25-15-01A , Flight Attendant 25-23-01A , Passenger 25-23-03A .
25-64-01C	Spare Life Vest	Y	-	-	D	May be inoperative or missing.
25-64-01D	Infant Life Vests (If Installed)	Y	-	-	D	(O) May be inoperative or missing.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-64-01A	Aircraft Logbook	____ Life Vest(s) INOP / Missing
25-64-01B	Aircraft Logbook	____ Life Vest(s) INOP / Missing
25-64-01C	Aircraft Logbook	____ Spare Life Vest(s) INOP / Missing
25-64-01D	Aircraft Logbook	____ Infant Life Vest(s) INOP / Missing

NOTE: Unserviceable life vests must be removed from the cabin or stored in a location where they can not be mistaken for serviceable vests.

(O) PROCEDURES

25-64-01D

On aircraft equipped with single cell adult life vests, an infant life vest is normally available for each occupant under 35 pounds for extended overwater operations. In the event that there are not enough infant life vests onboard for the extended overwater operation and all attempts have been made to locate and board additional infant life vests, notify an Airport Customer Service (ACS) Agent so that they can initialize their passenger handling procedures.

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-25

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
25-67-02A	Emergency Locator Transmitter (ELT) Survival Type	Y	2	1 D	May be inoperative or missing.
25-67-02B	Emergency Locator Transmitter (ELT) Survival Type "DISP.APPR.REQ'D."	Y	2	0 D	May be inoperative or missing provided: a) Departures to a country other than the United States or Canada are Not Authorized, b) Aircraft is not operated on extended overwater flights, and c) Operations solely within the states of Alaska and Hawaii over uninhabited areas are Not Authorized.

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-67-02A	Aircraft Logbook	Emergency Locator Transmitter INOP
25-67-02B	Aircraft Logbook	Emergency Locator Transmitter INOP

	B717 Minimum Equipment List	ATA 25 Equipment Furnishings	R4 10/07/16 Page 25-26

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			-	-	-	REPAIR CATEGORY
ITEM NO. NAME / DESCRIPTION		Y				
25-99-01A PED Mount Administrative Control Item						
25-99-01B PED Mount “DISP.APPR.REQ'D.” Administrative Control Item						
25-99-01C PED Mount “DISP.APPR.REQ'D” Administrative Control Item		Y	-	-	-	REMARKS OR EXCEPTIONS

MEL ITEM	TAB LOCATION	PLACARD TEXT
25-99-01A	Aircraft Logbook	Reconfigured PED Mounts Per TOPP 40-40-05
25-99-01B	Aircraft Logbook	Reconfigured PED Mounts Per TOPP 40-40-05
25-99-01C	Aircraft Logbook	Reconfigured PED Mounts Per TOPP 40-40-05

 DELTA	B717 Minimum Equipment List	ATA 26 Fire Protection	R0 08/22/13 Page 26-1

ATA 26 Contents

26-11-01	Engine Fire Detection Systems (Detection Loops)	26-2
	APU FIRE DETECTION SYSTEM	26-3
26-12-01A	APU Fire Detection Loops.....	26-3
26-12-02	APU Fire Warning Horn (External Warning)	26-4
26-12-03	APU Fire Detection Control Unit	26-5
26-13-01A	Lower Cargo Compartment Smoke Detection System	26-6
26-13-01B	Lower Cargo Compartment Smoke Detector Units.....	26-6
26-14-01	Lavatory Smoke Detection and Warning Systems.....	26-7
26-21-01	Engine and APU Fire Extinguisher Agent Low Lights.....	26-8
	APU FIRE SHUTOFF CONTROLS.....	26-10
26-21-02A	Flight Deck	26-10
26-21-02B	Exterior	26-10
26-21-03A	Firex Bottle Discharge Cartridges	26-11
26-22-01	Lower Cargo Compartment Fire Suppression System	26-12
26-25-01A	Lavatory Fire Extinguisher Systems.....	26-13
26-26-01	Portable Fire Extinguishers	26-14

	B717 Minimum Equipment List	ATA 26 Fire Protection	R3 05/19/15 Page 26-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
26-11-01	Engine Fire Detection Systems (Detection Loops) “Contact MCC”	Y	4	2	C	(O)(M) One complete loop (A or B) on each engine may be inoperative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-11-01	Associated Loop Selector Switch(es)	____ Eng Fire Detection Loop(s) ____ INOP

(O) PROCEDURES

1. Verify LOOPS switch is in the position of the operative Loop.
2. Verify proper operation of operative fire detection loops by performing Fire Detection System check as normal during Cockpit Preflight Check.

(M) PROCEDURES

1. Select associated engine LOOPS switch to operative loop.
2. Perform FIRE TEST and FAULT TEST as necessary to verify integrity of remaining loops.

 DELTA	B717 Minimum Equipment List	ATA 26 Fire Protection	R3 05/19/15 Page 26-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	APU FIRE DETECTION SYSTEM				
26-12-01A	APU Fire Detection Loops	Y	2	1	C (O)(M) One complete Loop (A or B) may be inoperative.
26-12-01B	APU Fire Detection Loops "DISP.APPR.REQ'D."	Y	2	0	C (O)(M) Both Loops (A and B) may be inoperative provided APU is considered inoperative and deferred per MEL 49-10-01 .

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-12-01A	APU Loop Selector Switch	____ APU Fire Detection Loop INOP
26-12-01B	APU Loop Selector Switch	1. Both APU Fire Detection Loops INOP 2. Do NOT Use APU

(O) PROCEDURES

26-12-01A

1. Verify LOOPS switch is in the position of the operative Loop.
2. Verify proper operation of operative fire detection loops by performing Fire Detection System check as normal during Cockpit Preflight Check.

26-12-01B

Utilize ground cart or other means to accomplish engine start, and for ground service power.

(M) PROCEDURES

26-12-01A

1. Select the APU LOOPS switch to the operative loop.
2. Perform FIRE TEST and FAULT TEST as necessary to verify integrity of remaining loop.

26-12-01B

Pull and secure APU CONTROL circuit breaker (B1-29: Lower ECP, Z-39).

	B717 Minimum Equipment List	ATA 26 Fire Protection	R3 05/19/15 Page 26-4

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD			Y	1	0	REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION	(O) May be inoperative provided APU Fire Warning System is monitored in the cockpit during APU operation.					
26-12-02	APU Fire Warning Horn (External Warning)						

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-12-02	APU Start Switch	APU Fire Warning Horn INOP

(O) PROCEDURES

When APU is operating on the ground, monitor its operation in the cockpit.

	B717 Minimum Equipment List	ATA 26 Fire Protection	R3 05/19/15 Page 26-5

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
26-12-03	APU Fire Detection Control Unit "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided APU is not used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-12-03	1. APU External Panel 2. APU Master Start Switch	1. APU Fire Detection INOP 2. Do not use APU

MAINTENANCE NOTE

Should the Left or Right Engine Fire Detection Control Units (FDCU) become inoperative, they may be repositioned to the APU Fire Detection Control Unit position as follows. Maintenance will be required and Flight Crew may NOT placard.

1. Pull and secure the following circuit breakers.

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
FIRE DETECTORS RIGHT ENGINE LOOP A (B1-59)	Lower EPC CBP	W-37
FIRE DETECTORS RIGHT ENGINE LOOP B (B1-191)	Lower EPC CBP	W-38
FIRE DETECTORS LEFT ENGINE LOOP A (B1-282)	Lower EPC CBP	W-39
FIRE DETECTORS LEFT ENGINE LOOP B (B1-281)	Lower EPC CBP	W-40
FIRE DETECTORS APU LOOP A (B1-323)	Lower EPC CBP	W-35
FIRE DETECTORS APU LOOP B (B1-324)	Lower EPC CBP	W-36

2. Gain access to the three FDCUs located in the left forward rack of the E&E compartment.
 - a. For aircraft 9500-9510, and 9563-9566, the units are mounted on the X-40 panel from top to bottom in the following order; Right Engine, Left Engine, and APU.
 - b. For aircraft 9511-9562, 9567-9586, and 9594, the left and right engine units are mounted at the forward end of the left radio rack while the APU unit is located on the top shelf of the forward left radio rack.
3. Remove the electrical connector from the APU FDCU and from the inoperative FDCU.
4. Remove the APU FDCU and the inoperative FDCU from the rack by removing the four screws, washers, and lockwashers.
5. Swap the APU FDCU with the inoperative unit, and reinstall both units in their new respective positions in the rack. Secure the units in the rack with the four screws, washers, and lockwashers.
6. Attach the electrical connector to the Units.
7. Reset the circuit breakers pulled in step 1 above.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
26-13-01A	Lower Cargo Compartment Smoke Detection System "DISP.APPR.REQ'D."	Y	-	0	C (O) May be inoperative provided procedures are used to ensure the associated cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits. (See MEL Front Matter Section)
26-13-01B	Lower Cargo Compartment Smoke Detector Units	Y	12	6	C (O) One detector at each location may be inoperative and the remaining portions of the Smoke Detection System may still be used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-13-01A	Cargo Smoke Detection Panel	Cargo Smoke Detection System INOP
26-13-01B	Cargo Smoke Detection Panel	___ Cargo Smoke Detector INOP

(O) PROCEDURES

26-13-01A

PRIOR TO EACH DEPARTURE, Captain is to ensure that no cargo is loaded in the associated cargo compartment. Refer to [MEL Front Matter Section](#) for a list of approved ballast and Fly Away Kit items.

26-13-01B

1. If inoperative smoke detector is in the forward cargo compartment, place the FWD switch on the Cargo Smoke Control Panel to SINGLE.
2. If inoperative smoke detector is in the aft cargo compartment, place the AFT switch on the Cargo Smoke Control Panel to SINGLE.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
26-14-01	Lavatory Smoke Detection and Warning Systems "DISP.APPR.REQ'D."	Y	3	0	C
(O)(M) For each lavatory, the Lavatory Smoke Detection System may be inoperative provided: a) Associated Lavatory waste receptacle is empty, b) Associated Lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER", and c) Associated Lavatory is only used by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.					

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-14-01	Aircraft Logbook	____ Lavatory Smoke Detection and Warning System(s) INOP

(O) PROCEDURES

1. Inform cabin crewmembers they may enter the lavatory to perform inspections as necessary, including verification that the lavatory waste receptacle is empty.
2. Verify door is locked after any Lavatory inspection.

(M) PROCEDURES

1. Verify that the affected lavatory trash receptacle is empty.
2. Close and lock the associated lavatory door.
3. Placard lavatory door "INOPERATIVE - DO NOT ENTER".

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
26-21-01	Engine and APU Fire Extinguisher Agent Low Lights	N	4	2 C	(O)(M) May be inoperative provided: a) Associated bottle pressure is verified normal PRIOR TO EACH DEPARTURE (Logbook Entry Required), b) At least one Agent Low Light indicating system is operative on the flight compartment upper instrument panel, and c) Procedures are used for discharging the bottle with the operative Agent Low light first. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-21-01	Affected AGENT LOW Light and APU Ground Panel	____ Agent Low Light INOP

(O) PROCEDURES

If extinguisher system is to be used, discharge bottle with operative AGENT LOW light first.

(M) PROCEDURES

1. Verify bottle pressure is adequate by conducting the following pressure switch continuity test. Successful completion of the test verifies the bottle is pressurized.

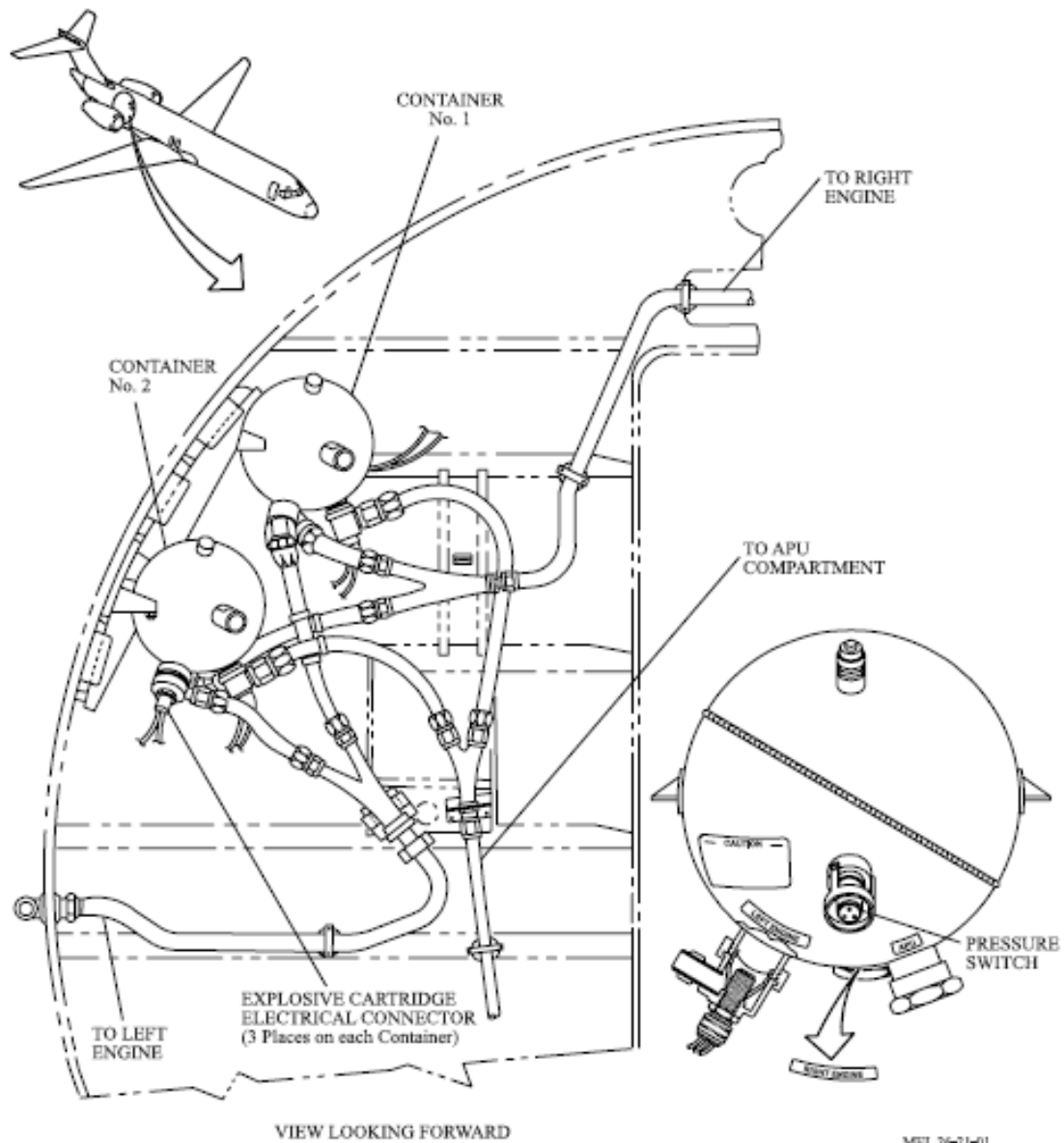
Procedure I

- a. Disconnect the pressure switch electrical connector at the bottle.
- b. Insert 1/16" Allen wrench in test socket of pressure switch. Using light finger pressure, actuate pressure switch by turning Allen wrench.
- c. Verify pressure switch functions as follows:
 - 1) Pins B to C - no continuity
 - 2) Pins B to A - continuity
- d. Release Allen wrench and verify switch returns to its normal position. Remove Allen wrench.
- e. Verify pressure switch functions as follows:
 - 1) Pins B to C - continuity
 - 2) Pins B to A - no continuity

Procedure II

2. If previous procedure is unsuccessful, or as an alternative, weigh the affected fire agent container. The weight of the container (without discharge head and squibs) should be within 1/2 lb. of the weight stamped on the container.

CONTINUE ON NEXT PAGE



	B717 Minimum Equipment List	ATA 26 Fire Protection	R3 05/19/15 Page 26-10

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO. NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
APU FIRE SHUTOFF CONTROLS						
26-21-02A	Flight Deck “DISP.APPR.REQ’D.”	Y	1	0	C	May be inoperative provided APU is not used.
26-21-02B	Exterior	Y	1	0	C	(O) May be inoperative provided APU operation is monitored in the cockpit.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-21-02A	APU Start Switch	1. Flight Deck APU Fire Shutoff Controls INOP 2. Do NOT Use APU
26-21-02B	APU Start Switch	Exterior APU Fire Shutoff Controls INOP

(O) PROCEDURES

26-21-02B

When APU is operating on the ground, monitor its operation in the cockpit.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			5	REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
26-21-03A	Firex Bottle Discharge Cartridges	N	6	C	(M) May be inoperative provided: a) Affected Cartridge is in the APU position, and b) APU Firex Control Switches (Cockpit and External Ground Control Panel) are placarded appropriately so as to prevent inadvertent use of the affected switch.	
26-21-03B	Firex Bottle Discharge Cartridges “DISP.APPR.REQ’D.”	Y	6	4	C	May be inoperative provided: a) Affected Cartridges are in the APU position, and b) APU is placarded inoperative and is not used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-21-03A	Aircraft Logbook	____ Bottle Discharge Cartridges INOP
26-21-03B	Aircraft Logbook	____ Bottle Discharge Cartridges INOP

(M) PROCEDURES

26-25-01A

1. Verify the affected Discharge Cartridge is in the APU position.
2. Verify the APU Firex Controls have been placarded appropriately, as noted above in the Remarks or Exceptions column.

NOTE: If the affected Discharge Cartridge is in other than the APU position, it may be repositioned to the APU position per the instructions of the 717 Aircraft Maintenance Manual. Refer to AMM Section 26-21-02.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
26-22-01	Lower Cargo Compartment Fire Suppression System "DISP.APPR.REQ'D."	Y	2	0 C	(O) May be inoperative provided procedures are used to ensure the associated cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast and/or Fly Away Kits. (See MEL Front Matter Section)

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-22-01	Cargo Fire Control Panel	___ FWD or AFT Cargo Compartment Fire suppression System INOP

(O) PROCEDURES

PRIOR TO EACH DEPARTURE, Captain is to ensure that no cargo is loaded in the associated cargo compartment. Refer to [MEL Front Matter Section](#) for a list of approved ballast and Fly Away Kit items

MAINTENANCE NOTE:

1. If either bottle has been discharged, both compartments must remain empty.
2. If one of the Discharge Cartridges becomes inoperative but both Firex bottles are fully charged, the unaffected compartment may still be used. Do not load cargo into the affected compartment, and placard the CARGO SMOKE Panel appropriately so as to prevent discharging agent into the affected compartment.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
26-25-01A	Lavatory Fire Extinguisher Systems	Y	3	0	C For each lavatory, the Lavatory Fire Extinguisher System may be inoperative provided the associated Lavatory Smoke Detector System operates normally.
26-25-01B	Lavatory Fire Extinguisher Systems "DISP.APPR.REQ'D."	Y	3	0	C (O)(M) For each lavatory, the Lavatory Fire Extinguisher System may be inoperative provided: a) Associated Lavatory Waste receptacle is empty, b) Associated Lavatory Door is locked CLOSED and placarded, "INOPERATIVE-DO NOT ENTER", and c) Associated Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-25-01A	Aircraft Logbook	____ Lavatory Fire Extinguisher System(s) INOP
26-25-01B	Aircraft Logbook	____ Lavatory Fire Extinguisher System(s) INOP

(O) PROCEDURES

26-25-01B

1. Inform cabin crewmembers they may enter the lavatory to perform inspections as necessary, including verification that the lavatory waste receptacle is empty.
2. Verify door is locked after any Lavatory inspection.

(M) PROCEDURES

26-25-01B

1. Verify that the affected lavatory trash receptacle is empty.
2. Close and lock the associated lavatory door.
3. Placard lavatory door "INOPERATIVE - DO NOT ENTER".

	B717 Minimum Equipment List	ATA 26 Fire Protection	R3 05/19/15 Page 26-14

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
26-26-01	Portable Fire Extinguishers	Y	-	3 D	Any in excess of 3 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 a functional unit, and b) Required distribution is maintained.

MEL ITEM	TAB LOCATION	PLACARD TEXT
26-26-01	Aircraft Logbook	____ Portable Fire Extinguisher INOP

 DELTA	B717 Minimum Equipment List	ATA 27 Flight Controls	R3 05/19/15 Page 27-1

ATA 27 Contents

27-12-01	Aileron Trim System	27-2
27-14-01	Aileron Position Indication System	27-3
27-15-01	Aileron Dampers.....	27-4
27-22-01	Rudder Trim Position Indicating System	27-5
27-22-02	Rudder Center Switch	27-6
27-24-01	Rudder Position Indication System	27-7
27-25-01	Rudder Dampers	27-8
27-26-01	Rudder Limiter Systems (Primary and Secondary).....	27-9
27-30-01	Control Column Disconnect Annunciation System	27-10
27-34-01	Elevator Position Indicating System.....	27-11
27-38-01	Stall Protection Systems Stick Shaker Motors.....	27-12
27-43-01	Alternate Longitudinal Trim Motor Control Relays (Up Trim/Down Trim)	27-13
27-43-02	Alternate Longitudinal Trim Motor Up/Down Limit Switches	27-14
27-51-01	Dial-A-Flap System	27-15
27-54-01	Flap Position Indicating System	27-16
27-61-01A	Spoiler Electronic Control Unit (SECU).....	27-17
27-62-01	Auto Ground Spoiler System.....	27-19
27-67-01	Flight Spoilers Actuators	27-21

	B717 Minimum Equipment List	ATA 27 Flight Controls	R3 05/19/15 Page 27-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-12-01	Aileron Trim System "Contact MCC"	N	1	0	C (M) May be inoperative provided Aileron Trim Tabs are verified to be in neutral position PRIOR TO EACH DEPARTURE (Log Book Entry Required). Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-12-01	Aileron Trim Switches	____ Aileron Trim INOP

(M) PROCEDURES

1. Deactivate the affected Aileron Trim Actuators as follows:
 - a. Gain access to the affected Aileron Trim Actuators through the lower aileron hinge access doors located just forward of each Aileron Trim Tab (ref Access Doors 530YB and 630YB).
 - b. Disconnect, cap and stow the electrical connector from the disconnect panel.
 - c. It may be necessary to also remove the adjacent access door (530XB, 630XB) to properly disconnect and stow the connector.
 - d. If the affected Aileron Trim Tabs are not faired with the Aileron at the trailing edge, reposition the tabs by adjusting the aileron trim actuator as shown in AMM Practices and Procedures 27-12-03, Aileron Trim Tab Adjustment/Test, subtask 27-12-03-820-001.

NOTE: If time permits, troubleshoot the Trim Control Unit using procedures from the 717 Fault Isolation Manual, Section 27-10 to determine which Aileron Trim Actuator has failed. If only one Actuator is affected, the other Actuator may remain powered. If time is not available to troubleshoot, or if both Aileron Trim Actuators are found faulty, deactivate both actuators.

2. **PRIOR TO EACH DEPARTURE:**
 - a. Verify that the aileron trim tabs are in the neutral position.
 - b. Accomplish required logbook entry.

	B717 Minimum Equipment List	ATA 27 Flight Controls	R3 05/19/15 Page 27-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-14-01	Aileron Position Indication System "DISP.APPR.REQ'D."	Y	2	0	C <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-14-01	Near Aileron Position Switches	____ Aileron Position Indication System INOP

	B717 Minimum Equipment List	ATA 27 Flight Controls	R3 05/19/15 Page 27-4

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
27-15-01	Aileron Dampers	Y	4	2	C	One may be inoperative on each aileron.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-15-01	Near Aileron Trim Switches	____ Aileron Damper(s) INOP

	B717 Minimum Equipment List	ATA 27 Flight Controls	R3 05/19/15 Page 27-5

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-22-01	Rudder Trim Position Indicating System	Y	2	0	C
					(M) May be inoperative provided Rudder is verified to be in neutral position PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-22-01	Near Rudder Trim Knob	____ Rudder Trim Position Indicating INOP

(M) PROCEDURES

1. Push RDR CTR Pushbutton on the pedestal.
2. Visually confirm Rudder Trim tab is faired with the rudder.

	B717 Minimum Equipment List	ATA 27 Flight Controls	R3 05/19/15 Page 27-6

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD					REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
27-22-02	Rudder Center Switch	Y	1	0	C	May be inoperative.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-22-02	Near Rudder Center Push Button	____ Rudder Center Switch INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-24-01	Rudder Position Indication System "DISP.APPR.REQ'D."	Y	1	0	C (M) May be inoperative provided proper Rudder movement is verified PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard) <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-24-01	Near Center Display Panel	____ Rudder Position Indication INOP

(M) PROCEDURES

1. Coordinate with flight crew prior to each takeoff to observe control surface check.
2. Visually confirm rudder moves in the direction commanded by the flight crew through the rudder pedals.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
27-25-01	Rudder Dampers	Y	2	1	C	May be inoperative.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-25-01	Near Rudder Trim Knob	____ Rudder Damper INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-26-01	Rudder Limiter Systems (Primary and Secondary) "DISP.APPR.REQ'D."	Y	2	1 C	May be dispatched with RUDDER LIM FAULT displayed on the STATUS Page. NOTE 1: The rudder will continue to be restricted/unrestricted as normal in this condition. NOTE 2: This item may not be used to disposition any Rudder system failures or any Alerts other than RUDDER LIM FAULT. <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-26-01	Near Rudder Trim Knob	____ Rudder Limiter INOP

	B717 Minimum Equipment List	ATA 27 Flight Controls	R3 05/19/15 Page 27-10

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-30-01	Control Column Disconnect Annunciation System	Y	1	0 C	(O) May be inoperative provided Control Columns are verified to be connected PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-30-01	L or R Instrument Panel	Control Column Disconnect Ann.Sys. INOP

(O) PROCEDURES

1. From either the Captain's or First Officer's seat, grasp both Control Columns.
2. Apply a steady force of 20 to 30 lbs (approximate) on one control column while restraining movement of the opposite control column. Verify both columns move in tandem, with no relative difference in movement between columns.
3. If only one column moves when force is applied, or if a relative difference in column movement of one inch or greater exists, columns may be disconnected. Maintenance action is required prior to departure. Dispatch is not authorized with disconnected control columns.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-34-01	Elevator Position Indicating System "DISP.APPR.REQ'D."	Y	2	0 C	(O)(M) May be inoperative provided: a) Elevator movement is verified by performing a Full Deflection check PRIOR TO EACH DEPARTURE, b) Aircraft remains at or below FL320, c) Flight speed is restricted to 240 KIAS, and d) Autoland is not used. Repetitive Check Required (Yellow Placard) <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-34-01	Below Captains N.D. Display	____ Elevator Position Indicating INOP

(O) PROCEDURES

1. Plan flight so as not to exceed 240 KIAS.
2. Maximum permitted altitude is FL320.
3. Coordinate with ground crew to conduct control surface rollout.

(M) PROCEDURES

Verify elevator travel is available through its full range as follows:

1. Coordinate with flight crew to perform control surface check, and position an observer near the elevator.
2. Verify elevator control tab movement occurs corresponding with control column movement by the flight crew.
3. Verify elevator surface movement occurs when control column is pushed full forward.

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-38-01	Stall Protection Systems Stick Shaker Motors	N 2	1	C	(M) May be inoperative provided: a) Affected Stick Shaker Motor is deactivated, b) Stall Protection System aural and visual alerts are not indicated other than a STALL WARN FAULT, and c) STALL WARN FAULT is verified to be the result of the inoperative Stick Shaker Motor PRIOR TO EACH DEPARTURE (Logbook Entry Required). Repetitive Check Required (Yellow Placard) NOTE: This item may not be used to disposition any Stall Protection System failures other than STALL WARN FAULT when displayed as a result of an inoperative Stick Shaker Motor.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-38-01	Near Captain's STICK PUSHER Light	___ Stick Shaker INOP

(M) PROCEDURES

- For an inoperative Stick Shaker Motor, pull and secure the appropriate circuit breaker for the affected,

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
F/O STICK SHAKER (B1-026)	Lower EPC	R-33
CAPTAIN'S STICK SHAKER (B1-487)	Lower EPC	P-33
- Prior to each departure perform a FCC-1 Stall Warning System Return-to-Service (RTS) and a FCC-2 Stall Warning System Return-to-Service (RTS) per AMM task 22-00-00-741-815.

NOTE: During each Stall Warning System Return-to-Service (RTS), at the end of Stick Pusher Test a menu will be displayed on the MCDU advising of an optional Stick Pusher Engage Test. Select the CONTINUE prompt to not run this test.
- Verify at the end of each FCC-1 and FCC-2 Stall Protection System RTS only one of the following failures is present, SHAKER MOTOR - CAPT or SHAKER MOTOR - F/O. This confirms STALL WARN FAULT was generated by opening the associated circuit breaker of the inoperative Stick Shaker Motor. Dispatch with any other failure(s) is not permitted.

 DELTA	B717 Minimum Equipment List	ATA 27 Flight Controls	R3 05/19/15 Page 27-13

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-43-01	Alternate Longitudinal Trim Motor Control Relays (Up Trim/Down Trim) "DISP.APPR.REQ'D."	Y	2	0	C (O)(M) May be inoperative provided: a) It is verified that the associated relay is not energized, b) Manual Alternate Trim System operates normally, and c) Mach Trim System is considered inoperative and deferred per MEL 22-22-02.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-43-01	Flight Control Panel	____ Alternate Longitudinal Trim Motor Control Relay (Up Trim / Down Trim) INOP

(O) PROCEDURES

1. Verify Manual Alternate Trim functions properly by moving ALT LONG TRIM Switches on the center pedestal and observing corresponding movement of the Stabilizer on the CONFIG Synoptic page.
2. In flight, trim aircraft manually prior to engaging Autopilot.
3. If the AUTO TRIM FAIL Alert appears, return the stabilizer by either of the following methods:
 - a. Operate the ALT LONG TRIM Switches on the center pedestal (which does not require autopilot disconnect), or
 - b. Disconnecting the autopilot, manually trim the aircraft using the Control Wheel Trim Switches, and then re-engage the Autopilot.
4. If the Autopilot is to be used for landing, manually trim the aircraft and track the glideslope at final approach speed prior to Autopilot engagement.

(M) PROCEDURES

1. Operate the Primary Trim Switches on both Control Wheel horns and confirm corresponding movement of the Stabilizer. Stabilizer position and movement can be observed on the CONFIG Synoptic page.
2. Defer the Mach Trim System per MEL 22-22-02.

	B717 Minimum Equipment List	ATA 27 Flight Controls	R3 05/19/15 Page 27-14

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-43-02	Alternate Longitudinal Trim Motor Up/Down Limit Switches	Y	2	0	C (M) May be inoperative provided Alternate Trim System otherwise functions normally.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-43-02	Near Alternate Trim Switches	___ Alternate Longitudinal Trim Motor Limit Switch(s) INOP

(M) PROCEDURES

1. Operate the Primary Trim Switches on either Control Wheel horn and verify stabilizer travels through its complete range from 12° ANU to 2.6° AND. Stabilizer position and movement can be observed on the CONFIG Synoptic page.
2. Repeat step 1. using the ALT LONG TRIM Switches on the pedestal.

NOTE: Rate of movement using Primary Trim Switches is approximately 1/3 degree per second, and stabilizer movement through the full range of travel requires approximately 48 seconds. Rate of movement using ALT LONG TRIM Switches is approximately 1/5 degree per second, and stabilizer movement through the full range of travel requires approximately 2 minutes, 40 seconds.

	B717 Minimum Equipment List	ATA 27 Flight Controls	R3 05/19/15 Page 27-15

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-51-01	Dial-A-Flap System "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided: a) Movable detent is in the STOWED position, b) Fixed Flap Detent System is operates normally, and c) Both Flap Position Indicating Systems are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-51-01	Near Dial-A-Flap FLAP T.O. SEL Window or Wheel	Dial-A-Flap System INOP

OPERATIONS NOTE:

13 degrees flap data will be required for takeoff.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-54-01	Flap Position Indicating System "DISP.APPR.REQ'D."	N	2	1 C	(O)(M) One may be inoperative provided: a) It is verified that flaps are operative through their normal operating range, and b) Visual inspection verifies that flaps are in takeoff position and no asymmetry exists PRIOR TO EACH DEPARTURE (Log Book Entry Required). CAT II/III Not Authorized AUTOLAND Not Authorized Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-54-01	Below Captains N.D. Display	____ Flap Indicating System INOP

(O) PROCEDURES

1. Prior to takeoff, coordinate with maintenance to verify flaps are in commanded position.
2. Do not move flap/slat handle again until after takeoff. If flap/slat handle is moved (e.g., during de-icing operations), reconfirm with maintenance that flaps are again selected to their proper position before takeoff.

(M) PROCEDURES

1. Verify flaps can be operated through their entire range of motion.
2. After flaps are set for takeoff, visually confirm flap position to be correct by inspecting flap position at the inboard flap hinge. Use scribe marks at the hinge, and coordinate with flight crew to ensure flaps are at commanded position, and no asymmetry exists.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-61-01A	Spoiler Electronic Control Unit (SECU) "DISP.APPR.REQ'D."	Y	1	0	C (O) May be dispatched with SECU FAULT displayed on the STATUS page provided appropriate performance data is used. <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized NOTE 1: The SECU will continue to operate normally in this condition. NOTE 2: This item may not be used to disposition any Spoiler system failures or any Alerts other than SECU FAULT.
27-61-01B	Spoiler Electronic Control Unit (SECU) "DISP.APPR.REQ'D."	Y	1	0	C (M) SECU -04 (and subs) may be dispatched with SECU FAULT displayed on the STATUS page provided: a) SECU Fault Review is performed PRIOR TO EACH DEPARTURE, and b) SECU Ground Spoiler Logic Fault (Fault Code 276026) is verified NOT the cause of SECU FAULT alert. Repetitive Check Required (Yellow Placard) <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized NOTE 1: The SECU will continue to operate normally in this condition. NOTE 2: This item may not be used to disposition any Spoiler system failures or any Alerts other than SECU FAULT.

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-61-01A	1. Below Spoiler/Speedbrake Lever 2. Below Spoiler/Speedbrake Lever 3. Below Captains N.D.	1. Auto Ground Spoiler System INOP 2. SECU Fault Display INOP 3. Do Not Use Autopilot Autoland mode
27-61-01B	1. Below Spoiler/Speedbrake Lever 2. Below Spoiler/Speedbrake Lever 3. Below Captains N.D.	1. Auto Ground Spoiler System INOP 2. SECU Fault Display INOP 3. Do Not Use Autopilot Autoland mode

CONTINUED NEXT PAGE

(O) PROCEDURES

27-61-01A

27-61-01A SPOILER ELECTRONIC CONTROL UNIT (SECU)	
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	Minimum takeoff and landing runway length is 6,000 ft.
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 19,200 lbs. 2. Reduce T/O CLIMB LIMIT by 19,200 lbs. LANDING 1. Reduce RWY ALLOWABLE LANDING WT by 18,100 lbs. 2. Reduce LANDING CLIMB LIMIT WT by 18,100 lbs.

(M) PROCEDURES

27-61-01B

SECU Fault Review (perform steps in the following order),

1. Select MENU on either MCDU to access the main menu page.
2. Select CFDS.
3. Select LRU MAINTENANCE.
4. Press PAGE Key twice to access Page 3.
5. Select SECU.
6. Select FAULT REVIEW.
 - a. If the following SECU Fault Code and Maintenance Message is present, this is a SECU Ground Spoiler Logic Fault. Notify Flight Operations Office/Dispatch Office of a SECU Ground Logic Fault that AFM Appendix 3K must be observed. The aircraft may then be dispatched by applying the first proviso of this MMEL item and no further maintenance action is required.

<u>Fault Code</u>	<u>Maintenance Message</u>
276026	SECU INTERNAL FAULT

- b. If the SECU Fault Code is other than shown above, repeat this Maintenance Procedure prior to each flight.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-62-01	Auto Ground Spoiler System "DISP.APPR.REQ'D."	Y	1	0	C (O)(M) May be inoperative provided: a) Appropriate performance penalties are applied, and b) A SECU Fault Review is performed PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-62-01	Near Speed Brake Lever	Auto Ground Spoiler INOP

(O) PROCEDURES

NOTE: Procedures will require the manual use of Ground Spoilers (RTO etc.)

Do not arm Auto Spoilers for takeoff or for landing.

27-62-01	AUTO GROUND SPOILER SYSTEM
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF Reduce RATOW by 1,000 lbs. Reduce T/O CLIMB LIMIT by 1,000 lbs. LANDING Reduce RWY ALLOWABLE LANDING WT by 9,100 lbs. Reduce LANDING CLIMB LIMIT WT by 9,100 lbs.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 27 Flight Controls	R4 10/07/16 Page 27-20

(M) PROCEDURES

PRIOR TO EACH DEPARTURE, perform a SECU Fault Review as follows:

1. Verify the Spoiler Handle is disarmed (down).
2. Push the MENU on either MCDU to access the main menu page.
3. From the Main MENU Page, select CFDS.
4. From the CFDS INITIAL MENU Page, select LRU MAINTENANCE.
5. From the CFDS LRU MAINTENANCE Page 1, press the PAGE key twice to access Page 3.
6. From the CFDS LRU MAINTENANCE Page 3, select SECU.
7. From the SECU MAINTENANCE Page, select CURRENT FAULTS to review specific fault messages.
8. If either of the following SECU Fault Messages are present, dispatch is not authorized:

<u>Fault Code</u>	<u>Maintenance Message</u>
276211 AGS	FAULT ARM SWITCH 1
276212 AGS	FAULT ARM SWITCH 2

9. Arm (raise) the Spoiler Handle, and then press the REFRESH key on the MCDU. Again verify neither of the above SECU Fault Messages are present.
10. Disarm the Spoiler Handle.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
27-67-01	Flight Spoilers Actuators "DISP.APPR.REQ'D."	N	4	2	A (O)(M) One symmetrical pair (either both inboard or both outboard) may be inoperative provided: a) Associated symmetrical pair of spoilers are deactivated, b) Remaining spoilers are verified to operate normally PRIOR TO EACH DEPARTURE (Logbook Entry Required), c) Ailerons are verified to move freely PRIOR TO EACH DEPARTURE, d) Aircraft remains at or below FL 250, e) Performance penalties are applied, and f) Repairs are made within three flight cycles. <u>CAT II/III</u> NOT AUTHORIZED <u>AUTOLAND</u> NOT AUTHORIZED Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
27-67-01	Near Speed Brake Lever	___ Flight Spoilers INOP

(O) PROCEDURES

1. Limit flight altitude to a maximum of FL 250.
2. During exterior pre-flight control check, move the ailerons to verify that ailerons move freely.
3. During normal pre-flight controls check, verify on the configuration display the spoiler white box appears on each wing when the control wheel is turned in the corresponding direction. Spoiler boxes will not display full deflection (Spoiler box will not shade green on CONFIG page).
4. Spoilers may be armed for take-off.
5. Do not arm or deploy spoilers for landing.
6. Prior to landing, an outlined "white box" with SPOILERS will be displayed in the essential items checklist on the EAD. A green landing checklist complete box (outlined green box) will not be displayed.
7. Do not manually deploy spoilers after touchdown or landing roll-out.

CONTINUED NEXT PAGE

27-67-01	Flight Spoiler Actuators
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	Minimum takeoff and landing runway length is 6,000 ft. The limiting crosswinds for takeoff and landing is 15 kts.
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 19,200 lbs. 2. Reduce T/O CLIMB LIMIT by 19,200 lbs. LANDING 1. Reduce RWY ALLOWABLE LANDING WT by 29,350 lbs. 2. Reduce LANDING CLIMB LIMIT WT by 29,350 lbs.

(M) PROCEDURES

1. If the failed spoiler actuator(s) is an inboard actuator, disconnect the actuator servo valve electrical connectors from the disconnect brackets: P1-3315C (LIB) and P1-3316C (RIB), for BOTH inboard actuators. Coil and stow the connector.

NOTE: It may be necessary to open the applicable Bent Up Trailing Edge (BUTE) doors (530MB, 530RB, 630MB, 630RB) to properly disconnect and stow the connector. OR

2. If the failed spoiler actuator(s) is an outboard actuator, for BOTH outboard actuators: disconnect the actuator servo valve electrical connectors from the disconnect bracket: P1-3317C (LOB) and P1-3318C (ROB). Coil and stow the connector.

NOTE: It may be necessary to open the applicable Bent Up Trailing Edge (BUTE) doors (530MB, 530RB, 630MB, 630RB) to properly disconnect and stow the connector.

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3. PRIOR TO EACH DEPARTURE:

- a. Verify the following spoiler related alerts are NOT displayed
 - 1) SPOILER INBD/OTBD FAIL
 - 2) SECU FAULT
 - 3) SPOILER FAULT
- b. Observe the spoiler panels (and/or monitor the SECU Sensor Readout under the MCDU LRU Maintenance Menu) while commanding the spoilers to extend using the speed brake lever or control wheel; identify the spoiler panel that is non-responsive.
- c. Perform a Return-To-Service (RTS) test of the Spoiler System per AMM task 27-60-00-741-801. For dispatch, the only permitted faults reported by the RTS are the following which correspond to the failed spoiler actuator(s): 276151 (Left Inboard), 276161 (Left Outboard), 276171 (Right Inboard) or 276181 (Right Outboard).

CAUTION: For dispatch, either both inboard actuators or both outboard actuators must be functional.

- d. Verify remaining spoilers operate normally.
 - 1) Turn the hydraulic system on.
 - a) On one MCDU, monitor the spoiler actuator positions via the SECU Sensor Readout to verify correct functioning of the remaining pair of spoiler panels.
 - (1) MCDU: Menu - LRU Maintenance - Page until "SECU" is present
 - (2) Select "SECU"
 - (3) Select "SENSOR READOUT"
 - (4) Page until page 3 of 5 is present: "SPOILER POSITIONS 3/5"
 - b) Move the speed brake lever to the full Flight Spoiler position.
 - (1) Verify spoiler position in Sensor Readout is 35 +/- 3 degrees at full flight spoiler for operating pair spoilers only.
 - c) Move the speed brake lever to the full Ground Spoiler position.
 - (1) Verify spoiler position in Sensor Readout is 60 +/- 4 degrees at full ground spoiler for operating pair spoilers only.
 - 2) Return speed brake lever to the full forward and disarm position.
 - 3) Turn the control wheel clockwise to full right wing down position and verify the remaining operable right wing spoiler achieves a minimum indication of 56 degree on the SECU Sensor Readout. Repeat for the left wing down position and the remaining operable left wing spoiler by turning the control wheel counter clockwise.

NOTE: A strong force at the control wheel may be required to attain and hold the minimum value of 56 degrees; there may be a slight delay in displaying the sensor readout.

- e. Turn off hydraulic power.
- f. Accomplish required logbook entry.

	B717 Minimum Equipment List	ATA 27 Flight Controls	R3 05/19/15 Page 27-24

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 DELTA	B717 Minimum Equipment List	ATA 28 Fuel	R3 05/19/15 Page 28-1

ATA 28 Contents

28-21-01A	Single Point Pressure Refueling System	28-2
28-21-01B	Single Point Pressure Refueling System Fuel Fill Valves.....	28-2
28-21-01C	Single Point Pressure Refueling System Auto Fill Shutoff.....	28-2
28-21-03	Ground Refueling Relay	28-3
28-22-01	Main Tank Fuel AC Boost Pumps	28-4
28-22-02A	Center Tank Fuel AC Boost Pumps	28-5
28-22-03	DC Start Pump	28-7
28-22-04	Crossfeed Valve Position Synoptic Indication.....	28-8
28-26-01A	Fuel Return-To-Tank System (RTT)	28-9
	COCKPIT FUEL QUANTITY INDICATING SYSTEM	28-10
28-41-01A	Channels (A & B).....	28-10
28-41-01B	Left & Right Main Tank Displays.....	28-10
28-41-01C	Center Tank Display	28-10
28-41-01E	Fuel System Test	28-11
28-41-01F	Fuel Quantity Channel A/B Selector Switch.....	28-11
28-41-02	Gross Weight / Total Fuel Indication System	28-14
28-41-03	Fueling Panel Fuel Quantity Indicators	28-15
28-42-01	Dripless Fuel Measuring Sticks (Dipsticks)	28-16
28-43-01	Main Tank Fuel Level Low Float Switches.....	28-17
28-44-01	Pump Pressure Low Annunciation Systems	28-18
28-45-01A	Fuel Tank Temperature Indicating System	28-19

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-21-01A	Single Point Pressure Refueling System "DISP.APPR.REQ'D."	Y	1	0	C (M) May be inoperative provided an accepted alternate refueling procedures is used.
28-21-01B	Single Point Pressure Refueling System Fuel Fill Valves "DISP.APPR.REQ'D."	Y	3	0	C (M) May be inoperative provided an accepted alternate refueling procedures is used.
28-21-01C	Single Point Pressure Refueling System Auto Fill Shutoff "DISP.APPR.REQ'D."	Y	1	0	C (M) May be inoperative and Pressure Fueling System may be used provided Manual Fill Shutoff System is operative.
28-21-01D	Single Point Pressure Refueling System Auto Fill Shutoff "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided fueling operations are conducted using Gravity Fill System.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-21-01A	1. Aircraft Logbook 2. Pressure Fueling Control Panel	Single Point Pressure Fueling System INOP
28-21-01B	1. Aircraft Logbook 2. Pressure Fueling Control Panel	Single Point Pressure Refueling System Fuel Fill Valves INOP
28-21-01C	1. Aircraft Logbook 2. Pressure Fueling Control Panel	Single Point Pressure Fueling System Auto Fill Shutoff INOP
28-21-01D	1. Aircraft Logbook 2. Pressure Fueling Control Panel	Single Point Pressure Refueling System Auto Fill Shutoff INOP

(M) PROCEDURES

28-21-01A, 28-21-01B, 28-21-01C

Load fuel as follows:

1. Add fuel through the single point refueling receptacle.
2. If any of the fuel fill valves are electrically inoperative, manually open and close valves as required to achieve proper distribution.
3. If the auto shutoff function is inoperative, manually terminate fueling operation when tanks are full.

	B717 Minimum Equipment List	ATA 28 Fuel	R3 05/19/15 Page 28-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
28-21-03	Ground Refueling Relay	Y	1	0	C		

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-21-03	1. Aircraft Logbook 2. Pressure Fueling Control Panel	Ground Refueling Relay INOP

MAINTENANCE NOTE:

The underwing refueling panel may not be operative in this case.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-22-01	Main Tank Fuel AC Boost Pumps "DISP.APPR.REQ'D."	Y	4	2 C	(O)(M) May be inoperative provided: a) Inoperative Fuel Pumps are not in the same tank, b) When two Fuel Pumps are inoperative, the remaining Fuel Pumps are powered from separate AC Bus Systems, c) The combination of the Left FWD and Right AFT boost pumps may not be inoperative, d) If the flight is to be conducted above FL 170, then the Fuel Return-To-Tank System for the respective engine must be operative, and e) Increase planned trip fuel for each inoperative fuel pump as follows: 580 lbs. for each inoperative forward main tank pump. 330 lbs. for each inoperative aft main tank pump. NOTE: Added fuel is to be considered unusable for the purpose of flight planning.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-22-01	Associated Fuel Boost Pump Switch	____ Main Tank Fuel AC Boost Pump(s) INOP

(O) PROCEDURES

- Observe additional fuel requirements for flight planning, as noted in the remarks above.
- If two pumps are inoperative, go-around is not recommended if there is less than 1,000 lbs. remaining in either main tank.

(M) PROCEDURES

- Set the associated Fuel Boost Pump Switch to OFF.
- Pull and secure the associated 115 VAC Phase A-C Fuel Boost Pump circuit breaker(s) for the inoperative pump(s).

NOTE: When 2 pumps are inoperative, use the following chart to comply with proviso b):

Fuel Boost Pump	CB Panel	Location	AC Bus System
Left Forward	Upper EPC	J-23	Right 115 VAC
Left Aft	Upper EPC	H-23	Left 115 VAC
Right Forward	Upper EPC	H-19	Left 115 VAC
Right Aft	Upper EPC	J-19	GS 115 VAC

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-22-02A	Center Tank Fuel AC Boost Pumps "DISP.APPR.REQ'D."	Y	2	1	B (O)(M) May be inoperative with USABLE fuel carried in the Center Tank provided: a) Cockpit Fuel Quantity Indication System is fully operative, b) The Main Tank FUEL LEVEL LO and FUEL OFF SCHEDULE annunciation systems are operative, c) The center tank pump low pressure annunciation system for the operative center tank pump is operative, and d) If the flight is to be conducted above FL 170, then both Fuel Return-To-Tank Systems must be operative.
28-22-02B	Center Tank Fuel AC Boost Pumps "DISP.APPR.REQ'D."	Y	2	0	C (M) May be inoperative provided: a) All Cockpit Fuel Quantity Indicators are operative, and b) Any fuel in Center Tank is considered unusable.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-22-02A	Associated Fuel Boost Pump Switch	___ Center Tank Fuel AC Boost Pump INOP
28-22-02B	Associated Fuel Boost Pump Switch	___ Center Tank Fuel AC Boost Pump(s) INOP

(O) PROCEDURES

28-22-02A

Modify normal fuel burn procedures as follows:

1. Select Fuel Pump Switches for all operative Boost Pumps to ON for takeoff.
2. After takeoff, when conditions permit and at least by top of climb, select Main Tank PUMP Switches OFF, one tank at a time.
3. Verify ENG L/R FUEL PRESS alerts do not appear on EAD.
4. Select FUEL Synoptic Page to verify fuel quantity in the center tank is decreasing.
5. When Center Tank indicates 500 pounds remaining, turn one boost pump in one Main Tank ON.
6. When Center Tank is empty, turn remaining Main Tank Boost Pumps ON.

CONTINUED NEXT PAGE

(M) PROCEDURES

28-22-02A, 28-22-02B

1. Set the associated Fuel Boost Pump Switch to OFF.
2. Pull and secure the associated 115 VAC Phase A-C Fuel Boost Pump circuit breaker(s) for the inoperative pump(s).

Fuel Boost Pump	CB Panel	Location	AC Bus System
Center Forward	Upper EPC	H-21	Left 115 VAC
Center Aft	Upper EPC	J-21	Right 115 VAC

	B717 Minimum Equipment List	ATA 28 Fuel	R3 05/19/15 Page 28-7

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-22-03	DC Start Pump	Y	1	0 C	(O) May be inoperative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-22-03	DC Start Pump Switch	DC Start Pump INOP

(O) PROCEDURES

Use APU or external power to supply AC power to the Main Tank Fuel Pumps for engine start.

	B717 Minimum Equipment List	ATA 28 Fuel	R3 05/19/15 Page 28-8

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-22-04	Crossfeed Valve Position Synoptic Indication	Y	1	0 C	(O) May be inoperative provided crossfeed valve operation is verified PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-22-04	Crossfeed Valve Position Synoptic Indication	____ Crossfeed Valve Position Synoptic Indication INOP

(O) PROCEDURES

Verify proper operation of the fuel crossfeed valve, as follows:

1. Select FUEL X-FEED Lever to ON.
2. Place Fuel Switch for one engine to ON.
3. Observe applicable ENG L/R FUEL PRES message on EAD appears.
4. Turn on one boost pump in the opposite-side main tank (e.g., if Left Fuel Switch is ON, select Right FWD Pump Switch to ON). Observe ENG L/R FUEL PRES message extinguishes.
5. Close FUEL X-FEED Lever, and verify ENG L/R FUEL PRES message reappears.
6. Turn off Fuel Switch and main tank fuel boost pump.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
28-26-01A	Fuel Return-To-Tank System (RTT)	Y	2	1	C	May be inoperative provided both Main Tank Fuel Boost Pumps in the associated Main Tank are operative.
28-26-01B	Fuel Return-To-Tank System (RTT) “DISP.APPR.REQ’D.”	Y	2	0	C	May be inoperative provided the airplane remains at or below FL 170.
28-26-01C	Fuel Return-To-Tank System (RTT) “DISP.APPR.REQ’D.”	Y	2	0	C	(O) May be inoperative provided: a) The APU is operative and is running for any portion of the flight above FL 170, b) All four Main Tank Fuel Boost Pumps are operative, and c) Both Center Tank Fuel Boost Pumps are operative if usable fuel is carried in the Center Tank.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-26-01A	Below Captains N.D. Panel	____ Fuel Return-To-Tank System INOP
28-26-01B	Below Captains N.D. Panel	Both Fuel Return-To-Tank Systems INOP
28-26-01C	Below Captains N.D. Panel	Both Fuel Return-To-Tank Systems INOP

OPERATIONS NOTE:

If only one Return-To-Tank system is affected, flight crew might observe a split in engine oil temperature. This is normal, and does not require special attention or crew procedures as long as Oil Temperature remains within limits.

(O) PROCEDURES

28-26-01C

28-26-01C	FUEL RETURN-TO-TANK SYSTEM (RTT)
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 220 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

	B717 Minimum Equipment List	ATA 28 Fuel	R3 05/19/15 Page 28-10

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	COCKPIT FUEL QUANTITY INDICATING SYSTEM				
28-41-01A	Channels (A & B)	Y	2	1	C (O) May be inoperative provided: a) All Cockpit Fuel Quantity Displays are operative on the remaining channel, b) Both Fuel Used Indications are operative, and c) All Fuel Tank Boost Pumps are operative.
28-41-01B	Left & Right Main Tank Displays "DISP.APPR.REQ'D."	Y	2	1	C (O)(M) One may be inoperative on both channels provided: a) Fuel quantity in the associated tank is verified by an alternate method PRIOR TO EACH DEPARTURE, b) Remaining Main Tank and Center Tank Fuel Quantity Displays in the cockpit are operative on both channels, c) Fuel Flow Indication for associated engine is operative, and d) Both Fuel Used Indications are operative, NOTE: Gross Weight / Total Fuel Indication will not be available Repetitive Check Required (Yellow Placard)
28-41-01C	Center Tank Display "DISP.APPR.REQ'D."	Y	1	0	C (O)(M) May be inoperative on both channels provided: a) Fuel quantity in the associated tank is verified by an alternate method PRIOR TO EACH DEPARTURE. b) Any fuel in the Center Tank is considered UNUSABLE and is included in the zero fuel weight and center of gravity calculation as ballast fuel, c) Both Cockpit Main Tank Fuel Quantity Displays are operative on both channels, and d) Both Fuel Used Indications are operative. NOTE: Gross Weight / Total Fuel Indication will not be available. Repetitive Check Required (Yellow Placard)

CONTINUED NEXT PAGE

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	COCKPIT FUEL QUANTITY INDICATING SYSTEM (Continued)				
28-41-01D	Center Tank Display "DISP.APPR.REQ'D."	Y	1	0	C (O)(M) May be inoperative with fuel in the Center Tank considered USABLE provided: a) Both Center Tank Fuel Boost Pumps and their associated center tank fuel boost pump pressure low annunciation systems are operative, b) Both Cockpit Main Tank Fuel Quantity Displays are operative on both channels, c) Both Fuel Used Indications are operative, d) Quantity of fuel loaded into the Center Tank is verified by an alternate method PRIOR TO EACH DEPARTURE, and e) Procedures are established for verifying when fuel in the Center Tank has been depleted. NOTE: Gross Weight / Total Fuel Indication will not be available. Repetitive Check Required (Yellow Placard)
28-41-01E	Fuel System Test	Y	1	0	C (O) May be inoperative provided: a) All Cockpit Fuel Quantity Displays are operative, and b) Both Fuel Used Indications are operative.
28-41-01F	Fuel Quantity Channel A/B Selector Switch	Y	1	0	C (O) May be inoperative provided: a) All Cockpit Fuel Quantity Displays are operative on the remaining channel, b) Both Fuel Used Indications are operative, and c) All Fuel Tank Boost Pumps are operative.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 28 Fuel	R4 10/07/16 Page 28-12

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-41-01A	Below Captains N.D. Panel	Channel ____ of Fuel Quantity Indicating System INOP
28-41-01B	Below Captains N.D. Panel	____ Wing Main Tank Display INOP
28-41-01C	Below Captains N.D. Panel	Center Tank Display INOP
28-41-01D	Below Captains N.D. Panel	Center Tank Display INOP
28-41-01E	Below Captains N.D. Panel	Fuel System Test INOP
28-41-01F	Below Captains N.D. Panel	Fuel Quantity Channel A/B Selector Switch INOP

(O) PROCEDURES

28-41-01A

- Should remaining channel or any other portions of the Fuel Quantity Indication System fail in flight, keep remaining boost pumps ON for the duration of the flight.
- Monitor fuel used indication.

28-41-01B

PRIOR TO EACH DEPARTURE, verify alternate fueling procedures have been accomplished.

- Disregard fuel totalizer and gross weight indication.
- In flight, when center tank is empty, monitor fuel used indication.

28-41-01C, 28-41-01D

PRIOR TO EACH DEPARTURE, verify alternate fueling procedures have been accomplished.

- Disregard fuel totalizer and gross weight indication.
- With unusable fuel in center tank:
 - Turn off center tank pumps.
 - In flight, monitor fuel used indications and cross-check versus main tank quantity decrease.
 - If fuel used indication does not match indicated fuel depletion from main tanks, turn on center tank pumps.
- With usable fuel in the center tank:
 - In flight, monitor fuel used indications and verify no fuel transfer from the main tanks until fuel used equals quantity of fuel in the center tank.
 - After center is empty, leave one center tank pump switch ON for the duration of the flight.

28-41-01E

- Use proper fuel management procedures, such as awareness of individual pump pressure low alerts, FUEL OFF SCHEDULE alert and FUEL LOW alert.

28-41-01F

- Should remaining channel or any other portions of the Fuel Quantity Indication System fail in flight, keep remaining boost pumps ON for the duration of the flight.
- Monitor fuel used indication.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 28 Fuel	R4 10/07/16 Page 28-13

(M) PROCEDURES

28-41-01B, 28-41-01C, 28-41-01D

1. Install second placard in a conspicuous location at the fueling station and place placard tab on or adjacent to inoperative indicator.
2. For alternate fueling procedures, refer to the following sections of the [Fueling Procedures Manual](#):
 B717.40 B-717-200 Inoperative Gauge
 B717.90.0 B-717-200 Fuel Stick Charts
 B717.90.X Fuel Stick Charts

	B717 Minimum Equipment List	ATA 28 Fuel	R3 05/19/15 Page 28-14

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-41-02	Gross Weight / Total Fuel Indication System "DISP.APPR.REQ'D."	Y	1	0 C	(O) May be inoperative provided alternate procedures for determining fuel quantity and gross weight are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-41-02	Below Captains N.D. Panel	Fuel Tank Totalizing System and Gross Weight Indicator INOP

(O) PROCEDURES

1. Add individual fuel quantities displayed for each tank to obtain total fuel loaded. Cross check total quantity onboard with dispatch personnel.
2. If any of the individual tank displays is also inoperative, confirm with dispatch or fueling personnel that total fuel onboard has been verified using an alternate method, e.g., dipsticks.
3. Add total fuel on board to Zero Fuel Weight from load sheet to obtain gross weight.

	B717 Minimum Equipment List	ATA 28 Fuel	R4 10/07/16 Page 28-15

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-41-03	Fueling Panel Fuel Quantity Indicators	Y	3	0	C (O) May be inoperative provided fuel quantity in associated tank is verified by an alternate accepted method PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-41-03	1. Aircraft Logbook 2. Pressure Fueling Control Panel	____ Fueling Panel Fuel Quantity Indicator(s) INOP

(O) PROCEDURES

PRIOR TO EACH DEPARTURE:

1. Verify alternate fueling procedures have been accomplished.
2. Install second placard in a conspicuous location at the fueling station and place tab on or adjacent to inoperative indicator.
3. For alternate fueling procedures, refer to the following sections of the [Fueling Procedures Manual](#):
 B717.40 B717 Inoperative Gauge
 B717.90.0 B717 Fuel Stick Chart Procedures
 B717.90.X Fuel Stick Charts

	B717 Minimum Equipment List	ATA 28 Fuel	R3 05/19/15 Page 28-16

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-42-01	Dripless Fuel Measuring Sticks (Dipsticks) "DISP.APPR.REQ'D."	Y	9	0 C	(M) May be inoperative or missing provided fuel quantity is determined by other acceptable means.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-42-01	Aircraft Logbook	____ Dipstick(s) INOP

(M) PROCEDURES

During fueling determine quantity of fuel in the affected tank by:

1. Using quantity gages in cockpit or at the wing refueling station, and/or
2. Loading a known quantity of fuel into the affected tank.

NOTE: Use fuel quantity indicating system to fuel airplane. If quantity indications are inoperative, refer to MEL item [28-41-01](#) or [28-41-03](#) as applicable.

	B717 Minimum Equipment List	ATA 28 Fuel	R3 05/19/15 Page 28-17

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-43-01	Main Tank Fuel Level Low Float Switches	Y	2	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-43-01	Below Captains N.D. Panel	Main Tank Fuel Level Low Float Switches INOP

MAINTENANCE NOTE:

1. If the Float Switch is failed Closed, the FUEL OFF SCHEDULE Alert (Level 2) will be present on the EAD. This must be inhibited prior to dispatch, as follows. Maintenance will be required and Flight Crew May NOT Placard.
 - a. Gain access to the wiring for the affected Low Fuel Level Float Switch through the appropriate access panel listed below:

Affected Float Switch	Access Panel	Terminal Strip	Wire Identification	Lug on Terminal Strip
Left (S1-577)	510 BB	S3-1	FRNS1577-20	1
		GND	FRNS1577A-20N	715D
Right (S1-578)	610 BB	S3-91	FRNS1578-20	5
		GND	FRNS1578A-20N	815D

- b. Remove the appropriate Low Fuel Level Float Switch wire from the Terminal Strip, and the associated Ground Wire from the Ground Terminal Strip. Insulate, coil and stow wires as appropriate.
 - c. Verify associated FUEL LEVEL LOW and / or FUEL OFF SCHEDULE alerts are not present on the EAD.

	B717 Minimum Equipment List	ATA 28 Fuel	R3 05/19/15 Page 28-18

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
28-44-01	Pump Pressure Low Annunciation Systems	Y	6	0	C
					(O) May be inoperative provided affected pump is functionally checked PRIOR TO EACH DEPARTURE. NOTE: If affected tank is not carrying usable fuel, its respective boost pump need not be checked. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-44-01	Below Captains N.D. Panel	____ Pump Pressure Low Annunciations INOP

(O) PROCEDURES

1. Center tank Pump Pressure Low Annunciation System inoperative:
 - a. After engine start, select both center tank pump switches and main tank pump switches in one main tank to OFF, one at a time.
 - b. Verify appropriate ENG L/R FUEL PRES message appears on EAD.
 - c. Select boost pump switch associated with inoperative annunciation system to ON, and verify ENG L/R FUEL PRES message extinguishes.
 - d. Return all boost pumps to ON, as appropriate.
2. Main tank Pump Pressure Low Annunciation System inoperative:
 - a. After engine start, select center and main tank pump switches in affected tank to OFF, one at a time.
 - b. Verify appropriate ENG L/R FUEL PRES message appears on EAD.
 - c. Select boost pump switch associated with inoperative annunciation system to ON, and verify ENG L/R FUEL PRES message extinguishes.
 - d. Return all boost pumps to ON, as appropriate.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
28-45-01A	Fuel Tank Temperature Indicating System	Y	2	1	C	May be inoperative provided both Main Tank Fuel Boost Pumps in the associated Main Tank are operative.
28-45-01B	Fuel Tank Temperature Indicating System “DISP.APPR.REQ'D.”	Y	2	0	C	May be inoperative provided the airplane remains at or below FL 170.
28-45-01C	Fuel Tank Temperature Indicating System “DISP.APPR.REQ'D.”	Y	2	0	C	(O) May be inoperative provided: a) The APU is operative and is running for any portion of the flight above FL 170. b) All four Main Tank Fuel Boost Pumps are operative, and c) Both Center Tank Fuel Boost Pumps are operative if usable fuel is carried in the Center Tank.

MEL ITEM	TAB LOCATION	PLACARD TEXT
28-45-01A	Below Captains N.D. Panel	Fuel Temperature Indicator INOP
28-45-01B	Below Captains N.D. Panel	Fuel Temperature Indicator INOP
28-45-01C	Below Captains N.D. Panel	Fuel Temperature Indicator INOP

(O) PROCEDURES

28-45-01C

1. Refer to [Operations Manual, Volume 1, Supplementary Procedures, Adverse Weather](#), regarding ice on upper wing surface.
2. Utilize Overwing Ice Detection System to comply with inspection requirements, if necessary.
3. If the Overwing Ice Detection System is inoperative, flight crew should physically inspect the upper wing surface for ice (in accordance with AFM limitations) when there is frost or ice on the inboard portion of the wing lower surface, or when conditions exist which may be conducive to ice formation, i.e., ambient temperature less than 50 °F (10 °C) and visible moisture (fog, rain, drizzle, etc.) is present.
4. Fuel Return-To-Tank System will be inoperative for an inoperative Fuel Tank Temperature Indication. If only one System is affected, flight crew might observe a split in engine oil temperature. This is normal, and does not require special attention or crew procedures as long as Oil Temperature remains within limits.

CONTNUED NEXT PAGE

	B717 Minimum Equipment List	ATA 28 Fuel	R3 05/19/15 Page 28-20

28-45-01C	FUEL TANK TEMPERATURE INDICATION
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Increase BLOCK FUEL by 220 lbs. per hour for APU usage.
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None

 DELTA	B717 Minimum Equipment List	ATA 29 Hydraulic Power	R0 08/22/13 Page 29-1

ATA 29 Contents

29-11-01A	Right Engine Driven Hydraulic Pump.....	29-2
29-21-01	Electric Auxiliary Hydraulic Pump	29-5
29-22-01	Hydraulic Power Transfer Unit (PTU).....	29-6
29-31-01	Right Hydraulic System Pressure Low Annunciation System.....	29-7
29-31-02	Hydraulic Pump Pressure Synoptic Indication Amber Pinwheel (prior to engine start)	29-8
29-32-01	Hydraulic Quantity Indicating Systems.....	29-9

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
29-11-01A	Right Engine Driven Hydraulic Pump "DISP.APPR.REQ'D."	Y	1	0	C (O) May be inoperative provided: a) Left Engine Driven Hydraulic Pump, Electrical Auxiliary Hydraulic Pump and Hydraulic Power Transfer Unit are operative, and b) Performance penalties are applied.
29-11-01B	Right Engine Driven Hydraulic Pump "DISP.APPR.REQ'D."	N	1	0	C (O)(M) May be dispatched with Right Engine Driven Hydraulic Pump removed provided: a) Left Engine Driven Hydraulic Pump, Electrical Auxiliary Hydraulic Pump and Hydraulic Power Transfer Unit are operative, b) Appropriate Hydraulic Dispatch Kit installed, and c) Performance penalties are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
29-11-01A	Hydraulics Control Panel	____ Right Engine Driven Hydraulic Pump INOP
29-11-01B	Hydraulics Control Panel	____ Right Engine Driven Hydraulic Pump INOP

(O) PROCEDURES

29-11-01A, 29-11-01B

1. Verify all remaining hydraulic pumps are selected ON for all takeoffs and landings. The AUX hydraulic pump should remain ON for the duration of each flight, but the TRANS hydraulic pump may be selected OFF during climb, cruise, descent.
2. Apply the following performance corrections:

29-11-01A	RIGHT ENGINE DRIVEN HYDRAULIC PUMP
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 16,800 lbs. 2. Reduce T/O CLIMB LIMIT by 16,800 lbs. LANDING None

CONTINUE ON NEXT PAGE

29-11-01B RIGHT ENGINE DRIVEN HYDRAULIC PUMP	
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 16,800 lbs. 2. Reduce T/O CLIMB LIMIT by 16,800 lbs. LANDING None

(M) PROCEDURES

29-11-01B

1. Depressurize the Right Hydraulic System.
2. Open RT EDP Circuit Breaker as follows:

<u>Circuit Breaker (C/B#)</u>	<u>Panel</u>	<u>Location</u>
RIGHT HYD PUMP CONTROL (B1-52)	Lower EPC	T-26

NOTE: Ensure RT Hydraulic System Switch on the Hydraulics Overhead Panel is in the ON position before opening this C/B.

3. Deactivate and remove the right Engine Driven Hydraulic Pump (EDP) as follows:
 - a. Disconnect hoses from the hydraulic fittings. Plug and secure hydraulic hoses to engine brackets using the following:
 - 1) 1 Plug - P/N MS21913-12 for Suction Hose.
 - 2) 1 Plug - P/N MS21913-10 for Pressure Hose.
 - 3) 1 Plug - P/N MS21913-6 for Case Drain Hose.
 - a. Disconnect cap and secure the disconnected electrical connector per Standard Wiring Practice Manual, SWPM 20-10-04.
 - b. Disconnect fittings from affected pump and place in appropriately labeled plastic bag. (Place bag in PFM box or on flight deck to facilitate pump reactivation.)
 - c. While holding hydraulic pump, loosen the V-band clamp, Abex P/N 24974, and then remove pump (including splined shaft) from mounting plate on Engine Accessory Gear Box.
4. Install cover assembly, P/N L29001-2 on Engine Accessory Gear Box by using the V-band clamp to hold the cover assembly in position.
 - a. Install the clamp in the best position for access to the nut. Ensure the V-band clamp will not touch the adjacent parts or structure as it is tightened.
 - b. Use a mallet with a soft face to lightly tap around the outer surface of the clamp to equally apply the tension and then torque the clamp to 45-55 in-lbs.
5. Set the RT Hydraulic System Switch on the Hydraulics Overhead Panel to the OFF position.
6. Leak check the associated hydraulic lines by use of the Aux Hydraulic Pump.
7. Close RIGHT HYD PUMP CONTROL C/B (B1-52) (ref: step 2).

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 29 Hydraulic Power	R0 08/22/13 Page 29-4

8. Motor affected engine per 717 AMM and visually check the Engine Accessory Gearbox area and pump cover assembly for leaks.
9. Check the following hydraulic filters in the aft accessory compartment for extension of their "Delta P" indicators (DPI's):
 - a. Right Engine Hydraulic Pressure Filter
 - b. Right Engine Hydraulic Case Drain Filter
10. If DPI's are not extended, the procedure is complete.
11. If DP's are extended perform the following:
 - a. Check and replace the affected filter element.
 - b. Check the affected filter element for contamination.

CAUTION: IF CONTAMINATION IS FOUND IN ANY FILTER ELEMENT, FLUSH THE AFFECTED LINES AND VALVES TO ELIMINATE CONTAMINATION. THIS ACTION MAY BE POSTPONED ONLY UNTIL AIRCRAFT ARRIVES AT THE NEXT MAINTENANCE BASE.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
29-21-01	Electric Auxiliary Hydraulic Pump "DISP.APPR.REQ'D."	Y	1	0 C	(O) May be inoperative provided: a) Right Engine Driven Hydraulic Pump, Left Engine Driven Hydraulic Pump and Hydraulic Power Transfer Unit are operative, and b) Performance penalties are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
29-21-01	Aircraft Logbook	____ Electric Auxiliary Hydraulic Pump INOP

(O) PROCEDURES

1. Verify all remaining hydraulic pumps are selected ON for all takeoffs and landings.
2. Verify adequate brake pressure prior to push back. It may be necessary to motor an engine to build required brake pressure.
3. Apply the following performance corrections:

29-21-01	ELECTRIC AUXILIARY HYDRAULIC PUMP
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 16,800 lbs. 2. Reduce T/O CLIMB LIMIT by 16,800 lbs. LANDING None

	B717 Minimum Equipment List	ATA 29 Hydraulic Power	R3 05/19/15 Page 29-6

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
29-22-01	Hydraulic Power Transfer Unit (PTU) "DISP.APPR.REQ'D"	Y	1	0	C (O) May be inoperative provided performance penalties are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
29-22-01	Hydraulics Control Panel	Hydraulic Power Transfer Unit (PTU) INOP

(O) PROCEDURES

1. Verify all remaining hydraulic pumps are selected ON for all takeoffs and landings.
2. Apply the following Performance Corrections:

29-22-01	Hydraulic Power Transfer Unit (PTU)
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	AWABS Takeoff data is provided for runways with a slope between +1.0% and -1.0%. The limiting crosswinds for takeoff and landing is 15 kts.
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	Manual WDR not permitted with MEL 29-22-01.

	B717 Minimum Equipment List	ATA 29 Hydraulic Power	R3 05/19/15 Page 29-7

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
29-31-01	Right Hydraulic System Pressure Low Annunciation System	Y	1	0 C	(O) May be inoperative provided the Right Engine-Driven Hydraulic Pump is verified to operate normally.

MEL ITEM	TAB LOCATION	PLACARD TEXT
29-31-01	Below Captains N.D. Panel	____ Hydraulic Quantity Indicating System(s) INOP

(O) PROCEDURES

1. After engine start, verify RUD POWER OFF alert is not present on EAD.
2. If RUD POWER OFF alert appears in flight, refer to appropriate QRH Abnormal Procedure for this alert, and also to Abnormal Procedure for HYD R PRES LO.

	B717 Minimum Equipment List	ATA 29 Hydraulic Power	R3 05/19/15 Page 29-8

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
29-31-02	Hydraulic Pump Pressure Synoptic Indication Amber Pinwheel (prior to engine start)	Y	3	0	C (O) May be inoperative provided the affected pump is verified operative by digital readout on the Hydraulic Synoptic Page.

MEL ITEM	TAB LOCATION	PLACARD TEXT
29-31-02	Below Captains N.D. Panel	____ Hydraulic Pump Pressure Synoptic Indication Amber Pinwheel INOP

(O) PROCEDURES

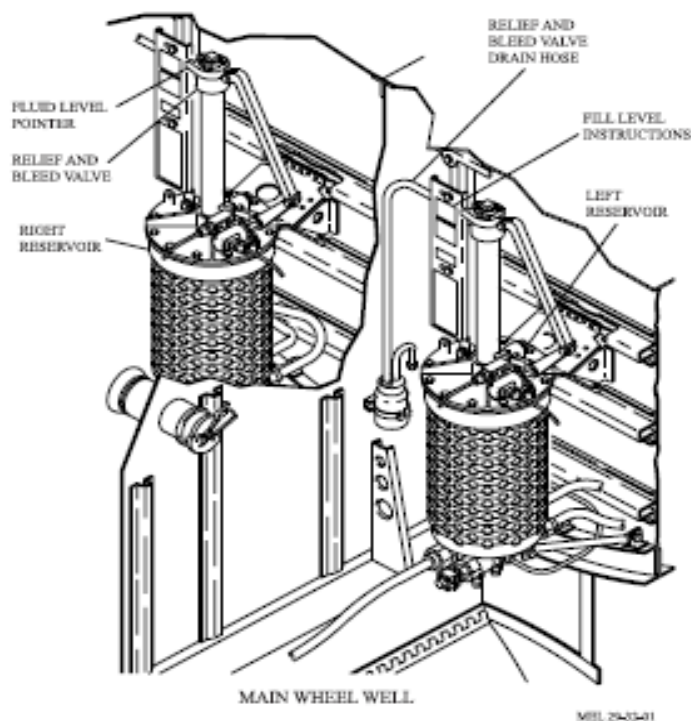
1. If the Aux Hydraulic Pump is affected, select only the Aux Hydraulic Pump to ON (with electrical power available) and the remaining Hydraulic Pump Switches to OFF (including Transfer Pump). Observe the following:
 - a. Verify the R HYD PRESS LOW alert is not displayed.
 - b. Select the HYD Synoptic Page, and observe the Right hydraulic system pressure to be within normal range.
2. If the Left or Right Engine Driven Pump is affected, observe the following after engine start:
 - a. Select only the affected Hydraulic Pump Switch to ON and the remaining Hydraulic Pump Switches (including Transfer Pump) to OFF.
 - b. Verify the L or R HYD PRESS LOW alert is not displayed for the operating hydraulic system.
 - c. Select the HYD Synoptic Page, and observe system pressure to be within normal range.
3. Set Hydraulic Pumps as normal.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
29-32-01	Hydraulic Quantity Indicating Systems	N	2	0	C (M) May be inoperative provided associated reservoir is checked PRIOR TO EACH DEPARTURE (Log Book Entry Required). Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
29-32-01	Below Captains N.D. Panel	____ Hydraulic Quantity Indicating System(s) INOP

(M) PROCEDURES

1. Check each hydraulic system reservoir for proper fluid level before each flight.
2. Applicable hydraulic system circuit breaker (B1-63 Left Hydraulic Oil Quantity/B1-64 Right Hydraulic Oil Quantity) may be pulled and collared to prevent nuisance MASTER CAUTION lights.



	B717 Minimum Equipment List	ATA 29 Hydraulic Power	R3 05/19/15 Page 29-10

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 DELTA	B717 Minimum Equipment List	ATA 30 Ice and Rain Protection	R0 08/22/13 Page 30-1

ATA 30 Contents

30-11-01	Wing Anti-Ice Pressure Regulator / Shutoff Valve	30-2
30-12-01	Tail Anti-Ice Pressure Regulator / Shutoff Valve.....	30-3
30-22-01A	Inlet Cowl Anti-Ice Regulator / Shutoff Valves	30-4
	PITOT HEATERS	30-7
30-31-01A	Captains and F/O Pitot Heaters	30-7
30-31-01B	Aux Pitot Heater	30-7
30-31-01C	Rudder Limiter Pitot Heater	30-7
30-32-01	Static Port Heaters	30-8
30-33-01	Ram Air Temp Probe Heater.....	30-9
30-34-01	Stall Warning Vane Heaters.....	30-10
	WINDSHIELD HEAT SYSTEM	30-11
30-41-01A	Anti-Fog System (Includes 3 windshields, 2 clearviews)	30-11
30-41-01B	Anti-Ice System (Includes left, center, and right windshields)	30-11
	WINDSHIELD WIPER SYSTEM	30-12
30-43-01A	Windshield Wiper System	30-12
30-43-01B	High Speed.....	30-12
30-43-01C	Low Speed	30-12
30-43-01D	Park Control	30-12
30-72-01	Galley Drain Mast Heaters	30-13
30-74-01	Water Service Panel Heater.....	30-14
30-81-01	Overwing Ice Detection System	30-15

	B717 Minimum Equipment List	ATA 30 Ice and Rain Protection	R3 05/19/15 Page 30-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-11-01	Wing Anti-Ice Pressure Regulator / Shutoff Valve “DISP.APPR.REQ'D.”	Y	1	0	C May be inoperative CLOSED provided: a) Airfoil Ice Protection System is not used, and b) Flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-11-01	Wing Anti-Ice Switch	Wing Anti-Ice Pressure Regulator/Shutoff Valve INOP

	B717 Minimum Equipment List	ATA 30 Ice and Rain Protection	R3 05/19/15 Page 30-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-12-01	Tail Anti-Ice Pressure Regulator / Shutoff Valve "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative CLOSED provided: a) Airfoil Ice Protection System is not used, and b) Flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-12-01	Tail Anti-Ice Switch	Tail Anti-Ice Pressure Regulator/Shutoff Valve INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-22-01A	Inlet Cowl Anti-Ice Regulator / Shutoff Valves “DISP.APPR.REQ'D.”	N	2	0	C (M) May be inoperative CLOSED provided: a) Valve is secured in the CLOSED position, and b) Flight is not made in known or forecast icing conditions.
30-22-01B	Inlet Cowl Anti-Ice Regulator / Shutoff Valves “DISP.APPR.REQ'D.”	N	2	0	C (O)(M) May be inoperative OPEN provided: a) Valve is secured in the OPEN position, and b) Performance penalties are applied. CAT II/III Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-22-01A	Associated Engine Anti-Ice Switch	___ Inlet Cowl Anti-Ice Regulator / Shutoff Valve INOP CLOSED
30-22-01B	Associated Engine Anti-Ice Switch	___ Inlet Cowl Anti-Ice Regulator / Shutoff Valve INOP OPEN

(O) PROCEDURES

30-22-01B

1. Obtain Takeoff Thrust EPR, Go-Around EPR and Maximum Continuous EPR settings from [ODM, Abnormal Section, MEL Support](#).
2. Set EPR manually.
3. Obtain Takeoff V-Speed Equivalent Weights from [ODM, Abnormal Section, MEL Support](#). Determine all other speeds at the actual operating weight as normal.
4. Autothrottles must not be used below 25,000 feet.
5. For Climb and Cruise Thrust below 25,000 feet, normal ratings may be used provided EPR does not exceed Max Continuous Thrust settings from the [ODM](#).
6. If approach minimums are predicated on the use of flight director guidance for missed approach, disconnect autothrottles immediately after TOGA selection upon go-around initiation.
7. When affected engine anti-ice switch is OFF, a Level 1 ENG L/R A-ICE DISAG message will be displayed on EIS.

CONTINUED NEXT PAGE

 DELTA	B717 Minimum Equipment List	ATA 30 Ice and Rain Protection	R3 05/19/15 Page 30-5

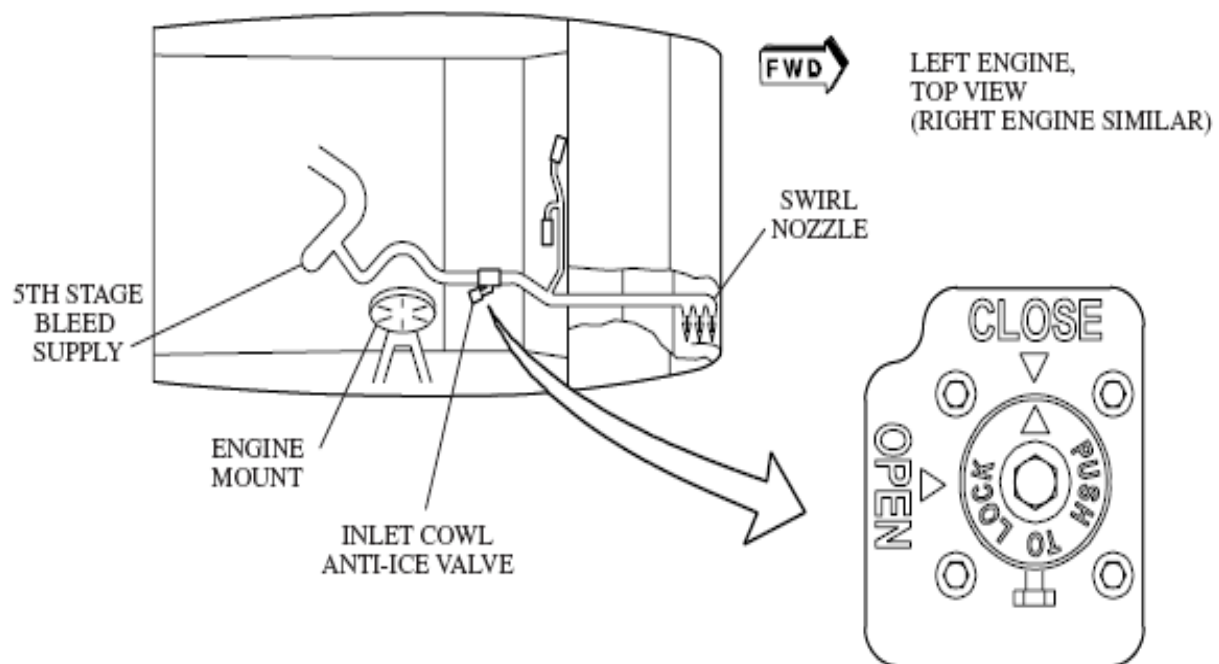
30-22-01B	INLET COWL ANTI-ICE REGULATOR / SHUTOFF VALVE
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	1. Reduce ENROUTE LIMIT WT by 27,400 lbs. 2. Increase BLOCK FUEL by 3.1%.
NOTES	Make a notation on the Flight Plan when Enroute Climb is limiting.
AWABS	1. Performance weight corrections have been applied. 2. Refer to ODM – Abnormal section for EPR settings. 3. Refer to ODM – Abnormal Section to obtain an equivalent weight for adjusted V-Speeds. Use this weight to reference the ODM Takeoff Section to obtain V-Speeds for the applicable Thrust/Flap setting. 4. Determine all other speeds at actual operating weight.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF – OAT less than 50°F (10°C) 1. Reduce RATOW by 8,500 lbs. 2. Reduce T/O CLIMB LIMIT by 8,500 lbs. TAKEOFF – OAT at or greater than 50°F (10°C) 1. Reduce RATOW by 25,550 lbs. 2. Reduce T/O CLIMB LIMIT by 25,550 lbs. LANDING – OAT less than 50°F (10°C) 1. Reduce RWY ALLOWABLE LANDING WT by 5,500 lbs. 2. Reduce LANDING CLIMB LIMIT WT by 5,500 lbs. LANDING – OAT at or greater than 50°F (10°C) 1. Reduce RWY ALLOWABLE LANDING WT by 14,650 lbs. 2. Reduce LANDING CLIMB LIMIT WT by 14,650 lbs. OTHER CORRECTIONS 1. Refer to ODM – Abnormal Section for EPR settings. 2. Refer to ODM – Abnormal Section to obtain an equivalent weight for adjusted V-Speeds. Use this weight to reference the ODM Takeoff Section to obtain V-Speeds for the applicable Thrust/Flap setting. 3. Determine all other speeds at actual operating weight.

CONTINUED NEXT PAGE

(M) PROCEDURES

30-22-01A, 30-22-01B

1. Gain access to the inoperative valve inside the engine cowl.
2. Observe indicated position of valve, and rotate the manual control knob on the valve housing to position the valve in the desired position (OPEN or CLOSED).
3. Lock the Valve into position:
 - a. Loosen the locking collar lock screw.
 - b. Push the locking collar down to engage the four sided cutout.
 - c. Resecure the locking collar lock screw.



	B717 Minimum Equipment List	ATA 30 Ice and Rain Protection	R3 05/19/15 Page 30-7

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	PITOT HEATERS				
30-31-01A	Captains and F/O Pitot Heaters "DISP.APPR.REQ'D."	Y	2	1 B	May be inoperative provided: a) Flight is made in day VMC only, and b) Flight is not made in visible moisture or in known or forecast icing conditions.
30-31-01B	Aux Pitot Heater "DISP.APPR.REQ'D."	Y	1	0 B	May be inoperative provided flight is not made in visible moisture or in known or forecast icing conditions.
30-31-01C	Rudder Limiter Pitot Heater "DISP.APPR.REQ'D."	Y	1	0 C	May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-31-01A	Ice Protection Panel	____ Pitot Heater INOP
30-31-01B	Ice Protection Panel	Auxiliary Pitot Heater INOP
30-31-01C	Ice Protection Panel	Rudder Limiter Pitot Heater INOP

	B717 Minimum Equipment List	ATA 30 Ice and Rain Protection	R3 05/19/15 Page 30-8

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-32-01	Static Port Heaters “DISP.APPR.REQ'D.”	Y	4	0	C May be inoperative except when arrival and departure airport temperatures are +5 degrees C or below and runways are covered with slush or standing water.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-32-01	Ice Protection Panel	____ Static Port Heater(s) INOP

	B717 Minimum Equipment List	ATA 30 Ice and Rain Protection	R3 05/19/15 Page 30-9

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-33-01	Ram Air Temp Probe Heater "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-33-01	Ice Protection Panel	Ram Air Temp Probe Heater INOP

	B717 Minimum Equipment List	ATA 30 Ice and Rain Protection	R3 05/19/15 Page 30-10

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
30-34-01	Stall Warning Vane Heaters “DISP.APPR.REQ'D.”	Y	2	0	C	May be inoperative provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-34-01	Ice Protection Panel	____ Stall Warning Vane Heater(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
WINDSHIELD HEAT SYSTEM					
30-41-01A	Anti-Fog System (Includes 3 windshields, 2 clearviews)	Y	1	0	C (M) May be inoperative provided Windshield Anti-Ice System is operative.
30-41-01B	Anti-Ice System (Includes left, center, and right windshields) "DISP.APPR.REQ'D."	Y	1	0	C (O)(M) May be inoperative provided: a) Anti-Fog System is operative, b) Flight is not made in known or forecast icing conditions, and c) Appropriate performance corrections are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-41-01A	Windshield ANTI-FOG Switch	Windshield / Window Anti-Fog System INOP
30-41-01B	Windshield ANTI-ICE Switch	Windshield Anti-Ice System INOP

(O) PROCEDURES

30-41-01B

If Windshield Anti-Ice System is inoperative, do not exceed 315 knots below 10,000 feet.

Above 10,000 feet -- no restrictions

Below 10,000 feet -- do not exceed 315 KIAS

(M) PROCEDURES

30-41-01A

Dispatch with Windshield Anti-Fog System inoperative on one or more panes:

1. Select Windshield Anti-Ice switch to ON.
2. Conduct a hand feel check to verify Windshield Anti-Ice operation on the affected panes.
3. Select Windshield Anti-Ice switch to OFF after completion of check.

NOTE: Anti-Fog System will not come on unless cockpit temperature is below 90°F.

30-41-01B

Dispatch with Windshield Anti-Ice System inoperative on one or more panes:

1. Select Windshield Anti-Fog switch to ON.
2. Conduct a hand feel check to verify Windshield Anti-Fog system operation.
3. Select Windshield Anti-Fog switch to OFF after completion of check.

NOTE: Anti-Fog System will not come on unless cockpit temperature is below 90°F.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION	Y		2	0	C	REMARKS OR EXCEPTIONS
WINDSHIELD WIPER SYSTEM							
30-43-01A	Windshield Wiper System “DISP.APPR.REQ’D.”						
30-43-01B	High Speed						
30-43-01C	Low Speed	Y	2	0	C	May be inoperative provided associated High Speed is operative.	
30-43-01D	Park Control	Y	2	0	C	May be inoperative provided the blade(s) can be positioned in a location that will not obstruct forward vision.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-43-01A	Windshield WIPER Switch	___ Windshield Wiper System(s) INOP
30-43-01B	Windshield WIPER Switch	___ Windshield Wiper(s) HIGH Speed INOP
30-43-01C	Windshield WIPER Switch	___ Windshield Wiper(s) SLOW Speed INOP
30-43-01D	Windshield WIPER Switch	___ Windshield Wiper(s) PARK Control INOP

	B717 Minimum Equipment List	ATA 30 Ice and Rain Protection	R3 05/19/15 Page 30-13

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
30-72-01	Galley Drain Mast Heaters "DISP.APPR.REQ'D."	N	2	0	D (O)(M) May be inoperative provided: a) Drain line to associated drain mast is disconnected, or turned OFF, and b) Associated galley sink(s) are blocked off to prevent their use.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-72-01	Aircraft Logbook	___ Galley / Lav Drain Mast Heater(s) INOP

(O) PROCEDURES

During walkaround, verify affected Drain Mast is free from ice.

NOTE: The forward drain mast is also connected to drain holes around Forward Entrance and Service Doors. If the Forward Drain Mast Heater is inoperative and precipitation exists at departure airport, Forward Drain Mast should be verified free from ice after Forward Entrance and Service Doors are closed.

(M) PROCEDURES

1. Disconnect and plug drain line from affected Lavatory Sink.
2. If the Forward Drain Mast Heater is inoperative, disconnect and plug the drain line from the galley sink. Also plug the drain from the Ice Bin Drawer.
3. Shut off water supply to affected galley and lavatory sinks.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS		
30-74-01	Water Service Panel Heater	Y		1	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-74-01	Aircraft Logbook	Water Service Panel Heater INOP

	B717 Minimum Equipment List	ATA 30 Ice and Rain Protection	R3 05/19/15 Page 30-15

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
30-81-01	Overwing Ice Detection System	Y	1	0	C	(O)(M) May be inoperative provided alternate procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
30-81-01	Ice Protection Panel	Overwing Ice Detection System INOP

(O) PROCEDURES

1. Verify that no ice, frost, or other contaminants are present on the upper surface of the wing prior to departure. Refer to [Operations Manual, Volume 1](#), Supplementary Procedures, Section 16, Adverse Weather.
2. De-ice aircraft as necessary to ensure the wings are clear of ice prior to takeoff.

NOTE 1: Cold soaked fuel in contact with the upper surface can cause the formation of ice that is not easily visible. This clear ice could shed and be ingested into one or both engines during takeoff.

NOTE 2: The wing upper surfaces may be physically checked for ice when the airplane has been exposed to conditions conducive to ice formation or when there is frost or ice on the inboard portion of the wing lower surface.

(M) PROCEDURES

Pull and secure WING ICE DETECTION circuit breaker (B1-995: EPC Panel, location M-29)

	B717 Minimum Equipment List	ATA 30 Ice and Rain Protection	R3 05/19/15 Page 30-16

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 DELTA	B717 Minimum Equipment List	ATA 31 Indicating / Recording Systems	R0 08/22/13 Page 31-1

ATA 31 Contents

31-31-01A	Flight Data Recorder (FDR) System	31-2
31-31-01B	DFDR Recording Parameters required by 14 CFR.....	31-2
31-31-01C	DFDR Recording Parameters not required by 14 CFR.....	31-2
31-31-02	Aircraft Condition Monitoring System (ACMS)	31-3
	CENTRAL AURAL WARNING SYSTEM (CAWS)	31-4
31-51-01A	APU Fire Warning Horn.....	31-4
31-51-01B	Cabin Altitude Warning Tone	31-4
31-51-01C	SELCAL Chime	31-4
31-51-01D	Voice Warnings (Vocal).....	31-4
31-51-01E	Advisory Callouts.....	31-4
	ELECTRONIC INSTRUMENT SYSTEM (EIS)	31-5
31-61-01A	Display Units	31-5
31-61-01B	Remote Light Sensor.....	31-5
31-61-01C	Source Input Select Panel (SISP) Pushbuttons (Flight Director OFF).....	31-5
31-61-01D	Source Input Select Panel (SISP) Pushbuttons (Flight Director CAPT ON 2 F/O ON 1)	31-5
31-61-01E	Source Input Select Panel (SISP) Pushbuttons (Air Data CAPT ON 2 F/O ON 1).....	31-5
31-61-01F	Source Input Select Panel (SISP) Pushbuttons (Inertial Reference System CAPT ON AUX F/O ON AUX).....	31-5
31-61-01G	Source Input Select Panel (SISP) Pushbuttons (VOR Nav Radio CAPT ON 2 F/O ON 1).....	31-5
31-61-01H	Source Input Select Panel (SISP) Pushbuttons (Approach/ILS CAPT ON 2 F/O ON 1)	31-5
31-61-01I	Source Input Select Panel (SISP) Pushbuttons (EIS Source Lights (CAPT ON 2, F/O ON 1)).....	31-5
31-61-01J	SISP Pushbutton Internal Switchlights.....	31-5
31-61-02	Versatile Integrated Avionics (VIA) Units	31-7

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
31-31-01A	Flight Data Recorder (FDR) System “DISP.APPR.REQ’D.”	Y	1	0	A May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane may not depart from ATL unless: 1) FDR failure occurs after pushback, but prior to takeoff, or 2) FDR repair was attempted but not successful, c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights, but shall not continue beyond ATL where repair must be accomplished prior to dispatch, d) It is required that the MCC initiate a Corrective Action Required (CAR) for next designated airport (ATL), and e) Repairs are made within three flight days.
31-31-01B	DFDR Recording Parameters required by 14 CFR “Contact MCC”	N	88	85	A Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within twenty calendar days.
31-31-01C	DFDR Recording Parameters not required by 14 CFR “Contact MCC”	N	54	0	A May be inoperative provided repairs are made prior to the completion of the next heavy maintenance check.

MEL ITEM	TAB LOCATION	PLACARD TEXT
31-31-01A	FLT RCDR Switch	Flight Data Recorder INOP
31-31-01B	FLT RCDR Switch	Flight Data Recorder ____ Parameter INOP
31-31-01C	FLT RCDR Switch	Flight Data Recorder ____ Parameter INOP

	B717 Minimum Equipment List	ATA 31 Indicating / Recording Systems	R3 05/19/15 Page 31-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
31-31-02	Aircraft Condition Monitoring System (ACMS)	Y	1	0	D	May be inoperative provided engine trend data is manually entered on Engine Trend Data Sheets.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
31-31-02	Near Either Center EIS Display	ACMS INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	CENTRAL AURAL WARNING SYSTEM (CAWS)				NOTE: The CAWS must be operative for dispatch except that portions may be inoperative as listed below.
31-51-01A	APU Fire Warning Horn	Y	1	0	C (O) May be inoperative provided system is monitored in the cockpit during APU operations.
31-51-01B	Cabin Altitude Warning Tone "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided the airplane remains at or below 10,000 feet MSL.
31-51-01C	SELCAL Chime	Y	1	0	C May be inoperative provided SELCAL light is operative if procedures require use of SELCAL.
31-51-01D	Voice Warnings (Vocal)	Y	1	0	C May be inoperative provided procedures do not require its use.
31-51-01E	Advisory Callouts	Y	1	0	C (O) May be inoperative provided: a) Alternate procedures are used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.

MEL ITEM	TAB LOCATION	PLACARD TEXT
31-51-01A	APU Start Switch	CAWS APU Fire Warning Horn INOP
31-51-01B	CABIN PRESS Panel	CAWS Cabin Altitude Warning INOP
31-51-01C	Audio Control Panels	CAWS SELCAL Chime INOP
31-51-01D	Engine and Alert Display	CAWS Voice Warning Function INOP
31-51-01E	Left and Right Navigation Displays	CAWS Advisory Callouts INOP

(O) PROCEDURES

31-51-01A

If APU Fire Warning Horn is inoperative, monitor the APU Fire annunciator on the overhead annunciator panel when the APU is in use.

NOTE: If an APU Fire is detected, the APU will automatically shut down and the APU FIRE Warning (Level 3 Alert) and Master Warning will annunciate.

31-51-01E

- Review Standard Callout procedures. Refer to Operations Manual, Volume 1, Normal Procedures, Introduction, Standard Callouts.
- Preflight briefing to include review of terrain and/or obstructions in the proximity of the departure and arrival airports.
- Pilot monitoring flight path during takeoff, approach and landing, will alert the pilot flying if any of the following conditions exist:
 - Excessive descent rate.
 - Excessive terrain closure rate.
 - Altitude loss after takeoff or go-around.
 - Unsafe terrain clearance while not in the landing mode.
 - Deviation from glideslope.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
ELECTRONIC INSTRUMENT SYSTEM (EIS)						
31-61-01A	Display Units	Y	6	5	B	Any one Display Unit may be inoperative provided appropriate information is displayed on the remaining displays.
31-61-01B	Remote Light Sensor	Y	1	0	C	May be inoperative provided DU brightness is acceptable to the flight crew.
31-61-01C	Source Input Select Panel (SISP) Pushbuttons (Flight Director OFF)	Y	2	1	C	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.
31-61-01D	Source Input Select Panel (SISP) Pushbuttons (Flight Director CAPT ON 2 F/O ON 1)	Y	2	1	C	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.
31-61-01E	Source Input Select Panel (SISP) Pushbuttons (Air Data CAPT ON 2 F/O ON 1)	Y	2	1	C	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.
31-61-01F	Source Input Select Panel (SISP) Pushbuttons (Inertial Reference System CAPT ON AUX F/O ON AUX)	Y	2	1	C	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.
31-61-01G	Source Input Select Panel (SISP) Pushbuttons (VOR Nav Radio CAPT ON 2 F/O ON 1)	Y	2	1	C	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.
31-61-01H	Source Input Select Panel (SISP) Pushbuttons (Approach/ILS CAPT ON 2 F/O ON 1)	Y	2	1	C	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.
31-61-01I	Source Input Select Panel (SISP) Pushbuttons (EIS Source Lights (CAPT ON 2, F/O ON 1))	Y	4	2	C	(O) May be inoperative provided the same Pushbutton is operative on the opposite side of the cockpit.
31-61-01J	SISP Pushbutton Internal Switchlights	Y	20	10	C	(O) Individual Switchlights may be inoperative provided the same Pushbutton Switchlight is operative on the opposite side of the cockpit.

CONTINUED NEXT PAGE

MEL ITEM	TAB LOCATION	PLACARD TEXT
31-61-01A	Near Associated Display Panel	____ Display Unit INOP
31-61-01B	Near Associated Display Panel	Remote Light Sensor INOP
31-61-01C	Near Associated Display Panel	____ Source Input Select Panel Push Buttons Flight Director OFF INOP
31-61-01D	Near Associated Display Panel	____ Source Input Select Panel Push Buttons Flight Director CAPT ON 2 F/O ON 1 INOP
31-61-01E	Near Associated Display Panel	____ Source Input Select Panel Push Buttons Air Data CAPT ON 2 F/O ON 1 INOP
31-61-01F	Near Associated Display Panel	____ Source Input Select Panel Push Buttons Internal Reference System CAPT ON AUX F/O ON AUX INOP
31-61-01G	Near Associated Display Panel	____ Source Input Select Panel Push Buttons VOR Nav Radio CAPT ON 2 F/O ON 1 INOP
31-61-01H	Near Associated Display Panel	____ Source Input Select Panel Push Buttons Approach/ILS CAPT ON 2 F/O ON 1 INOP
31-61-01I	Near Associated Display Panel	____ Source Input Select Panel Push Buttons EIS Source Lights (CAPT ON 2, F/O ON 1) INOP
31-61-01J	Near Associated Display Panel	____ Source Input Select Panel Push Buttons Internal Switchlights INOP

(O) PROCEDURES

31-61-01A thru 31-61-01J

1. With a SISP Pushbutton or Pushbutton Switchlight inoperative, select in and out of the opposite-side button to verify its operation.
2. With a SISP Pushbutton Switchlight inoperative, select the pushbutton and verify the same pushbutton on the opposite side of the cockpit illuminates.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
31-61-02	Versatile Integrated Avionics (VIA) Units	Y	2	0	C
					May be dispatched with the VIA FAULT message displayed on the STATUS Page. NOTE 1: The VIA will continue to operate normally in this condition. NOTE 2: This item may not be used to disposition any VIA system failures or any Alerts other than VIA FAULT.

MEL ITEM	TAB LOCATION	PLACARD TEXT
31-61-02	VIA Units Display	VIA INOP

	B717 Minimum Equipment List	ATA 31 Indicating / Recording Systems	R0 08/22/13 Page 31-8

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 DELTA	B717 Minimum Equipment List	ATA 32 Landing Gear	R3 05/19/15 Page 32-1

ATA 32 Contents

32-43-01	PARKING BRAKES ON Annunciation System	32-2
32-43-03	Brake Supply Pressure Indication System	32-3
32-45-01	Anti-Skid System	32-4
32-45-02	Anti-Skid Brake Return Line Shutoff Valves	32-5
32-47-01	Brake Temperature Monitoring System	32-7
32-61-01A	Landing Gear Position Indicating Systems Synoptic Display	32-8
32-61-01B	Landing Gear Position Indicating Systems Upper Instrument Panel Lights	32-8
	PROXIMITY SENSING SYSTEM (PSS) FUNCTIONS.....	32-9
32-61-02A	TCAS / Landing Gear Position Interface	32-9
32-61-02B	Passenger Notice System Slat Monitor.....	32-9
32-61-02C	ACARS Door Position Monitor	32-9
32-61-02D	PSEU Program Pin Monitor	32-9

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS
32-43-01	PARKING BRAKES ON Annunciation System	N 1	0 C	(O)(M) May be inoperative provided: a) Alternate procedures are used for brake release, and b) Alternate maintenance procedures are used to verify proper operation of the Anti-Skid and Takeoff Warning Systems.

MEL ITEM	TAB LOCATION	PLACARD TEXT
32-43-01	Below Captains N.D. Panel	PARKING BRAKES ON Annunciator System INOP

(O) PROCEDURES

1. Prior to moving aircraft, verify that PARK BRAKE control is released and brake pedals have normal travel.
2. Verify that no Anti-Skid messages are on EAD.
3. When parking brakes are required, turn anti-skid OFF before setting brakes.

(M) PROCEDURES

1. PARKING BRAKE ON annunciation OFF with parking brakes set:
 - a. Chock aircraft wheels.
 - b. Release parking brake.
 - c. Place ANTI-SKID switch to ARM.
 - d. Open (pull) PARKING BRAKE CONTROL circuit breaker (B1-216: EPC CBP Location S-42).
 - e. Verify all ANTI-SKID annunciations appear on EAD.
 - f. Close (reset) PARKING BRAKE CONTROL circuit breaker.
 - g. Verify all ANTI-SKID annunciation are off.
2. PARKING BRAKES ON annunciation ON with parking brakes released:
 - a. Chock aircraft wheels.
 - b. Open (pull) PARKING BRAKE CONTROL circuit breaker.
 - c. Gain access to Parking Brake Switch (S1-130) located under floor panels below pilot's rudder pedals. Disconnect connector from parking brake switch, and jumper connector pin A to pin B.
 - d. Close (reset) PARKING BRAKE CONTROL circuit breaker.
 - e. Perform Anti-Skid Return-to-Service test, and verify all ANTI-SKID annunciations illuminate on the EAD.
 - f. When test is complete, verify PARKING BRAKE ON annunciation and ANTI-SKID annunciations are all OFF.
 - g. If test is unsuccessful or as an alternate procedure, access Brake Return Shutoff Valves located in each wheel well (refer to figure shown in Item [32-45-02](#) of this Section). Disconnect electrical connector from valves and move manual lever to OPEN position, and lockwire lever in this position.

	B717 Minimum Equipment List	ATA 32 Landing Gear	R3 05/19/15 Page 32-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
32-43-03	Brake Supply Pressure Indication System	Y	2	0	C May be inoperative provided Hydraulic Pressure Indication Systems are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
32-43-03	Below Captains N.D. Panel	Brake Supply Pressure Indication System INOP

	B717 Minimum Equipment List	ATA 32 Landing Gear	R3 05/19/15 Page 32-4

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
32-45-01	Anti-Skid System "DISP.APPR.REQ'D."	Y	1	0	C (O) May be inoperative provided: a) Both Thrust Reversers are operative, b) Performance penalties are applied, c) No passengers are carried, and d) Flight crew is briefed by Flight Ops.

MEL ITEM	TAB LOCATION	PLACARD TEXT
32-45-01	ANTI-SKID Switch	Anti-Skid System INOP

(O) PROCEDURES

1. Refer to limitations and performance data in [ODM](#), Ferry Flight Planning and Operation section.
2. Operations are restricted to dry runways only.
3. Reduced Takeoff Thrust (TO FLX) is not permitted, but Derate may be used.
4. Rejected takeoff performance data with the antiskid inoperative is based on the following: engine thrust to idle and immediate application of all available reverse thrust while verifying extension of ground spoilers, manual braking technique (i.e. gradually increasing brake pedal force until a moderate deceleration is felt) will be used.
5. Normal landing procedures are to be followed, except that the manual braking procedure is to be used in lieu of normal anti-skid braking. This is, upon initiation of brakes, gradually increase brake pedal force until a moderate deceleration is felt.

32-45-01	Antiskid System
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	AWABS Takeoff data is provided for DRY runway conditions only. Takeoffs using SLP-WET, ICY, QCTR or HCTR data are not authorized.
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	If AWABS data is not available, contact Aircraft Performance Engineering. A Manual WDR is authorized if AWABS data is not available.

 DELTA	B717 Minimum Equipment List	ATA 32 Landing Gear	R3 05/19/15 Page 32-5

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
32-45-02	Anti-Skid Brake Return Line Shutoff Valves	N	2	0	C (O)(M) May be inoperative provided: a) Valve is secured in the OPEN position, and b) Anti-Skid System is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
32-45-02	Logbook	Anti-Skid Brake Return Line Shutoff Valves INOP

(O) PROCEDURES

1. If ANTISKID FAIL message is present on the EAD prior to takeoff and after Parking Brake release cycle the Antiskid Switch to OFF then ON to extinguish the alert.
2. Verify AUX Hydraulic Pump is ON whenever Parking Brake is set.

NOTE: The ANTISKID FAULT message may appear on the EAD when the Parking Brake is set. The message should extinguish upon parking brake release. If it remains on, the CFDS should be interrogated for further information and possible maintenance action.

3. Coordinate with ground crew to chock wheels immediately after parking, as required.

(M) PROCEDURES

1. Perform Brake Control Unit fault review using the CFDS to determine which Valve is affected.

NOTE: This failure will be initially indicated by the presence of either the ANTISKID FAULT or ANTISKID FAIL message on the EAD. CFDS interrogation is required to determine the specific cause of the initial Alert.

2. Access the inoperative Valve in the respective MLG wheel well.
3. Move the manual lever to the OPEN position, and lockwire the lever in this position.
4. For one Valve inoperative, perform one of the following procedures:

a. PROCEDURE 1

- 1) Pull and secure the PARK BRAKE CONTROL circuit breaker (B1-216: EPC CBP Location S-42).
- 2) Advise maintenance personnel and flight crew to leave AUX Hydraulic Pump running whenever aircraft is parked using the Parking Brake.

CAUTION: Brake Accumulators will only hold the Parking Brake for a short duration. It is imperative that a hydraulic pump remain running while the parking brake is set.

- 3) Put wheel chocks in place as soon as possible after parking.

CONTINUED NEXT PAGE

b. PROCEDURE 2

- 1) Pull the PARK BRAKE CONTROL circuit breaker (B1-216: EPC CBP Location S-42).
- 2) Access the inoperative Valve in the respective MLG wheel well.
- 3) Disconnect the electrical connector from the Valve.
- 4) Using 16 gauge wire / pin connectors, connect a jumper from Pin C to Pin D of the electrical connector. Secure the connector as appropriate.
- 5) Reset the PARK BRAKE CONTROL circuit breaker.

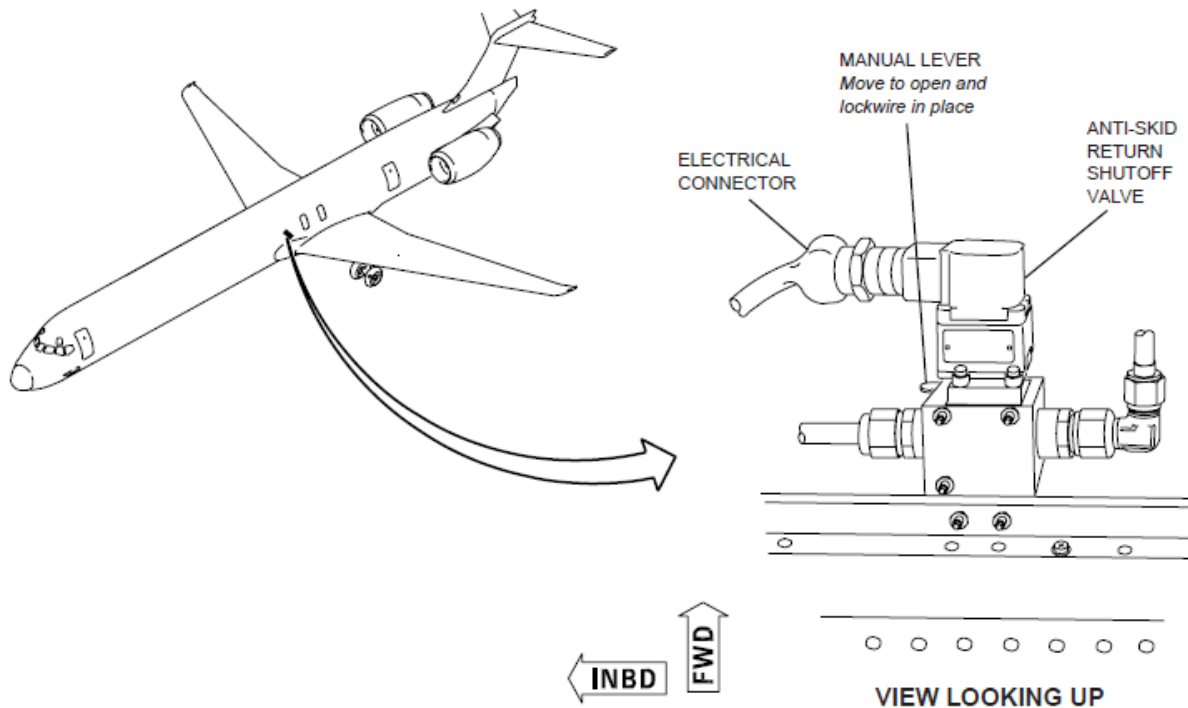
NOTE: The Parking Brake may be set as normal in this case. However, wheel chocks should still be used whenever practical.

5. For two Valves inoperative:

- a. Pull and secure the PARK BRAKE CONTROL circuit breaker (B1-216: EPC CBP Location S-42).
- b. Advise maintenance personnel and flight crew to leave AUX Hydraulic Pump running whenever aircraft is parked using the Parking Brake.

CAUTION: Brake Accumulators will only hold the Parking Brake for a short duration. It is imperative that a hydraulic pump remain running while the parking brake is set.

- c. Put wheel chocks in place as soon as possible after parking.



	B717 Minimum Equipment List	ATA 32 Landing Gear	R3 05/19/15 Page 32-7

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
32-47-01	Brake Temperature Monitoring System "DISP.APPR.REQ'D."	Y	1	0	C (O)(M) May be inoperative provided an alternative method(s) is used to determine brake temperatures if quick turn-around procedures are to be used. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
32-47-01	Below Captains N.D. Panel	Brake Temperature Monitoring System INOP

(O) PROCEDURES

- Quick turn-around is permitted if landing weight is at or below the weight determined from the 717-200 ODM Quick Turn-Around Landing Weight.
- Do not set the Parking Brake if landing weight exceeds the weight determined from the ODM Chart listed in step 1. above. Coordinate with ground crew to chock wheels immediately after parking as required.
- If a high speed rejected take-off is conducted, refer to the ODM Abnormal Section, Brake Cooling.

(M) PROCEDURES

PRIOR TO EACH DEPARTURE:

Visually verify that the associated tire(s) thermal fuse plugs have not melted and that the tire(s) remains inflated.

NOTE: If actual landing weight (after wind and slope corrections) has exceeded maximum quick turn-around weight, wait at least 50 minutes after block-in to perform this inspection.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
32-61-01A	Landing Gear Position Indicating Systems Synoptic Display	Y	3	0	C May be inoperative provided all Landing Gear Position Indication Lights on Upper Instrument Panel are operative.
32-61-01B	Landing Gear Position Indicating Systems Upper Instrument Panel Lights	Y	3	0	C May be inoperative provided all Landing Gear Position Indications on Synoptic Display are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
32-61-01A	Below Captains N.D. Panel	Landing Gear Position Indicating Systems Synoptic Display INOP
32-61-01B	Below Captains N.D. Panel	Landing Gear Position Indicating Systems Upper Instrument Panel Lights INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	PROXIMITY SENSING SYSTEM (PSS) FUNCTIONS				NOTE 1: PSEU FAULT Alert will be present for any of the dispatchable failure conditions listed below. NOTE 2: PSS function failures associated with PSEU FAIL Alert are nondispatchable.
32-61-02A	TCAS / Landing Gear Position Interface	N	1	0	C (O)(M) May be inoperative provided PSEU is interrogated at least ONCE EACH FLIGHT DAY for verification of all PSS faults (Log Book Entry Required). Repetitive Check Required (Yellow Placard)
32-61-02B	Passenger Notice System Slat Monitor	N	1	0	C (O)(M) May be inoperative provided: a) Automatic Passenger Notice System is placarded inoperative and deferred per MEL 23-32-01, and b) PSEU is interrogated at least ONCE EACH FLIGHT DAY for verification of all PSS faults (Log Book Entry Required). Repetitive Check Required (Yellow Placard)
32-61-02C	ACARS Door Position Monitor “DISP.APPR.REQ’D.”	N	1	0	C (O)(M) May be inoperative provided: a) Alternate procedures are used for recording aircraft block times, and b) PSEU is interrogated at least ONCE EACH FLIGHT DAY for verification of all PSS faults (Log Book Entry Required). Repetitive Check Required (Yellow Placard)
32-61-02D	PSEU Program Pin Monitor	N	1	0	C (M) May be inoperative provided PSEU is interrogated at least ONCE EACH FLIGHT DAY for verification of all PSS faults (Log Book Entry Required). Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
32-61-02A	Below Captains N.D. Panel	TCAS / Landing Gear Position Interface INOP
32-61-02B	Below Captains N.D. Panel	Passenger Notice System Slat Monitor INOP
32-61-02C	Lower Aft Pedestal	ACARS Door Position Monitor INOP
32-61-02D	Lower Aft Pedestal	PSEU Program Pin Monitor INOP

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 32 Landing Gear	R0 08/22/13 Page 32-10

(O) PROCEDURES

32-61-02A

1. Prior to departure, verify Function Selector Knob on the TCAS / Transponder Control Panel is positioned to ALT ON. The TCAS STANDBY message should be present on both Primary Flight Displays, unless the TCAS System is also inoperative.

NOTE: If TCAS is inoperative and has been deactivated per the instructions of Item [34-46-01](#) of this section, TCAS STANDBY message will not appear on the Primary Flight Displays.

2. After takeoff, rotate Function Selector Knob to TA/RA position.
3. On approach, prior to gear extension, rotate Function Selector Knob to ALT ON position.

NOTE: In this dispatch condition, false Traffic Alerts and/or Resolution Advisories may occur if TCAS is operating when the landing gear is extended. In any case, the normal TCAS inhibits will still be in effect for takeoff and landing.

32-61-02B

1. Advise Cabin Attendants that the Automatic Passenger Notice System will be inoperative.
2. Operate the Passenger Notice System manually.

32-61-02C

ACARS will not report aircraft block times automatically. Alternate procedures for recording / reporting block times should be reported to the station by radio communication.

(M) PROCEDURES

32-61-02A, 32-61-02B, 32-61-02C, 32-61-02D

Some PSS function failures associated with the PSEU FAULT alert are non-dispatchable. Interrogate the PSEU using an MCDU to access the CFDS to determine dispatchability of a PSS failure, as follows:

1. Select the CFDS on the MCDU main menu page.
2. Select the LRU prompt.
3. Use the PAGE key to scroll the LRU Menu until the PSEU prompt is displayed, then select the PSEU prompt.
4. Select the CURRENT FAULTS prompt to identify PSS failures currently logged in the CFDS maintenance buffer.
5. ONCE EACH FLIGHT DAY, verify dispatchability of the PSEU FAULT alert using the following table:

CONTINUED NEXT PAGE

Fault Code	Description	Dispatchability
326065	PSEU PIN PROGRAMMING INVALID	32-61-02D
326081	R GEAR DOWN LOCK SENSOR A FAULT	NONE
326082	N GEAR DOWN SENSOR A FAULT	NONE
326083	N GEAR LOCKED SENSOR A FAULT	NONE
326085	L GEAR DOWN LOCK SENSOR A FAULT	NONE
326099	R GEAR DOWN LOCK SENSOR B FAULT	NONE
326100	N GEAR DOWN SENSOR B FAULT	NONE
326101	N GEAR LOCKED SENSOR B FAULT	NONE
326102	L GEAR DOWN LOCK SENSOR B FAULT	NONE
326146	PROGRAM PIN 1 INPUT VOLTAGE FAULT	32-61-02D
326147	PROGRAM PIN 2 INPUT VOLTAGE FAULT	32-61-02D
326148	PROGRAM PIN 3 INPUT VOLTAGE FAULT	32-61-02D
326149	PROGRAM PIN 4 INPUT VOLTAGE FAULT	32-61-02D
326150	PROGRAM PIN 5 INPUT VOLTAGE FAULT	32-61-02D
326151	PROGRAM PIN 6 INPUT VOLTAGE FAULT	32-61-02D
326166	TCAS INTERFACE OVERCURRENT	32-61-02A
326167	FASTEN SEAT BELT RELAY INTERFACE OVERCURRENT	32-61-02B
326168	FCC / SECU LEFT WOW OVERCURRENT	NONE
326182	FCC / SECU RIGHT WOW OVERCURRENT	NONE
326185	ACARS FWD CABIN DOOR INTERFACE OVERCURRENT	32-61-02C
326186	ACARS FWD GALLEY DOOR INTERFACE OVERCURRENT	32-61-02C
326187	FWD STAIR DOOR RELAY INTERFACE OVERCURRENT	NONE
326214	TCAS INTERFACE OPEN / GROUND	32-61-02A
326215	FASTEN SEAT BELT RELAY INTERFACE OPEN / GROUND	32-61-02B
326216	FCC / SECU LEFT WOW OPEN / GROUND	NONE
326224	FCC / SECU RIGHT WOW OPEN / GROUND	NONE
326227	ACARS FWD CABIN DOOR INTERFACE OPEN / GROUND	32-61-02C
326228	ACARS FWD CABIN DOOR INTERFACE OPEN / GROUND	32-61-02C
326229	FWD STAIR DOOR RELAY OPEN / GROUND	NONE

	B717 Minimum Equipment List	ATA 32 Landing Gear	R0 08/22/13 Page 32-12

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 DELTA	B717 Minimum Equipment List	ATA 33 Lights	R3 05/19/15 Page 33-1

ATA 33 Contents

33-12-01	Master Warning Lights	33-2
33-12-02	Master Caution Lights	33-3
33-13-01	Cockpit Flight Deck / Flight Compartment and Instrument Lighting Systems	33-4
33-20-01A	Cabin Interior Illumination	33-5
33-20-01B	Handrail Lighting	33-5
	PASSENGER NOTICE SYSTEM	33-6
33-28-01A	Automatic System	33-6
33-28-01B	Automatic System	33-6
33-28-01C	Manual System.....	33-6
33-28-01D	Lighted Signs.....	33-6
33-31-01	Cargo Compartment Lighting Systems	33-8
33-32-02	Maintenance Lights	33-9
33-41-01A	Wing Lights.....	33-10
33-41-01C	Nose Gear Lights	33-10
33-41-01E	Wing Landing Light Extend/Retract System	33-10
33-42-01A	Anti-Collision Beacon Lights (Fuselage-Red)	33-15
33-42-02A	Fixed Forward Position Light Bulbs (Wing Tips)	33-16
33-42-03A	Fixed Aft Position Light Bulbs (Wing Tips, White).....	33-17
33-42-04A	White Strobe / Anti-Collision Lights (Forward and Aft Wing Tips)	33-18
33-43-01A	Wing Illumination Lights	33-19
33-43-01B	Nacelle Illumination Lights	33-19
33-43-02	Ground Floodlights	33-20
33-44-01	Tail Illumination (Logo) Lights	33-21
	EMERGENCY ESCAPE PATH MARKING SYSTEM LIGHTS.....	33-22
33-51-01A	Photoluminescent Marking System and Lights	33-22
33-51-02A	Exterior Emergency Illumination System	33-23
33-52-01	Cabin Standby Lighting System	33-24

	B717 Minimum Equipment List	ATA 33 Lights	R3 05/19/15 Page 33-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
33-12-01	Master Warning Lights	Y		2	1	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-12-01	Affected Master Warning Light	____ Master Warning Light INOP

	B717 Minimum Equipment List	ATA 33 Lights	R3 05/19/15 Page 33-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
33-12-02	Master Caution Lights	Y	2	1	C		

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-12-02	Affected Master Caution Light	___ Master Caution Light INOP

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-13-01	Cockpit Flight Deck / Flight Compartment and Instrument Lighting Systems	Y	-	-	C Individual lights may be inoperative provided: a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: If thunderstorm light switch is inoperative, use alternate thunderstorm lights or adjust panel flood lights to required brightness.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-13-01	Associated Indicator, Panel or Lighting Switch	____ Cockpit / Instrument Lighting INOP

	B717 Minimum Equipment List	ATA 33 Lights	R3 05/19/15 Page 33-5

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD						REPAIR CATEGORY
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
33-20-01A	Cabin Interior Illumination	Y	-	-	C	May be inoperative provided: a) No more than 10% of the cabin ceiling lights are inoperative, and b) No two (2) adjacent lights may be inoperative. NOTE: Sidewall lighting may be inoperative.
33-20-01B	Handrail Lighting	Y	16	0	D	

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-20-01A	Flight Attendant Cabin Lighting Control Panel	____ Cabin Light(s) INOP
33-20-01B	Flight Attendant Cabin Lighting Control Panel	____ Handrail Lighting INOP

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	PASSENGER NOTICE SYSTEM (NO SMOKING/ FASTEN SEAT BELT/ RETURN TO CABIN)				
33-28-01A	Automatic System	Y	1	0	C (O) May be inoperative provided Manual Passenger Notice System is operative.
33-28-01B	Automatic System	Y	1	0	C (O) May be inoperative provided: a) The Passenger Address System is operative, b) Crew Call Chimes and Cabin Interphone Systems are operative, and c) Procedures are used for alerting the Flight Attendants and notifying passengers by use of the Public Address System when seat belts should be fastened, and smoking is prohibited.
33-28-01C	Manual System	Y	1	0	C (O) May be inoperative provided: a) The Passenger Address System is operative, b) Crew Call Chimes and Cabin Interphone Systems are operative, and c) Procedures are used for alerting the Flight Attendants and notifying passengers by use of the Public Address System when seat belts should be fastened, and smoking is prohibited.
33-28-01D	Lighted Signs "DISP.APPR.REQ'D."	Y	-	-	C (M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded, "DO NOT OCCUPY". NOTE 1: MCC must contact Flight Control for coordinating with ACS and ROC to remove seat from inventory until repaired. NOTE 2: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.
33-28-01E	Lighted Signs	Y	-	-	C (O) May be inoperative and associated seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed ON or OFF.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 33 Lights	R3 05/19/15 Page 33-7

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-28-01A	Fasten Seat Belt Switch	Automatic Fasten Seat Belt / No Smoking Signs INOP
33-28-01B	Fasten Seat Belt Switch	Automatic Fasten Seat Belt / No Smoking Signs INOP
33-28-01C	Fasten Seat Belt Switch	Manual Fasten Seat Belt / No Smoking Signs INOP
33-28-01D	Fasten Seat Belt Switch	____ Fasten Seat Belt / No Smoking Sign(s) INOP
33-28-01E	Fasten Seat Belt Switch	____ Fasten Seat Belt / No Smoking Sign(s) INOP

(O) PROCEDURES

33-28-01A

Operate the system manually.

33-28-01B, 33-28-01C, 33-28-01E

Pilots will alert the flight attendants by interphone and they will notify passengers by use of the Public Address System when seat belts should be fastened, and smoking is prohibited.

(M) PROCEDURES

33-28-01D

1. For passenger seats, placard the affected seat(s) inoperative per [MEL 25-23-03A](#) (M) PROCEDURE.
2. For lavatories, lock lavatory door closed and install an INOPERATIVE – DO NOT ENTER placard on the exterior of the associated lavatory door.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
33-31-01	Cargo Compartment Lighting Systems	Y		2	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-31-01	Aircraft Logbook	____ Cargo Compartment Light Systems INOP

 DELTA	B717 Minimum Equipment List	ATA 33 Lights	R3 05/19/15 Page 33-9

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-32-02	Maintenance Lights	Y	10	0 C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-32-02	Aircraft Logbook	___ Maintenance Light(s) INOP

MAINTENANCE NOTE:

This Item includes Wheel Well Lights, E&E Compartment Lights, Servicing Panel Lighting, and any other lighting systems not associated with flight operations.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
	LANDING LIGHTS					
33-41-01A	Wing Lights “DISP.APPR.REQ'D.”	Y	2	0	C	May be inoperative provided airplane is not operated at night.
33-41-01B	Wing Lights	Y	2	0	C	May be inoperative provided both Nose Gear Lights are operative.
33-41-01C	Nose Gear Lights “DISP.APPR.REQ'D.”	Y	2	0	C	May be inoperative provided airplane is not operated at night.
33-41-01D	Nose Gear Lights	Y	2	0	C	May be inoperative provided both Wing Lights are operative.
33-41-01E	Wing Landing Light Extend/Retract System	N	2	0	C	(M) May be inoperative provided: a) Associated Landing Light is not used, and b) Associated Landing Light is secured RETRACTED.
33-41-01F	Wing Landing Light Extend/Retract System “DISP.APPR.REQ'D.”	N	2	0	C	(O)(M) May be inoperative provided: a) Associated Landing Light is secured EXTENDED, and b) Performance Penalties are applied.
33-41-01G	FCC Wing Landing Light Auto Retract Function “DISP.APPR.REQ'D.”	Y	2	0	C	(O) May be inoperative provided a) Wing Landing Lights remain RETRACTED, and b) If airplane is to be operated at night, both Nose Gear Landing Lights are used and verified operative PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)
33-41-01H	FCC Wing Landing Light Auto Retract Function “DISP.APPR.REQ'D.”	Y	2	0	C	(O) May be inoperative and Wing Landing Lights EXTENDED for takeoff and landing provided performance Penalties are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-41-01A	Associated Wing Light Switch(es)	____ Wing Landing Light(s) INOP
33-41-01B	Associated Wing Light Switch(es)	____ Wing Landing Light(s) INOP
33-41-01C	Nose Gear Light Switch	____ Nose Gear Landing Light(s) INOP
33-41-01D	Nose Gear Light Switch	____ Nose Gear Landing Light(s) INOP
33-41-01E	Associated Wing Light Switch(es)	____ Wing Landing Light(s) INOP Retracted
33-41-01F	Associated Wing Light Switch(es)	____ Wing Landing Light(s) INOP Extended
33-41-01G	Associated Wing Light Switch(es)	____ Wing Landing Light(s) INOP Retracted
33-41-01H	Associated Wing Light Switch(es)	____ Wing Landing Light(s) INOP Extended

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 33 Lights	R0 08/22/13 Page 33-11

(O) PROCEDURES

33-41-01F

33-41-01F	WING LANDING LIGHT EXTEND/RETRACT SYSTEM
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	1. Reduce ENROUTE LIMIT WT by 2,420 lbs. per each light fixed extended. 2. Increase BLOCK FUEL by 1.5% per each light fixed extended.
NOTES	Make a notation on the Flight Plan when Enroute Climb is limiting.
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 2,200 lbs. per each light fixed extended. 2. Reduce T/O CLIMB LIMIT by 2,200 lbs. per each light fixed extended. LANDING Reduce LANDING CLIMB LIMIT WT by 900 lbs per each light fixed extended. OTHER CORRECTIONS 1. Determine V-Speeds from ODM Takeoff Section charts for applicable Thrust / Flap setting and enter with the actual takeoff weight increased by the MEL takeoff weight penalty (2,200 lbs) for each light fixed extended. 2. Determine all other speeds at actual operating weight.

33-41-01G

If airplane is to be operated at night, assure both Nose Gear Landing Lights are used and verified operative prior to departure.

33-41-01H

33-41-01H	FCC WING LANDING LIGHT AUTO RETRACT FUNCTION
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	1. Reduce ENROUTE LIMIT WT by 2,420 lbs. per each light fixed extended. 2. Increase BLOCK FUEL by 1.5% per each light fixed extended.
NOTES	Make a notation on the Flight Plan when Enroute Climb is limiting.
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 2,200 lbs. per each light fixed extended. 2. Reduce T/O CLIMB LIMIT by 2,200 lbs. per each light fixed extended. LANDING Reduce LANDING CLIMB LIMIT WT by 900 lbs per each light fixed extended. OTHER CORRECTIONS 1. Determine V-Speeds from ODM Takeoff Section charts for applicable Thrust / Flap setting and enter with the actual takeoff weight increased by the MEL takeoff weight penalty (2,200 lbs) for each light fixed extended. 2. Determine all other speeds at actual operating weight.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 33 Lights	R0 08/22/13 Page 33-12

MAINTENANCE NOTE:

If the wing lights are inoperative due to cracked or broken lamps, they may be secured if desired, as follows:

1. Wing Lights cracked or broken:

- a. Ensure that the associated wing light is retracted.
- b. Pull and secure the associated wing landing light and control circuit breakers as follows:

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
LEFT WING LANDING LIGHT (B1-13)	Upper EPC	K-11
LEFT WING LANDING LIGHT CONT (B1-14)	Upper EPC	K-12
RIGHT WING LANDING LIGHT (B1-15)	Upper EPC	L-11
RIGHT WING LANDING LIGHT CONT (B1-16)	Upper EPC	L-12

- c. Carefully remove or secure any loose pieces of broken glass.
- d. Beginning on one side of the lamp, cover the cracked or broken lamp with strips of metalized 'speed' tape ensuring approximately 50% overlap between adjacent strips until the entire surface area of the lamp lens is covered. Apply one strip of tape, around the outside edge of the lamp and housing, ensuring there is approximately one inch of overlap to the lamp housing. It is acceptable to use preformed tape that provides the same coverage.

2. Nose Gear Lights cracked or broken:

- a. Pull and secure the associated nose gear light circuit breaker as follows:

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
LEFT NOSE GEAR LANDING & TAXI LT (B1-19)	Upper EPC	K-13
RIGHT NOSE GEAR LANDING & TAXI LT (B1-20)	Upper EPC	L-13

- b. Carefully remove or secure any loose pieces of broken glass.
- c. Beginning on one side of the lamp, cover the cracked or broken lamp with strips of metalized 'speed' tape ensuring approximately 50% overlap between adjacent strips until the entire surface area of the lamp lens is covered. Apply one strip of tape, around the outside edge of the lamp and housing, ensuring there is approximately one inch of overlap to the lamp housing. It is acceptable to use preformed tape that provides the same coverage.

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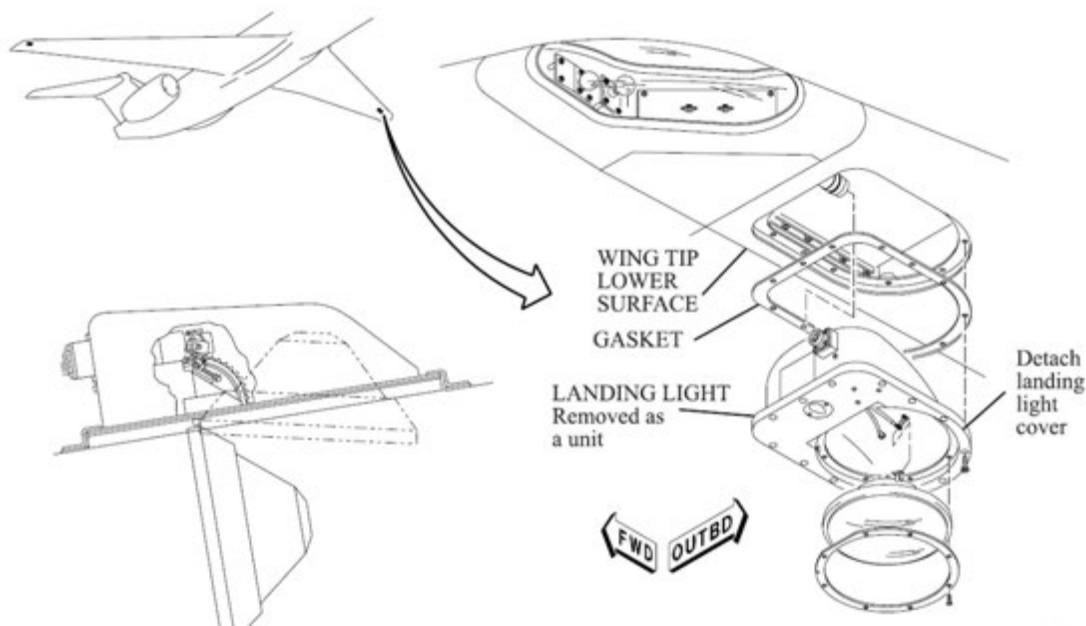
(M) PROCEDURES

33-41-01E

1. Pull and secure the circuit breakers for the affected light, as follows:

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
LEFT WING LANDING LIGHT (B1-13)	Upper EPC	K-11
LEFT WING LANDING LIGHT CONT (B1-14)	Upper EPC	K-12
RIGHT WING LANDING LIGHT (B1-15)	Upper EPC	L-11
RIGHT WING LANDING LIGHT CONT (B1-16)	Upper EPC	L-12

2. For Light Assembly p/n 45-0057-1 failed in the extended position, secure the light assembly in the retracted position using the following procedure:
 - a. Remove the 12 attaching screws and drop landing light assembly from wingtip. Disconnect electrical connector. Coil and stow aircraft wiring.
 - b. Detach landing light cover from mounting plate assembly by removing appropriate screws and lockwashers.
 - c. Loosen the six screws to the gear case assembly until the worm gear is free of the sector gear.
 - d. Manually retract the landing light lamp and tighten the screws to the gear case assembly.
 - e. Secure the landing light cover to the mounting plate assembly with screws and lockwashers.
 - f. Re-install light assembly in wing tip with the 12 attaching screws.
 - g. If lamp will not stay closed, install aluminum or stainless steel tab extending over the lamp retaining ring using the landing light assembly aft attaching screw.
3. For Lights Assembly p/n # 45-0057-9 failed in the extended position, secure the light assembly in the retracted position using the following procedure:
 - a. Remove the 4 cap screws securing the pivot shafts to the housing.
 - b. Move the canopy away from the housing sufficiently for the canopy drive gear to disengage (Do not allow the pivot shafts to fall out).
 - c. Rotate the canopy to the retracted position and re-engage the canopy drive gear, making sure the drive gear is not jammed and that the pivot shafts lay flat in their pockets.
 - d. Re-install the 4 cap screws.



CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 33 Lights	R0 08/22/13 Page 33-14

33-41-01F

With the wing landing light in the extended position, pull and secure the circuit breakers for the affected landing light:

<u>Circuit Breaker (CB#)</u>	<u>Panel</u>	<u>Location</u>
LEFT WING LANDING LIGHT (B1-13)	Upper EPC	K-11
LEFT WING LANDING LIGHT CONT (B1-14)	Upper EPC	K-12
RIGHT WING LANDING LIGHT (B1-15)	Upper EPC	L-11
RIGHT WING LANDING LIGHT CONT (B1-16)	Upper EPC	L-12

	B717 Minimum Equipment List	ATA 33 Lights	R3 05/19/15 Page 33-15

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
33-42-01A	Anti-Collision Beacon Lights (Fuselage-Red) “DISP.APPR.REQ’D.”	Y	2	0	C	May be inoperative provided airplane is not operated at night.
33-42-01B	Anti-Collision Beacon Lights (Fuselage-Red)	Y	2	0	C	May be inoperative provided wing tip Strobe / Anti-Collision Lights are operative.

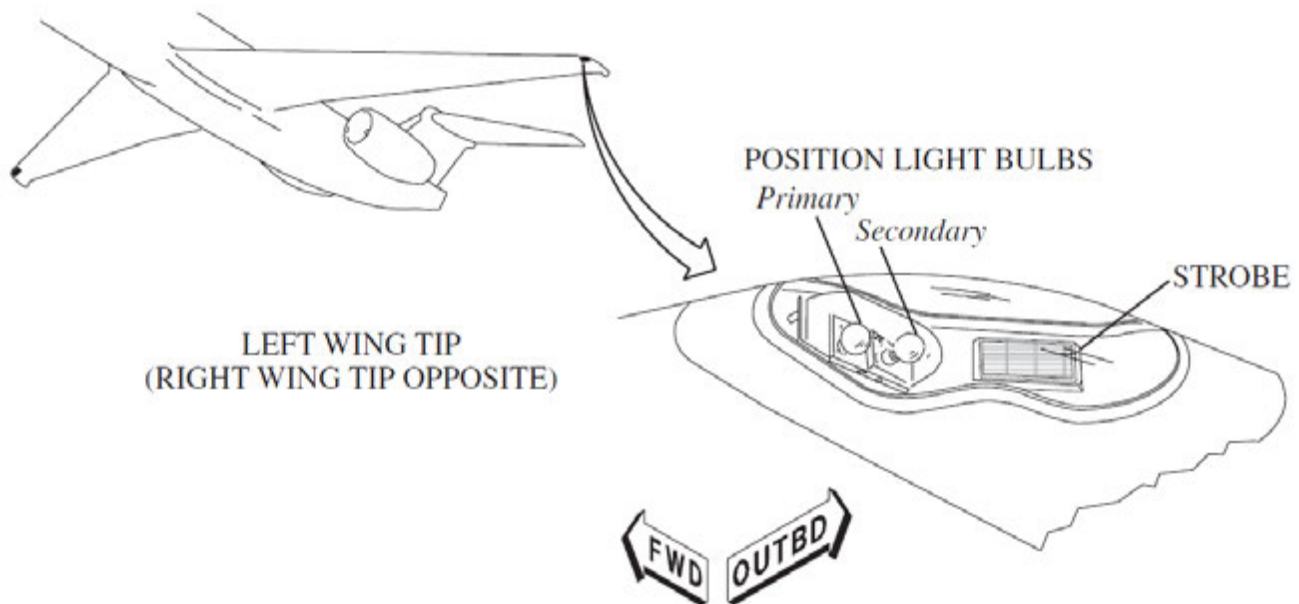
MEL ITEM	TAB LOCATION	PLACARD TEXT
33-42-01A	Anti-Collision Light Switch	____ Anti-Collision Light INOP
33-42-01B	Anti-Collision Light Switch	____ Anti-Collision Light INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-42-02A	Fixed Forward Position Light Bulbs (Wing Tips)	Y	4	2	C One Bulb (red or green) must be operative on each wing tip for night operations.
33-42-02B	Fixed Forward Position Light Bulbs (Wing Tips) "DISP.APPR.REQ'D."	Y	4	0	C May be inoperative provided airplane is not operated at night. NOTE: A Secondary Position Light Bulb that is not illuminated should be considered operative unless the associated Primary Light Bulb is also not illuminated.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-42-02A	Position / Strobe Light Switch	___ Forward Position Light(s) INOP
33-42-02B	Position / Strobe Light Switch	___ Forward Position Light(s) INOP

MAINTENANCE NOTE:

The Forward Position Light assembly includes an automatic switching feature which normally allows only one Bulb in the assembly to illuminate. The Bulbs are designated as Primary and Secondary, as shown below. It should be noted that a Secondary Bulb that is not illuminated should be considered operative unless the associated Primary Bulb is also not illuminated.



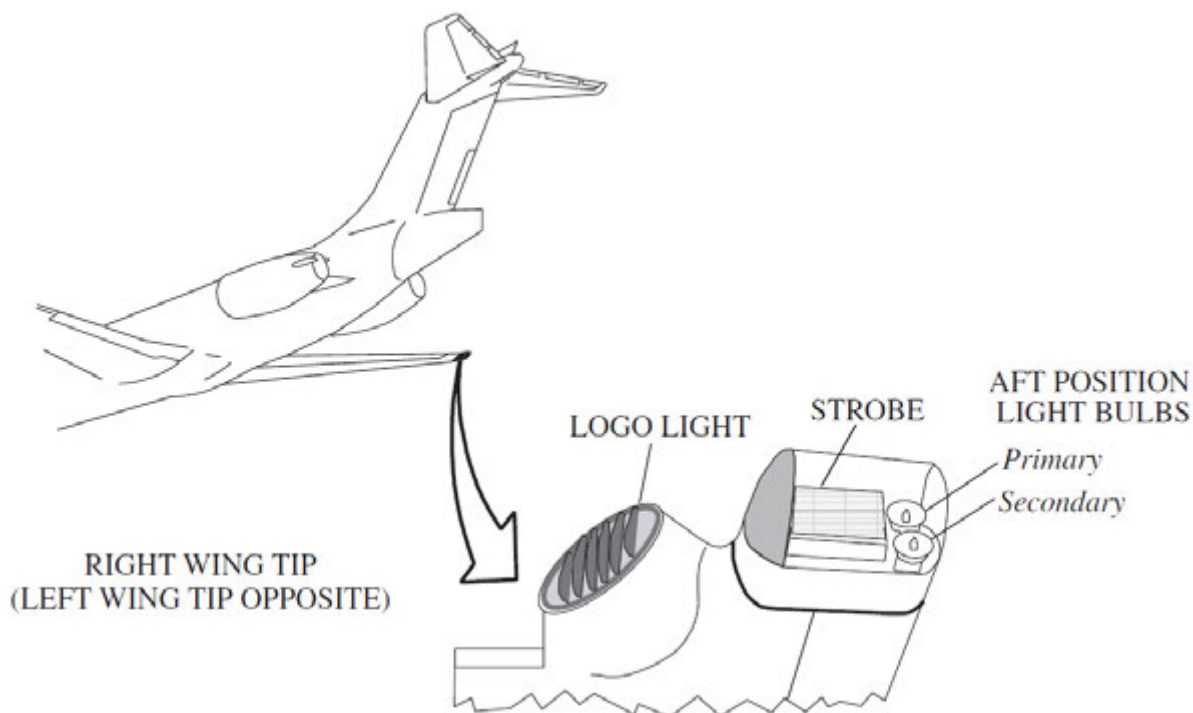
	B717 Minimum Equipment List	ATA 33 Lights	R3 05/19/15 Page 33-17

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-42-03A	Fixed Aft Position Light Bulbs (Wing Tips, White)	Y	4	2	C One light bulb must be operative on each wing tip for night operations.
33-42-03B	Fixed Aft Position Light Bulbs (Wing Tips, White) "DISP.APPR.REQ'D."	Y	4	0	C May be inoperative provided airplane is not operated at night. NOTE: A Secondary Position Light Bulb that is not illuminated should be considered operative unless the associated Primary Light Bulb is also not illuminated.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-42-03A	Position / Strobe Light Switch	____ Aft Position Light(s) (Wing Tip) INOP
33-42-03B	Position / Strobe Light Switch	____ Aft Position Light(s) (Wing Tip) INOP

MAINTENANCE NOTE:

The Aft Position Light assembly includes an automatic switching feature which normally allows only one Bulb in the assembly to illuminate. The Bulbs are designated as Primary and Secondary, as shown below. It should be noted that a Secondary Bulb that is not illuminated should be considered operative unless the associated Primary Bulb is also not illuminated.



	B717 Minimum Equipment List	ATA 33 Lights	R3 05/19/15 Page 33-18

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
33-42-04A	White Strobe / Anti-Collision Lights (Forward and Aft Wing Tips)	Y	4	0	C	May be inoperative provided all Fuselage Red Anti-Collision Beacon Lights are operative.
33-42-04B	White Strobe / Anti-Collision Lights (Forward and Aft Wing Tips) “DISP.APPR.REQ'D.”	Y	4	0	C	May be inoperative provided airplane is not operated at night.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-42-04A	Position / Strobe Light Switch	____ White Strobe / Anti-Collision Light(s) INOP
33-42-04B	Position / Strobe Light Switch	____ White Strobe / Anti-Collision Light(s) INOP

	B717 Minimum Equipment List	ATA 33 Lights	R3 05/19/15 Page 33-19

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	WING AND NACELLE ILLUMINATION LIGHT SYSTEMS				
33-43-01A	Wing Illumination Lights "DISP.APPR.REQ'D."	Y	2	0	C (O) May be inoperative provided ground deicing procedures do not require their use.
33-43-01B	Nacelle Illumination Lights	Y	2	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-43-01A	Wing / Nacelle Light Switch	____ Wing Illumination Light(s) INOP
33-43-01B	Wing / Nacelle Light Switch	____ Nacelle Illumination Light(s) INOP

(O) PROCEDURES

33-43-01A

Utilize alternate lighting source for wing inspections as necessary.

	B717 Minimum Equipment List	ATA 33 Lights	R3 05/19/15 Page 33-20

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
33-43-02	Ground Floodlights	Y	2	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-43-02	Associated Flood Light Switch(es)	____ Flood Light(s) INOP

	B717 Minimum Equipment List	ATA 33 Lights	R3 05/19/15 Page 33-21

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-44-01	Tail Illumination (Logo) Lights	Y	2	0 D	

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-44-01	Associated Flood Light Switch(s)	____ Tail Illumination (Logo) Light(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	EMERGENCY ESCAPE PATH MARKING SYSTEM LIGHTS				
33-51-01A	Photoluminescent Marking System and Lights	N	-	-	C Components may be inoperative as follows: a) Up to 50% of the Cabin Ceiling Mounted Emergency Lights may be inoperative provided no two adjacent lights are inoperative, b) Up to 2 of the 5 bulbs in each exit identifier may be inoperative, c) Up to 6 of the 12 bulbs in each exit marker sign may be inoperative, d) Up to 50% of the bulbs in each Exit Locator Sign may be inoperative, e) Up to 5 inches of any 72 inch photoluminescent strip may be inoperative or missing, and f) All photoluminescent strips in the zone from 4 feet forward of the centerline of the forward overwing exit to 4 feet aft of the centerline of the aft overwing exit must operate normally.
33-51-01B	Photoluminescent Marking System and Lights “DISP.APPR.REQ'D”	Y	-	0	C (O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger carrying operations, and c) Alternate procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-51-01A	1. Flight Deck Emergency Light Switch 2. Fwd F/A Panel Emergency Light Switch	____ Emergency Escape Path Photoluminescent Strips or Lights INOP
33-51-01B	1. Flight Deck Emergency Light Switch 2. Fwd F/A Panel Emergency Light Switch	Emergency Escape Path Photoluminescent Strips or Lights INOP

(O) PROCEDURES

33-51-01B

1. A maximum of 19 persons authorized by 14 CFR 121.583 may be carried. Persons being carried must be approved by the Flight Control Dispatcher.
2. Captain will brief all persons authorized to be carried on safety/evacuation procedures.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
33-51-02A	Exterior Emergency Illumination System "DISP.APPR.REQ'D."	Y	1	0	B May be inoperative provided airplane is not operated at night.
33-51-02B	Exterior Emergency Illumination System "DISP.APPR.REQ'D"	Y	1	0	C (O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger carrying operations, and c) Alternate procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-51-02A	Emergency Light Switch	Exterior Emergency Illumination System INOP
33-51-02B	Emergency Light Switch	Exterior Emergency Illumination System INOP

(O) PROCEDURES

33-51-02B

1. A maximum of 19 persons authorized by 14 CFR 121.583 may be carried. Persons being carried must be approved by the Flight Control Dispatcher.
2. Captain will brief all persons authorized to be carried on safety/evacuation procedures.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD			1	0	REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION	Y			C	REMARKS OR EXCEPTIONS	
33-52-01	Cabin Standby Lighting System						

MEL ITEM	TAB LOCATION	PLACARD TEXT
33-52-01	Near Emergency Power Control Switch	Cabin Standby Lighting System INOP

 DELTA	B717 Minimum Equipment List	ATA 34 Navigation	R3 05/19/15 Page 34-1

ATA 34 Contents

34-00-00L	LLM Category II/III Status (Lower Landing Minimums).....	34-2
34-24-01	Flight Director Systems	34-3
34-25-01A	Altitude Alerting System	34-4
34-25-01B	Aural Alert.....	34-4
34-25-01C	Visual Alert	34-4
34-28-01	Standby Attitude Indicator	34-5
34-29-01	Non-Stabilized Magnetic Compass (Standby)	34-6
34-31-01	Marker Beacon System.....	34-7
	MULTI-MODE RECEIVER (MMR)	34-8
34-32-01A	ILS Function	34-8
34-32-01C	GPS Function	34-8
	WEATHER RADAR SYSTEMS	34-9
34-41-01A	Basic Weather Radar System	34-9
34-41-01B	Predictive Windshear Mode	34-9
34-42-01	Radio Altimeter Systems	34-10
34-43-01	IRS NAV OFF Lights	34-11
34-45-01A	Ground Proximity Warning System	34-12
34-45-01B	Terrain Avoidance Modes (Modes 1 - 4).....	34-12
34-45-01C	Test Mode	34-12
34-45-01D	Glideslope Deviation Mode Lights (Mode 5)	34-12
34-45-01F	Advisory Callouts (Mode 6)	34-12
34-45-01G	Windshear Mode (Reactive).....	34-12
34-45-01I	Terrain Awareness and Warning System (TAWS).....	34-12
34-45-01J	Terrain Display Functions	34-12
	TRAFFIC ALERT / COLLISION AVOIDANCE SYSTEM (TCAS).....	34-14
34-46-01A	TCAS System.....	34-14
34-46-01B	Combined TA and RA Dual Displays	34-14
34-46-01C	Resolution Advisory (RA) Display System(s)	34-14
34-46-01F	Audio Functions.....	34-14
	WINDSHEAR DETECTION AND FLIGHT GUIDANCE SYSTEMS	34-16
34-47-01A	Reactive	34-16
34-47-01C	Predictive.....	34-16
34-51-01	VOR Navigation Systems.....	34-17
34-52-01	Distance Measuring Equipment (DME) Systems.....	34-18
34-54-01A	ATC Transponder and Automatic Altitude Reporting Systems.....	34-19
	VIA Flight Management Systems.....	34-20
34-63-01A	Computing Functions	34-20
34-63-01B	Multi-Function Control Display Units (MCDU).....	34-20
34-63-01C	Navigation Database	34-20

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS
34-00-00L	LLM Category II/III Status (Lower Landing Minimums) "DISP.APPR.REQ'D." Administrative Control Item	N	-	(O)(M) Aircraft restricted to CAT I due to AMT is non-AFQ authorized. NOTE: This Item Number is only used for deferring the CAT II/III status of the aircraft and MCC authorization is required prior to its usage or removal. <u>CAT II/III</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-00-00L	Adjacent to each PFD	CAT II/III NOT AUTHORIZED

(O) PROCEDURES

CAT II - Not Authorized.
CAT III - Not Authorized.

(M) PROCEDURES

1. The AMT will be instructed by MCC to create a new log page in the aircraft logbook using the appropriate MEL Item Number.
2. The deferral code LLM must also be entered on the log page and the placard when deferring this item.
3. MCC authorization is required prior to its usage or removal.

 DELTA	B717 Minimum Equipment List	ATA 34 Navigation	R3 05/19/15 Page 34-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-24-01	Flight Director Systems "DISP.APPR.REQ'D."	Y	2	0	C May be inoperative provided: a) Approach minimums do not require its use, and b) Refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements. <u>CAT II/III</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-24-01	Flight Director Command (FD CMD) Switch	___ Flight Director, Ch ___ INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
NAVIGATION					
34-25-01A	Altitude Alerting System “DISP.APPR.REQ'D.”	Y	1	0	A (O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations, ie RVSM, do not require its use, c) Airplane does not depart from a designated airport (ATL) where repair or replacement can be made, and d) Repairs are made within 3 flight days. RVSM Not Authorized
34-25-01B	Aural Alert	Y	1	0	C May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
34-25-01C	Visual Alert	Y	1	0	C May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-25-01A	Below Captains N.D. Panel	Altitude Alerting System INOP
34-25-01B	Below Captains N.D. Panel	Aural Alert INOP
34-25-01C	Below Captains N.D. Panel	Visual Alert INOP

(O) PROCEDURES

34-25-01A

- Enroute operations that require altitude alerting (such as RVSM) may not be conducted.
- Use the autopilot and altitude hold for all operations for which it is appropriate.
- Cross-check Captain's and First Officer's altitude displays upon reaching and departing assigned altitude. Periodically cross-check altitude indications when maintaining an assigned altitude.
- Pilot monitoring should call out approaching and departing assigned altitudes.
- Flight crew must be aware that the usual alerts for altitude deviations will not occur.

	B717 Minimum Equipment List	ATA 34 Navigation	R3 05/19/15 Page 34-5

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	INTEGRATED STANDBY INSTRUMENT SYSTEM (ISIS)				
34-28-01	Standby Attitude Indicator "DISP.APPR.REQ'D."	Y	1	0	B May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-28-01	Standby Attitude Indicator	Standby Attitude Indicator INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
34-29-01	Non-Stabilized Magnetic Compass (Standby) “DISP.APPR.REQ'D.”	Y	1	0	C	May be inoperative provided two independent sources of heading information are operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-29-01	Aircraft Logbook	Standby Compass INOP

	B717 Minimum Equipment List	ATA 34 Navigation	R3 05/19/15 Page 34-7

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-31-01	Marker Beacon System "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided approach minimums do not require its use. NOTE: Approach minimums are not affected.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-31-01	Aircraft Logbook	Marker Beacon INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	MULTI-MODE RECEIVER (MMR)				
34-32-01A	ILS Function "DISP.APPR.REQ'D."	Y	2	1	C May be inoperative provided approach minimums do not require its use. <u>CAT II/III ILS</u> Not Authorized <u>AUTOLAND</u> Not Authorized
34-32-01B	ILS Function "DISP.APPR.REQ'D"	Y	2	0	C May be inoperative provided approach minimums do not require its use. <u>CAT I/II/III ILS</u> Not Authorized <u>AUTOLAND</u> Not Authorized
34-32-01C	GPS Function "DISP.APPR.REQ'D."	Y	2	0	C (O) May be inoperative provided alternate procedures are used. Refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-32-01A	Left Of Captains P.F.D.	ILS Function INOP
34-32-01B	Left Of Captains P.F.D.	ILS Function INOP
34-32-01C	Left Of Captains P.F.D.	GPS Function INOP

(O) PROCEDURES

34-32-01C

1. If GPS is installed as the primary source for long range navigation information, ensure route to be flown does not rely on long range navigation information unless an alternate source is available.
2. If both GPS systems are inoperative, extended Over Water (greater than 50 nm off shore) operations and GPS / RNAV approaches are not permitted.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO. NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
WEATHER RADAR SYSTEMS						
34-41-01A	Basic Weather Radar System “DISP.APPR.REQ’D.”	Y	1	0	C	No person may dispatch an aircraft in IFR or night VFR conditions when current weather reports indicate that thunderstorms, or other potentially hazardous weather conditions that can be detected with airborne weather radar, may be reasonably be expected along the route to be flown.
34-41-01B	Predictive Windshear Mode	Y	1	0	B	(O) May be inoperative provided alternate procedures are used. NOTE: Operator’s alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
34-41-01C	Predictive Windshear Mode	Y	1	0	C	(O) May be inoperative provided: a) Alternate procedures are used, and b) Windshear Warning and Guidance System (Reactive) operates normally.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-41-01A	Below Captains N.D.	Weather Radar INOP
34-41-01B	Below Captains N.D.	Predictive Windshear INOP
34-41-01C	Below Captains N.D.	Predictive Windshear INOP

(O) PROCEDURES

34-41-01B, 34-41-01C

1. Refer to [Operations Manual, Volume 1](#), Supplementary Procedures, Adverse Weather, Windshear, for a review of windshear detection and escape/recovery techniques during takeoff/departure and approach/landing.
2. Flight crew must use Standard Callout procedures to assure flight crew awareness of airplane configuration, speed, altitude and flight path. Refer to [Operations Manual, Volume 1](#), Normal Procedures, Standard Callouts.
3. Assess and minimize the probability of encountering windshear during takeoff/departure and approach/landing.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-42-01	Radio Altimeter Systems "DISP.APPR.REQ'D."	Y	2	1 C	(M) May be inoperative provided: a) Approach minimums and/or operational procedures do not require its use, b) -903 FCC or subsequent installed, and c) Refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements. <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized NOTE: GPWS may be affected.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-42-01	1. Radio Altimeter Indicator(s) 2. GPWS Test Switch (if number 1, or both, system(s) is deferred)	1. ____ Radio Altimeter R/T(s) INOP 2. GPWS INOP (if number 1, or both, system(s) is deferred)

(M) PROCEDURES

1. Verify both FCC computer part numbers end in "-903" or higher number.

Procedure I

- To access FCC part number via the MCDU:
 - 1) Select the MENU key on the MCDU.
 - 2) Select CFDS>LRU Maintenance.
 - 3) Page over to FCC1(2) prompt.
 - 4) Select FCC1(2) Return to Service. The FCC part number will be displayed and the FCC will initiate a short return to service test.
 - 5) Press MENU on the MCDU after verifying part number.
 - 6) Repeat for the other FCC.

NOTE: After selecting MENU to exit the FCC, the FCC will reboot. The message FCC FAIL will be displayed until the FCC comes back online.

Procedure II

FCC part numbers may be viewed on the face of the FCC, located in the E&E compartment. Maintenance is Required and Flight Crew May **Not** Placard.

2. Pull and secure the appropriate circuit breaker for the inoperative Radio Altimeter.

Row	Column	Number	Name
F	17	B1-1631	RADIO ALTIMETER-1
F	2	B1-1632	RADIO ALTIMETER-2

	B717 Minimum Equipment List	ATA 34 Navigation	R3 05/19/15 Page 34-11

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-43-01	IRS NAV OFF Lights	Y	2	0 C	(O) May be inoperative provided alternate procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-43-01	IRS NAV OFF Lights	IRS NAV OFF Light(s) INOP

(O) PROCEDURES

Verify all NAV displays are normal and no NAV fail indications are present.



NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	GROUND PROXIMITY WARNING SYSTEM (GPWS)				
34-45-01A	Ground Proximity Warning System "DISP.APPR.REQ'D."	Y	1	0	A (O) May be inoperative provided: a) Alternate procedures are used, b) Repairs are made within two flight days, and c) Refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements.
34-45-01B	Terrain Avoidance Modes (Modes 1 - 4) "Contact MCC"	Y	4	0	A (O) May be inoperative provided: a) Alternate procedures are used, and b) Repairs are made within two flight days.
34-45-01C	Test Mode "Contact MCC"	Y	1	0	A (O) May be inoperative provided: a) The GPWS is not used, and b) Repairs are made within two flight days.
34-45-01D	Glideslope Deviation Mode Lights (Mode 5)	Y	2	1	C
34-45-01E	Glideslope Deviation Mode Lights (Mode 5)	Y	2	0	B
34-45-01F	Advisory Callouts (Mode 6)	Y	1	0	B (O) May be inoperative provided alternate procedures are used.
34-45-01G	Windshear Mode (Reactive)	Y	1	0	B (O) May be inoperative provided alternate procedures are used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
34-45-01H	Windshear Mode (Reactive)	Y	1	0	C (O) May be inoperative provided: a) Alternate procedures are used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
34-45-01I	Terrain Awareness and Warning System (TAWS) Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	Y	1	0	B (O) May be inoperative provided alternate procedures are used.
34-45-01J	Terrain Display Functions	Y	2	1	C
34-45-01K	Terrain Display Functions	Y	2	0	B

CONTINUED NEXT PAGE

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-45-01A	GPWS Test Switch	GPWS INOP
34-45-01B	GPWS Test Switch	GPWS Modes 1 thru 4 INOP
34-45-01C	GPWS Test Switch	GPWS Test Mode INOP
34-45-01D	GPWS Test Switch	___GPWS Glideslope Deviation (Mode 5) INOP
34-45-01E	GPWS Test Switch	GPWS Glideslope Deviation (Mode 5) INOP
34-45-01F	GPWS Test Switch	GPWS Advisory Callouts (Mode 6) INOP
34-45-01G	Left Of Captains P.F.D	Windshear Mode (Reactive) INOP
34-45-01H	Left Of Captains P.F.D	Windshear Mode (Reactive) INOP
34-45-01I	Below Captains N.D.	Terrain Awareness and Warning System INOP
34-45-01J	Below Captains N.D.	Terrain Display System Functions INOP
34-45-01K	Below Captains N.D.	Terrain Display System Functions INOP

(O) PROCEDURES

34-45-01A, 34-45-01B, 34-45-01C, 34-45-01F, 34-45-01G, 34-45-01H, 34-45-01I

1. Review Standard Callout procedures. [Refer to Operations Manual, Volume 1](#), Normal Procedures, Introduction, Standard Callouts.
2. Preflight briefing to include review of terrain and/or obstructions in the proximity of the departure and arrival airports.
3. Pilot monitoring flight path during takeoff, approach and landing, will alert the pilot flying if any of the following conditions exist:
 - a. Excessive descent rate.
 - b. Excessive terrain closure rate.
 - c. Altitude loss after takeoff or go-around.
 - d. Unsafe terrain clearance while not in the landing mode.
 - e. Deviation from glideslope.

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	TRAFFIC ALERT / COLLISION AVOIDANCE SYSTEM (TCAS)				
34-46-01A	TCAS System "DISP.APPR.REQ'D."	Y	1	0	B (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
34-46-01B	Combined TA and RA Dual Displays	Y	2	1	C (O) May be inoperative provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
34-46-01C	Resolution Advisory (RA) Display System(s)	Y	2	1	C (O) May be inoperative on non-flying pilot side.
34-46-01D	Resolution Advisory (RA) Display System(s) "DISP.APPR.REQ'D."	Y	2	0	C (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
34-46-01E	Traffic Alert Display System(s) "DISP.APPR.REQ'D."	Y	2	0	C (O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
34-46-01F	Audio Functions "DISP.APPR.REQ'D."	Y	1	0	B May be inoperative provided enroute or approach procedures do not require use of TCAS.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-46-01A	TCAS/Transponder Control Panel	TCAS INOP
34-46-01B	Associated TA / VSI	____ TCAS Combined TA and RA Dual Display INOP
34-46-01C	Associated TA / VSI	____ TCAS RA Display System INOP
34-46-01D	Associated TA / VSI	____ TCAS RA Display System(s) INOP
34-46-01E	Associated TA / VSI	____ TCAS TA Display System(s) INOP
34-46-01F	TCAS/Transponder Control Panel	TCAS Audio INOP

CONTINUED NEXT PAGE

 DELTA	B717 Minimum Equipment List	ATA 34 Navigation	R0 08/22/13 Page 34-15

(O) PROCEDURES

NOTE: On airplanes with the 8-936-01 PSEU, the PSEU FAULT status level alert will be present when dispatched with TCAS deactivated and secured. This is normal.

34-46-01B

1. Verify TA and RA elements and audio functions are operative on flying pilot side.
2. Verify TA and RA displays are visible to the flying pilot.

34-00-43C

Corrective action based on Resolution Advisories should be implemented by pilot with the operative RA display.

34-00-43D

Operate with the Function Selector of the Mode S/TCAS Control Unit in the TA position.

34-00-43E

Verify all RA Display and audio functions are operative. (This is displayed on the Weather Radar Indicator).

(M) PROCEDURES

34-46-01A

1. Pull and secure TCAS COMPUTER circuit breaker (B1-1694: Upper EPC panel, location H-15).
 - a. On airplanes incorporating the -01 PSEU, pulling the TCAS COMPUTER circuit breaker will cause PSEU FAULT to appear. TCAS circuit breaker should be reset at least once each flight day and PSEU FAULT should then be verified to extinguish.
 - b. If PSEU FAULT alert does not extinguish, refer to MEL Item 32-61-02 for guidance in dispositioning Proximity Sensing System faults
 - c. Upon completion of check, TCAS COMPUTER circuit breaker should again be pulled and secured.
2. Deselect TCAS on the EIS Control Panel.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	WINDSHEAR DETECTION AND FLIGHT GUIDANCE SYSTEMS				
34-47-01A	Reactive "DISP.APPR.REQ'D."	Y	2	0	B (O) May be inoperative provided alternate procedures are used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
34-47-01B	Reactive "DISP.APPR.REQ'D."	Y	2	0	C (O) May be inoperative provided: a) Alternate procedures are used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
34-47-01C	Predictive "DISP.APPR.REQ'D"	Y	-	0	B (O) May be inoperative provided alternate procedures are used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
34-47-01D	Predictive "DISP.APPR.REQ'D"	Y	-	0	C (O) May be inoperative provided: a) Alternate procedures are used, and b) Windshear Detection and Aviodance System (Reactive) operates normally.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-47-01A	Captain's Windshear Alert Light	Reactive Windshear INOP
34-47-01B	Captain's Windshear Alert Light	Reactive Windshear INOP
34-47-01C	Captain's Windshear Alert Light	Predictive Windshear INOP
34-47-01D	Captain's Windshear Alert Light	Predictive Windshear INOP

(O) PROCEDURES

34-47-01A, 34-47-01B, 34-47-01C, 34-47-01D

1. Refer to [Operations Manual, Volume 1](#), Supplementary Procedures, Adverse Weather, Windshear, for a review of windshear detection and escape/recovery techniques during takeoff/departure and approach/landing.
2. Flight crew must use Standard Callout procedures to assure flight crew awareness of airplane configuration, speed, altitude and flight path. Refer to [Operations Manual, Volume 1](#), Normal Procedures, Standard Callouts.
3. Assess and minimize the probability of encountering windshear during takeoff/departure and approach/landing.

	B717 Minimum Equipment List	ATA 34 Navigation	R3 05/19/15 Page 34-17

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS	
34-51-01	VOR Navigation Systems	Y	2	1	C	#1 VOR must be operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-51-01	VOR Navigation Systems	VOR Navigation System(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD					REPAIR CATEGORY
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-52-01	Distance Measuring Equipment (DME) Systems “DISP.APPR.REQ'D.”	Y	2	1	D May be inoperative provided: a) Approach procedures do not require its use, and b) RNAV operations do not require its use; refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements . NOTE: One or more of these systems may be required as noted on the approach plate.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-52-01	DME Indicator	____ DME System(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
34-54-01A	ATC Transponder and Automatic Altitude Reporting Systems "DISP.APPR.REQ'D."	Y	2	0	B May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. RVSM Not Authorized
34-54-01B	ATC Transponder and Automatic Altitude Reporting Systems	Y	2	1	D
34-54-01C	Elementary and Enhanced Downlink Aircraft Reportable Parameter not Required by 14 CFR	Y	-	0	A May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance check.
34-54-01D	ADS-B Squitter Transmissions	Y	-	0	D May be inoperative provided operations do not require its use.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-54-01A	Transponder Control Panel	___ ATC Transponder INOP
34-54-01B	Transponder Control Panel	___ ATC Transponder INOP
34-54-01C	Transponder Control Panel	___ ATC Transponder Downlink Parameters INOP
34-54-01D	Transponder Control Panel	ADS-B Squitter Transmissions INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	VIA FLIGHT MANAGEMENT SYSTEMS				
34-63-01A	Computing Functions "DISP.APPR.REQ'D."	Y	2	1	C (O) May be inoperative provided the associated FMS is not required for operations being conducted. Refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements.
34-63-01B	Multi-Function Control Display Units (MCDU) "DISP.APPR.REQ'D."	Y	2	-	C (O) Individual portions (Line Select Keys, Remote Light Sensor, Switchlights, etc.) of one or both MCDU's may be inoperative provided: a) At least one MCDU is capable of initializing IRU alignment, b) Both MDCU's are capable of allowing manual tuning of Nav Radios, and c) Refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements. CAT II/III Not Authorized
34-63-01C	Navigation Database "DISP.APPR.REQ'D."	Y	2	0	C (O) May be out of currency provided: a) Current Aeronautical Charts or RVAL tool are used to verify Navigation Fixes prior to dispatch, b) Procedures are used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified, and d) Refer to Navigation Equipment Tab (this manual) for RNAV Minimum Requirements.

MEL ITEM	TAB LOCATION	PLACARD TEXT
34-63-01A	On Associated MCDU	___ VIA FMS Computing Function INOP
34-63-01B	On Associated MCDU	___ MCDU Individual Component(s) INOP
34-63-01C	Both MCDUs	FMS Navigation Database Not Current

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 34 Navigation	R2 10/23/14 Page 34-21

(O) PROCEDURES

34-63-01A

An inoperative VIA will cause the associated primary navigation displays to be inoperative or unreliable. For an inoperative VIA, the pilot flying should reference the operative side navigational system source.

34-63-01B

Verify that Nav Radios can be tuned through both MCDUs.

34-63-01C

1. Select the route to be flown from the (non-current) database.
2. Check the intended route against current Jeppesen pages for agreement of all navigation data, using applicable departure, enroute and arrival charts or [RVAL tool](#).
3. If all information agrees, the FMS may be used normally on the route which was checked. Each new route must be checked in the same manner.
4. Any time the FMS data does not agree with current Jeppesen information, manual tuning and course selection must be accomplished.

	B717 Minimum Equipment List	ATA 34 Navigation	R0 08/22/13 Page 34-22

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 DELTA	B717 Minimum Equipment List	ATA 35 Oxygen	R0 08/22/13 Page 35-1

ATA 35 Contents

	CREW OXYGEN SYSTEM	35-2
35-11-01A	Overhead Panel Oxygen Line Pressure Indicator.....	35-2
35-11-01B	Oxygen Cylinder Discharge Indicator (Exterior Green Disc).....	35-2
35-21-01A	Passenger Oxygen System.....	35-3
35-21-01C	Automatic Door Opening Function	35-3
35-21-01D	Oxygen Compartment Doors	35-3
35-22-01	NO MASK Annunciation System.....	35-6
35-31-01	Portable Oxygen Dispensing Units (Bottle and Mask).....	35-7
35-33-01	Protective Breathing Equipment (PBE) Seals (Smoke Hood Red Rope Seals)	35-8

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
CREW OXYGEN SYSTEM					
35-11-01A	Overhead Panel Oxygen Line Pressure Indicator	Y	1	0	C (O) May be inoperative provided: a) Direct reading gauge on the crew oxygen bottle verifies adequate pressure is above the minimum required for dispatch prior to each takeoff, and b) Flight crew oxygen system is verified to operate normally PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)
35-11-01B	Oxygen Cylinder Discharge Indicator (Exterior Green Disc)	Y	1	0	C (O) May be damaged or missing.

MEL ITEM	TAB LOCATION	PLACARD TEXT
35-11-01A	Oxygen Line Pressure Gauge	Oxygen Line Pressure Gauge INOP
35-11-01B	Aircraft Logbook	Green Oxygen Blow Out Disk Damaged or Missing

(O) PROCEDURES

35-11-01A

1. Ensure crew oxygen cylinder contains sufficient oxygen supply for dispatch.
2. Verify that the direct reading gauge on the crew oxygen bottle indicates normal pressure.
3. Verify flight crew oxygen system operates normally.

35-11-01B

1. Ensure crew oxygen cylinder contains sufficient oxygen supply for dispatch.
2. Verify that the direct reading gauge on the crew oxygen bottle indicates normal pressure.



NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
PASSENGER OXYGEN SYSTEM					
35-21-01A	Passenger Oxygen System "DISP.APPR.REQ'D."	Y	1	0	B (O) May be inoperative provided: a) Flight is not conducted where the minimum enroute altitude is above 14,000 ft. MSL, b) Both Air Conditioning Packs operate normally, c) All other components of the pressurization system operate normally, d) Airplane remains at or below FL 250, e) Portable oxygen units are provided for 10% of the passengers, and f) Passengers are appropriately briefed.
35-21-01B	Passenger Oxygen System "DISP.APPR.REQ'D."	Y	1	0	B (O) May be inoperative provided flight is conducted at or below 10,000 ft. MSL.
35-21-01C	Automatic Door Opening Function "DISP.APPR.REQ'D."	N	1	0	C (O)(M) May be inoperative provided: a) All oxygen doors are CLOSED and LATCHED, b) Manual Oxygen Door Deploy System is operative, and c) The airplane remains at or below FL 300.
35-21-01D	Oxygen Compartment Doors "DISP.APPR.REQ'D."	N	46	-	B (O)(M) May be inoperative provided: a) Associated oxygen door is UNLATCHED and masks secured, and b) Associated seats are BLOCKED.
35-21-01E	Oxygen Compartment Doors "DISP.APPR.REQ'D."	N	46	-	B (O)(M) May be inoperative provided: a) Associated oxygen door is UNLATCHED and masks secured, b) Passengers occupying associated seats are briefed on access to oxygen masks, and c) The airplane remains at or below FL 300.
35-21-01F	Oxygen Compartment Doors "DISP.APPR.REQ'D."	N	46	-	B (O)(M) May be inoperative provided: a) Associated oxygen door is LATCHED, b) Associated seats are BLOCKED, and c) If two or more inoperative oxygen doors are adjacent (forward and aft, left and right), seat rows forward and aft of the inoperative oxygen doors are also BLOCKED.
35-21-01G	Lavatory Oxygen "DISP.APPR.REQ'D"	Y	3	0	C (M) May be inoperative provided: a) Associated lavatory door is locked and closed and placarded "INOPERATIVE – DO NOT ENTER," and b) Associated lavatory is not used for any purpose. NOTE: These provisos are not intended to prohibit lavatory inspections by crewmembers.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 35 Oxygen	R3 05/19/15 Page 35-4

MEL ITEM	TAB LOCATION	PLACARD TEXT
35-21-01A	Passenger Oxygen Mask Switch	Passenger Oxygen System INOP
35-21-01B	Passenger Oxygen Mask Switch	Passenger Oxygen System INOP
35-21-01C	Passenger Oxygen Mask Switch	Automatic Door Opening Function of Passenger Oxygen System INOP
35-21-01D	Passenger Oxygen Mask Switch	____ Oxygen Compartment Doors INOP
35-21-01E	Passenger Oxygen Mask Switch	____ Oxygen Compartment Doors INOP
35-21-01F	Passenger Oxygen Mask Switch	____ Oxygen Compartment Doors INOP
35-21-01G	Passenger Oxygen Mask Switch	____ Lavatory Oxygen System INOP

(O) PROCEDURES

35-21-01A

1. Verify minimum enroute altitude is not greater than 14,000 feet MSL.
2. Limit flight altitude to a maximum of FL 250.
3. Modify passenger briefing to accommodate this operation.

35-21-01B

Limit flight altitude to a maximum of 10,000 ft. MSL.

35-21-01C

Limit flight altitude to a maximum of FL 300.

35-21-01D, 35-21-01F

No procedure required if affected seats are blocked.

35-21-01E

If affected seats are occupied, limit flight altitude to a maximum of FL 300, and brief passengers on access to masks.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 35 Oxygen	R3 05/19/15 Page 35-5

(M) PROCEDURES

35-21-01C

Auto opening feature inoperative – all doors open with cabin altitude less than 14,000 feet MSL:

1. With aircraft unpowered, disconnect wire from the Mask Eject Timer Relay R2-315.
2. Close doors and reopen using OXY MASK EJECT switch located on the forward side of the cockpit galley bulkhead.
3. Block seats for any doors which did not open.
4. Close remaining doors.

Auto opening feature inoperative - doors will not open automatically:

1. Open doors using OXY MASK EJECT Switch.
2. Block seats for any doors which did not open.
3. Close remaining doors.

35-21-01D, 35-21-01E

Individual oxygen compartment door(s) will not remain latched:

1. Block off affected seat(s) if the aircraft is to be flown above FL 300.
2. If affected seat(s) are to be occupied, secure door(s) in the closed position in a manner which will allow quick access by passengers in the event oxygen is required.

35-21-01F

If individual oxygen compartment door(s) will not unlatch, block off affected seats, as required.

35-21-01G

Close and lock the lavatory door and placard: INOPERATIVE – DO NOT ENTER.

	B717 Minimum Equipment List	ATA 35 Oxygen	R3 05/19/15 Page 35-6

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
35-22-01	NO MASK Annunciation System “DISP.APPR.REQ’D.”	Y	1	0	C	May be inoperative provided flight is not conducted above 14,000 feet MSL.

MEL ITEM	TAB LOCATION	PLACARD TEXT
35-22-01	Cabin Oxygen On Light	CABIN OXYGEN ON Light INOP

	B717 Minimum Equipment List	ATA 35 Oxygen	R3 05/19/15 Page 35-7

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
35-31-01	Portable Oxygen Dispensing Units (Bottle and Mask) "Contact MCC"	Y	4	3 D	(O)(M) May be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout aircraft, b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility, and c) Maintenance Control Center is notified regarding the unserviceable bottle and location of the removed mask assembly.

MEL ITEM	TAB LOCATION	PLACARD TEXT
35-31-01	Aircraft Logbook	____ Portable Oxygen Dispensing Unit(s) INOP

(O) PROCEDURES

Ensure cabin crew (Flight Leader) is notified of the unserviceable bottle and its location.

(M) PROCEDURES

1. Ensure serviceable bottles are evenly distributed throughout the cabin.
2. Remove mask/hose assembly from the unserviceable unit. Secure the mask in a location where it can be retrieved at the next available maintenance facility.
3. Disconnect mask assembly from oxygen cylinder outlet by rotating hose fitting $\frac{1}{2}$ turn and pulling out.
4. Place a piece of masking tape over the pressure gage of oxygen bottle and label INOP. Position the unserviceable cylinder in holder and fasten quick release clamp.
5. Using tape or other suitable means, cover affected oxygen bottle location placarding.

NOTE: For locations with two oxygen bottles installed, do **not** cover placard if remaining bottle is operative.

	B717 Minimum Equipment List	ATA 35 Oxygen	R3 05/19/15 Page 35-8

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
35-33-01	Protective Breathing Equipment (PBE) Seals (Smoke Hood Red Rope Seals)	Y	-	0	C (M) Seals may be broken or missing.

MEL ITEM	TAB LOCATION	PLACARD TEXT
35-33-01	Aircraft Logbook	___ PBE Smoke Hood Seal(s) Broken / Missing

(M) PROCEDURES

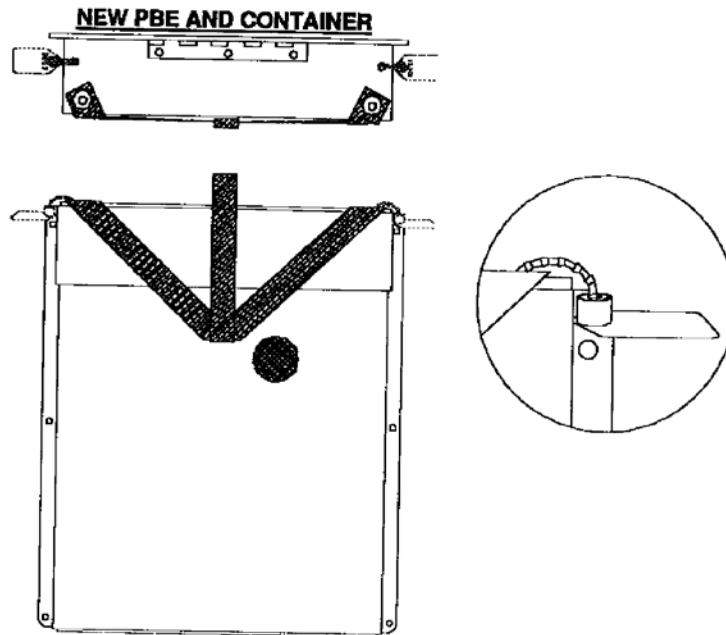
ONE SEAL BROKEN OR MISSING:

With one seal missing, the PBE is airworthy.

NOTE: Install the 2nd seal prior to flight or at the next available Delta maintenance station.
(Spare seals are located in the Aircraft Log Book.)

BOTH SEALS BROKEN OR MISSING: Maintenance is required and Flight Crew may **not** placard.

1. With both seals missing, remove the PBE and inspect for obvious damage (punctures, rips in pouch etc.).
2. If no obvious damage is found, reseal PBE in container.
3. If PBE is damaged, replace the PBE.



 DELTA	B717 Minimum Equipment List	ATA 36 Pneumatics	R1 07/03/14 Page 36-1

ATA 36 Contents

36-11-01	Fan Air Valve.....	36-2
36-11-03	High Stage Valve.....	36-3
36-11-04	High Stage Pilot Valve.....	36-4
36-13-01	Pressure Regulator and Shutoff Valve (PRSOV).....	36-5
36-13-02	Pressure Regulator and Shutoff Pilot Valve.....	36-7
36-13-03	Pneumatic System Controller (PSC) Channels	36-9
36-13-04	Intermediate Bleed Pressure Sensor (Pi).....	36-11
36-13-05	Manifold Pressure Sensor (Pm)	36-12
36-13-06	Intermediate Bleed Temperature Sensor (Ti)	36-13
36-13-07	Manifold Temperature Sensor (Tm).....	36-14
36-13-08	Supply Temperature Sensor (Ts).....	36-15
36-14-01A	Ground Connection and Pneumatic Check Valve.....	36-16
36-15-01	Manifold Isolation Valve	36-17
36-15-02	Manifold Check Valve.....	36-18
36-23-01A	Pneumatic Overheat Detection System (PODS)	36-19

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-11-01	Fan Air Valve "DISP.APPR.REQ'D."	N	2	0	C (O)(M) May be inoperative with the Valve in the OPEN position provided: a) Flight is not made in known or forecast icing conditions, and b) Performance penalties are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-11-01	Below Synoptic Display	____ Fan Air Valve(s) INOP OPEN

(O) PROCEDURES

For dispatch with one or both Valves inoperative refer to ODM - Abnormal Section.

36-11-01	FAN AIR VALVE
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	1. Reduce ENROUTE LIMIT WT by 3,400 lbs. per affected valve. 2. Increase BLOCK FUEL by 1.1% per affected valve.
NOTES	Make a notation on the Flight Plan when Enroute Climb is limiting.
AWABS	1. Performance weight corrections have been applied. 2. Refer to ODM – Abnormal Section to obtain an equivalent weight for adjusted V-Speeds. Use this weight to reference the ODM Takeoff Section to obtain V-Speeds for the applicable Thrust/Flap setting. 3. Determine all other speeds at actual operating weight.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 4,250 lbs. per affected valve. 2. Reduce T/O CLIMB LIMIT by 4,250 lbs. per affected valve. LANDING 1. Reduce RWY ALLOWABLE LANDING WT by 2,860 lbs. per affected valve. 2. Reduce LANDING CLIMB LIMIT WT by 2,860 lbs per affected valve. OTHER CORRECTIONS 1. Refer to ODM – Abnormal Section to obtain an equivalent weight for adjusted V-Speeds. 2. Use this weight to reference the ODM Takeoff Section to obtain V-Speeds for the applicable Thrust/Flap setting. 3. Determine all other speeds at actual operating weight.

(M) PROCEDURES

Disconnect, cap and stow electrical connector from the affected Fan Air Pilot Valve Pilot Pressure Regulator.

 DELTA	B717 Minimum Equipment List	ATA 36 Pneumatics	R3 05/19/15 Page 36-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-11-03	High Stage Valve "DISP.APPR.REQ'D."	N	2	1 C	(O)(M) May be inoperative CLOSED provided flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-11-03	Below Captains N.D. Panel	___ High Stage Valve INOP CLOSED

(O) PROCEDURES

1. Operate Air Conditioning System associated with the inoperative High Stage Valve as normal.
2. If AIR SYS L/R PRES LO alert for the affected system appears, attempt to extinguish alert by advancing the throttle on the affected engine, conditions permitting.

(M) PROCEDURES

1. Gain access to the associated High Stage Pilot Valve located in the nacelle near the Precooler.
2. Disconnect the electrical connector from the High Stage Pilot Valve.
3. Secure the affected High Stage Valve inoperative in the CLOSED position as follows:
 - a. Loosen the Position Indicator screw.
 - b. Slide the Lock into the cover plate recess.
 - c. Tighten the Position Indicator screw.
4. Verify position indicator on the High Stage Valve indicates the Valve is CLOSED.

	B717 Minimum Equipment List	ATA 36 Pneumatics	R3 05/19/15 Page 36-4

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-11-04	High Stage Pilot Valve "DISP.APPR.REQ'D."	N	2	1	C (M) May be inoperative provided: a) The associated High Stage Valve is secured in the CLOSED position, and b) Flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-11-04	Below Captains N.D. Panel	____ High Stage Pilot Valve INOP

OPERATIONS NOTE:

1. Operate Air Conditioning System associated with the inoperative High Stage Valve as normal.
2. If AIR SYS L/R PRES LO alert for the affected system appears, attempt to extinguish alert by advancing the throttle on the affected engine, conditions permitting.

(M) PROCEDURES

1. Gain access to the associated High Stage Pilot Valve located in the nacelle near the Precooler.
2. Disconnect the electrical connector from the High Stage Pilot Valve.
3. Secure the affected High Stage Valve inoperative in the CLOSED position as follows:
 - a. Loosen the Position Indicator screw.
 - b. Slide the Lock into the cover plate recess.
 - c. Tighten the Position Indicator screw.
4. Verify position indicator on the High Stage Valve indicates the Valve is CLOSED.

 DELTA	B717 Minimum Equipment List	ATA 36 Pneumatics	R3 05/19/15 Page 36-5

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-13-01	Pressure Regulator and Shutoff Valve (PRSOV) "DISP.APPR.REQ'D."	N	2	1 C	(O)(M) May be inoperative provided: a) Associated Valve is secured CLOSED, b) Associated Air Conditioning System is not used, c) Flight is not made in known or forecast icing conditions, and d) Aircraft remains at or below FL 250

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-13-01	Associated Bleed Air Switch	____ Pressure Regulator and Shutoff Valve (PRSOV) INOP

(O) PROCEDURES

1. Verify that the isolation valve is selected to AUTO position.
2. Verify the L or R BLEED Switch is in the OFF position.

NOTE: Higher engine idle speeds will be noted with one pack switch in the off position (Pack Inoperative), therefore careful planning must be done during the descent phase in order to meet altitude crossing restrictions.

3. For takeoff with operative pack ON:
 - a. Verify the inoperative Pack is producing no flow.
 - 1) Select the Gasper Fan Switch to the OFF position.
 - 2) Select the inoperative Pack Switch to AUTO.
 - 3) Select the operative Pack Switch to OFF.
 - 4) Verify by feel at the open Air Conditioning outlets that there is no air flow.
 - b. Prior to takeoff, select both Pack Switches to AUTO.

NOTE: The PACK L/R FLOW DISAG alert associated with the inoperative Pack will be displayed on the EAD Air Page.

- c. After first power reduction following takeoff, select Pack Switch for the inoperative Pack to OFF. Verify associated PACK L/R FLOW DISAG Alert extinguishes.
- d. Limit flight altitude to a maximum of FL250.

4. For takeoff with both Packs OFF:

NOTE 1: The following procedures will automatically shut down the operative Pack upon throttle advancement for takeoff, and restore its operation at 3,000 feet AGL.

NOTE 2: Performance data for either Packs OFF or Packs ON may be used. The Packs ON data will be conservative.

- a. Prior to takeoff, verify the Pack Switch for the operative Air Conditioning System is selected to AUTO, and the Pack Switch for the inoperative Air Conditioning System is selected to OFF.
- b. On the FMS Takeoff Data Entry Page, select/toggle the PACKS option (Line Select Key 2L) to OFF.
- c. After takeoff, verify operative Air Conditioning System restores normal operation at 3000 feet AGL.
- d. Limit flight altitude to a maximum of FL250.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 36 Pneumatics	R1 07/03/14 Page 36-6

(M) PROCEDURES

1. Select the affected L or R BLEED Switch on the Cockpit Overhead Panel to OFF.
2. Gain access to the associated PRSOV located in the nacelle near the Precooler.
3. Secure the affected PRSOV inoperative in the CLOSED position as follows:
 - a. Loosen the Position Indicator screw.
 - b. Slide the Lock into the cover plate recess.
 - c. Tighten the Position Indicator screw.
4. Select the affected L or R Pack Switch on the Cockpit Overhead Panel to OFF.
5. Secure the Flow Control Valve for the affected Air Conditioning System in the CLOSED position as follows:
 - a. Gain access to the valve, located in the aft accessory compartment upstream of the Primary Heat Exchanger.
 - b. Remove the lanyard cap from the Flow Control Valve Actuator tee fitting.
 - c. Verify position indicator on the Valve body indicates the Valve is CLOSED.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-13-02	Pressure Regulator and Shutoff Pilot Valve "DISP.APPR.REQ'D."	N	2	1 C	(O)(M) May be inoperative provided: a) Associated PRSOV valve is secured CLOSED, b) Associated Air Conditioning System is not used, c) Flight is not made in known or forecast icing conditions, and d) Aircraft remains at or below FL 250.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-13-02	Associated Bleed Air Switch	____ Pressure Regulator and Shutoff Pilot Valve INOP

(O) PROCEDURES

1. Verify that the isolation valve is selected to AUTO position.
2. Verify the L or R BLEED Switch is in the OFF position.

NOTE: Higher engine idle speeds will be noted with one pack switch in the off position (Pack Inoperative), therefore careful planning must be done during the descent phase in order to meet altitude crossing restrictions.

3. For takeoff with operative pack ON:
 - a. Verify the inoperative Pack is producing no flow.
 - 1) Select the Gasper Fan Switch to the OFF position.
 - 2) Select the inoperative Pack Switch to AUTO.
 - 3) Select the operative Pack Switch to OFF.
 - 4) Verify by feel at the open Air Conditioning outlets that there is no air flow.
 - b. Prior to takeoff, select both Pack Switches to AUTO.

NOTE: The PACK L/R FLOW DISAG alert associated with the inoperative Pack will be displayed on the EAD Air Page.

- c. After first power reduction following takeoff, select Pack Switch for the inoperative Pack to OFF. Verify associated PACK L/R FLOW DISAG Alert extinguishes.
- d. Limit flight altitude to a maximum of FL250.

4. For takeoff with both Packs OFF:

NOTE 1: The following procedures will automatically shut down the operative Pack upon throttle advancement for takeoff, and restore its operation at 3,000 feet AGL.

NOTE 2: Performance data for either Packs OFF or Packs ON may be used. The Packs ON data will be conservative.

- a. Prior to takeoff, verify the Pack Switch for the operative Air Conditioning System is selected to AUTO, and the Pack Switch for the inoperative Air Conditioning System is selected to OFF.
- b. On the FMS Takeoff Data Entry Page, select/toggle the PACKS option (Line Select Key 2L) to OFF.
- c. After takeoff, verify operative Air Conditioning System restores normal operation at 3000 feet AGL.
- d. Limit flight altitude to a maximum of FL250.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 36 Pneumatics	R1 07/03/14 Page 36-8

(M) PROCEDURES

1. Select the affected L or R BLEED Switch on the Cockpit Overhead Panel to OFF.
2. Gain access to the associated PRSOV located in the nacelle near the Precooler.
3. Secure the affected PRSOV inoperative in the CLOSED position as follows:
 - a. Loosen the Position Indicator screw.
 - b. Slide the Lock into the cover plate recess.
 - c. Tighten the Position Indicator screw.
4. Select the affected L or R Pack Switch on the Cockpit Overhead Panel to OFF.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-13-03	Pneumatic System Controller (PSC) Channels "DISP.APPR.REQ'D."	N	2	1 C	(O)(M) One channel of the PSC may be inoperative provided: a) Power is removed from the affected PSC Channel, b) Performance penalties for the associated Fan Air Valve inoperative in the OPEN position are applied, c) Flight is not made in known or forecast icing conditions, and d) Associated Air Conditioning System is not used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-13-03	Below Synoptic Display	___ PSC Controller INOP

(O) PROCEDURES

Refer to (O) PROCEDURES for one Air Conditioning System inoperative given in [MEL 21-51-01](#).

36-13-03	PNEUMATIC SYSTEM CONTROLLER (PSC) CHANNELS
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	1. Reduce ENROUTE LIMIT WT by 3,400 lbs. 2. Increase BLOCK FUEL by 1.1%.
NOTES	Make a notation on the Flight Plan when Enroute Climb is limiting.
AWABS	1. Performance weight corrections have been applied. 2. Refer to ODM – Abnormal Section to obtain an equivalent weight for adjusted V-Speeds. Use this weight to reference the ODM Takeoff Section to obtain V-Speeds for the applicable Thrust/Flap setting. 3. Determine all other speeds at actual operating weight.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 4,250 lbs. 2. Reduce T/O CLIMB LIMIT by 4,250 lbs. LANDING 1. Reduce RWY ALLOWABLE LANDING WT by 2,860 lbs. 2. Reduce LANDING CLIMB LIMIT WT by 2,860 lbs. OTHER CORRECTIONS 1. Refer to ODM – Abnormal Section to obtain an equivalent weight for adjusted V-Speeds. Use this weight to reference the ODM Takeoff Section to obtain V-Speeds for the applicable Thrust/Flap setting. 2. Determine all other speeds at actual operating weight.

CONTINUED NEXT PAGE

(M) PROCEDURES

1. Pull and secure the appropriate circuit breaker for the affected PSC Channel:

Circuit Breaker (CB#)	Panel	Location
PNEUMATIC SYSTEM CONTROL RIGHT (B1-1032)	Lower EPC	T-25
PNEUMATIC SYSTEM CONTROL LEFT (B1-1034)	Lower EPC	S-25

	B717 Minimum Equipment List	ATA 36 Pneumatics	R3 05/19/15 Page 36-11

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-13-04	Intermediate Bleed Pressure Sensor (Pi) "DISP.APPR.REQ'D."	N	2	1 C	(M) May be inoperative provided: a) The associated High Stage Valve is considered inoperative, deactivated in the CLOSED position and deferred per MEL 36-11-03 , and b) Flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-13-04	Below Synoptic Display	Intermediate Bleed Pressure Sensor INOP

OPERATIONS NOTE:

1. Operate Air Conditioning System associated with the inoperative High Stage Valve as normal.
2. If AIR SYS L/R PRES LO alert for the affected system appears inflight, attempt to extinguish alert by advancing the throttle on the affected engine, conditions permitting.

(M) PROCEDURES

1. Gain access to the associated High Stage Pilot Valve located in the nacelle near the Precooler.
2. Disconnect, cap and stow the electrical connector from the High Stage Pilot Valve.
3. Verify position indicator on the High Stage Valve indicates the Valve is CLOSED.

	B717 Minimum Equipment List	ATA 36 Pneumatics	R3 05/19/15 Page 36-12

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
36-13-05	Manifold Pressure Sensor (Pm) “DISP.APPR.REQ’D.”	N	2	1	C	(O) May be inoperative provided: a) Flight is not made in known or forecast icing conditions, and b) Associated Air Conditioning System is not used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-13-05	Below Synoptic Display	Manifold Pressure Sensor INOP

(O) PROCEDURES

Refer to (O) PROCEDURES for one Air Conditioning System inoperative given in [MEL 21-51-01](#).

	B717 Minimum Equipment List	ATA 36 Pneumatics	R3 05/19/15 Page 36-13

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-13-06	Intermediate Bleed Temperature Sensor (Ti) "DISP.APPR.REQ'D."	N		2	0

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-13-06	Below Synoptic Display	Intermediate Bleed Temperature Sensor INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-13-07	Manifold Temperature Sensor (Tm) "DISP.APPR.REQ'D."	N	2	0	C (O)(M) May be inoperative provided: a) Associated Sensor is deactivated, b) Performance penalties for the associated Fan Air Valve inoperative in the OPEN position are applied, and c) Flight is not made in known or forecast icing conditions.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-13-07	Below Synoptic Display	Manifold Temperature Sensor INOP

(O) PROCEDURES

For dispatch with one or both Manifold Temperature Sensors inoperative refer to [ODM](#) - Abnormal Section.

36-13-07	MANIFOLD TEMPERATURE SENSOR (TM)
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	1. Reduce ENROUTE LIMIT WT by 3,400 lbs. per affected valve. 2. Increase BLOCK FUEL by 1.1% per affected valve.
NOTES	Make a notation on the Flight Plan when Enroute Climb is limiting.
AWABS	1. Performance weight corrections have been applied. 2. Refer to ODM – Abnormal Section to obtain an equivalent weight for adjusted V-Speeds. Use this weight to reference the ODM Takeoff Section to obtain V-Speeds for the applicable Thrust/Flap setting. 3. Determine all other speeds at actual operating weight.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF 1. Reduce RATOW by 4,250 lbs. per affected valve. 2. Reduce T/O CLIMB LIMIT by 4,250 lbs. per affected valve. LANDING 1. Reduce RWY ALLOWABLE LANDING WT by 2,860 lbs. per affected valve. 2. Reduce LANDING CLIMB LIMIT WT by 2,860 lbs per affected valve. OTHER CORRECTIONS 1. Refer to ODM – Abnormal Section to obtain an equivalent weight for adjusted V-Speeds. Use this weight to reference the ODM Takeoff Section to obtain V-Speeds for the applicable Thrust/Flap setting. 2. Determine all other speeds at actual operating weight.

(M) PROCEDURES

- Gain access to the Tm sensor in the cowl located in the Pneumatic Supply Duct downstream from the Precooler.
- Disconnect, cap and stow the electrical connector from the Tm Sensor.

	B717 Minimum Equipment List	ATA 36 Pneumatics	R3 05/19/15 Page 36-15

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-13-08	Supply Temperature Sensor (Ts)	N	2	0	C (M) May be inoperative provided associated Sensor is deactivated.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-13-08	Below Synoptic Display	Supply Temperature Sensor INOP

(M) PROCEDURES

1. Gain access to the affected Ts sensor in the aft accessory compartment located in the Pneumatic Supply Duct at the pylon interface.
2. Disconnect, cap and stow the electrical connector from the Ts Sensor.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-14-01A	Ground Connection and Pneumatic Check Valve "DISP.APPR.REQ'D."	Y	1	0	C (O) May be inoperative OPEN provided: a) Flight is not made in known or forecast icing conditions, b) Right Air Conditioning System is not used, c) APU Air is not used, d) Engine Start on both engines is accomplished using ground Start Air, and e) Pneumatic Isolation Valve is verified CLOSED after engine start.
36-14-01B	Ground Connection and Pneumatic Check Valve	Y	1	0	C May be inoperative CLOSED.

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-14-01A	1. Left of APU AIR Switch 2. Above Isolation Valve Switch 3. Left of Air Data Heat Switch	1. Air/Ground Connection INOP 2. Do Not Use APU Air 3. Do Not Use Airfoil Ice
36-14-01B	Below Captains N.D. Panel	Ground Connection / Pneumatic Check Valve INOP

(O) PROCEDURES

36-14-01A

1. Verify R BLEED Switch is in OFF position.
2. Refer to (O) PROCEDURES for one Air Conditioning System inoperative given in [MEL 21-51-01](#).

MAINTENANCE NOTE:

Utilize ground cart or other pneumatic source for engine start on both engines.

	B717 Minimum Equipment List	ATA 36 Pneumatics	R3 05/19/15 Page 36-17

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-15-01	Manifold Isolation Valve "DISP.APPR.REQ'D."	N	1	0	C (O)(M) May be inoperative provided: a) Flight is not made into known or forecast icing conditions, and b) Isolation Valve is CLOSED after engine start. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-15-01	Manifold Isolation Valve Switch	____ Manifold Isolation Valve INOP

(O) PROCEDURES

Coordinate left engine start with maintenance personnel, as follows:

1. With pneumatic supply available, instruct maintenance personnel to open the Manifold Isolation Valve.
2. Start left engine as normal.
3. After engine start is complete, instruct maintenance personnel to close the Manifold Isolation Valve.

NOTE 1: The AIR ISOL DISAG alert may be displayed in this dispatch condition. This is normal.

NOTE 2: With the APU Air Switch on, the left bleed air will not be available until the APU Air Switch is selected OFF.

(M) PROCEDURES

1. Pull and secure the ISOLATION VALVE and ISOLATION VALVE CONTROL circuit breakers (B1-1639 and B1- 1640, located at C-14 and C-15 of the Upper EPC Panel).
2. Gain access to the Manifold Isolation Valve, located in the aft accessory compartment, through aft compartment access panel or through passenger cabin aft bulkhead door.
3. Disconnect, cap and stow the electrical connector from the Manifold Isolation Valve.
4. Coordinate left engine start with flight crew. Upon receiving signal from flight crew, open the Manifold Isolation valve using the manual control knob on the side of the valve.
5. After left engine start is complete, close the valve again.

	B717 Minimum Equipment List	ATA 36 Pneumatics	R3 05/19/15 Page 36-18

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
36-15-02	Manifold Check Valve	N	2	0	C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-15-02	Logbook	Manifold Check Valve INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
36-23-01A	Pneumatic Overheat Detection System (PODS) "Contact MCC"	Y	1	-	C May be dispatched with PODS FAULT displayed on the STATUS Page. NOTE 1: The PODS will continue to operate normally in this condition. NOTE 2: Dispatch is not allowed if PODS FAIL alert is present on the EAD. Repetitive Check Required (Yellow Placard)
36-23-01B	Pneumatic Overheat Detection System (PODS) "DISP.APPR.REQ'D."	Y	1	-	C May be dispatched with PODS A-ICE FAULT displayed on the STATUS Page provided flight is not made into known or forecast icing conditions. NOTE 1: Tail Compartment overheat detection is not affected in this dispatch condition. NOTE 2: Dispatch is not allowed if PODS FAIL alert is present on the EAD. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
36-23-01A	Below Synoptic Display	Verify No PODS Fail
36-23-01B	Below Synoptic Display	Verify No PODS Fail

	B717 Minimum Equipment List	ATA 36 Pneumatics	R1 07/03/14 Page 36-20

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 DELTA	B717 Minimum Equipment List	ATA 38 Water / Waste	R1 07/03/14 Page 38-1

ATA 38 Contents

38-30-01A	Potable Water Systems.....	38-2
38-30-02A	Lavatory Systems.....	38-4
38-30-02C	Lavatory Systems- Vacuum Blower	38-4
38-33-01	Vacuum Waste Logic Control Module	38-6

	B717 Minimum Equipment List	ATA 38 Water / Waste	R3 05/19/15 Page 38-2

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
38-30-01A	Potable Water Systems "DISP.APPR.REQ'D."	N	-	-	C (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used..
38-30-01B	Potable Water Systems "DISP.APPR.REQ'D."	N	-	0	C (O)(M) May be inoperative provided: a) System is drained, b) Procedures are used to ensure that system is not serviced, and c) Performance corrections are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
38-30-01A	Aircraft Logbook	Potable Water System ____ INOP
38-30-01B	Aircraft Logbook	Potable Water System INOP

(O) PROCEDURES

38-30-01B

38-30-01B	POTABLE WATER SYSTEMS
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	None
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	TAKEOFF None LANDING None OTHER CORRECTIONS (Manual Weight & Balance Worksheet only) Use OEW correction for "Drain Potable Water System" in ALM – Weight and Balance Section .

CONTINUED NEXT PAGE

(M) PROCEDURES

NOTE 1: The Potable Water System may still be used with failed components provided affected components are isolated from the rest of the system.

NOTE 2: Any system leakage must be cleaned up prior to subsequent dispatch.

38-30-01A

1. Deactivate inoperative system component(s) and isolate as necessary.
2. Ensure system is properly serviced.
3. Check deactivated component(s) for leakage. No leakage is allowed.
4. If lavatory water heater is too hot, pull and secure the associated lavatory water heater circuit breaker.

Circuit Breaker (CB#)	Panel	Location
LEFT LAVATORY WATER HEATER - FWD (B1-527)	EPC CBP	X-30
LEFT LAVATORY WATER HEATER - AFT (B1-369)	EPC CBP	X-29
RIGHT AFT LAVATORY WATER HEATER (B1-390)	EPC CBP	Z-28

38-30-01B

1. Drain potable water system.
2. Install INOPERATIVE - DO NOT SERVICE placard on the inside of exterior service panel to ensure system is not serviced.

	B717 Minimum Equipment List	ATA 38 Water / Waste	R3 05/19/15 Page 38-4

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
38-30-02A	Lavatory Systems "DISP.APPR.REQ'D."	N	3	0	C (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.
38-30-02B	Lavatory Systems "DISP.APPR.REQ'D."	N	3	0	C (M) Associated lavatory system (s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with a FWD lavatory unusable, and c) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.
38-30-02C	Lavatory Systems- Vacuum Blower	N	1	0	C (O)(M) May be inoperative provided: a) Vacuum Blower is deactivated, b) Associated system components are verified not to have leaks, and c) Lavatories are not used below 16,000 feet.

MEL ITEM	TAB LOCATION	PLACARD TEXT
38-30-02A	Aircraft Logbook	Lavatory System ____ INOP
38-30-02B	Aircraft Logbook	____ Lavatory INOP
38-30-02C	Aircraft Logbook	Lavatory Vacuum Blower INOP Lavatories INOP Below 16,000 Feet

(O) PROCEDURES

38-30-02C

Captain to brief Flight Attendants to lock affected lavatories below 16,000 ft and unlock affected lavatories above 16,000 ft.

CONTINUED NEXT PAGE

 DELTA	B717 Minimum Equipment List	ATA 38 Water / Waste	R1 07/03/14 Page 38-5

(M) PROCEDURES

38-30-02A

Inoperative individual lavatory waste system components:

1. Deactivate inoperative system component(s) and isolate as necessary.
2. Ensure system is properly serviced.
3. Check deactivated components(s) for leakage. No leakage is allowed.
4. If lavatory servicing panel leak is known, suspected, or reported, use MEL item 38-00-02B.

38-30-02B

Inoperative lavatory waste system:

1. Deactivate inoperative system components(s) as necessary per AMM 38-30-00. No leakage is allowed.
2. For known, suspected, or reported leaks at a lavatory servicing panel, associated waste tank(s) must be drained per AMM.
3. Lock lavatory door closed and install an INOPERATIVE – DO NOT ENTER placard on the exterior of the associated lavatory door.
4. Install additional INOPERATIVE – DO NOT SERVICE placard on the interior of exterior service panel, as applicable.

38-30-02C

Deactivate the Vacuum Waste Blower by opening and securing Vacuum Blower circuit breaker on the 115VAC Ground Service Bus.

	B717 Minimum Equipment List	ATA 38 Water / Waste	R3 05/19/15 Page 38-6

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
38-33-01	Vacuum Waste Logic Control Module	Y	1	0	C (M) May be inoperative provided: a) Procedures are established to override the Vacuum Waste LCM, if necessary and b) Alternate waste tank servicing procedures are used to preclude overflow PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
38-33-01	Aircraft Logbook	Vacuum Waste Logic Control Module INOP

(M) PROCEDURES

1. Pull and secure Logic Control Module circuit breaker (located on the AC GROUND SERVICE BUS B1-1149 CBP, mounted in the left console).
2. **PRIOR TO EACH DEPARTURE:**
 - a. Lavatory waste tank must be empty for departure. Verify with ACS that the waste tank has been emptied.

 DELTA	B717 Minimum Equipment List	ATA 45 Central Maintenance Computer	R0 08/22/13 Page 45-1

ATA 45 Contents

45-45-01	Central Fault Display Interface Unit (CFDIU)	45-2

	B717 Minimum Equipment List	ATA 45 Central Maintenance Computer	R3 05/19/15 Page 45-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
45-45-01	Central Fault Display Interface Unit (CFDIU)	Y	1	0	C	(M) May be inoperative provided alternate maintenance procedures are used.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
45-45-01	Aircraft Logbook	Central Fault Display Interface Unit INOP

(M) PROCEDURES

If a Return-to-Service test is required for any LRU, refer to alternate RTS instructions in the Aircraft Maintenance Manual and/or Component Maintenance Manual, as required.

 DELTA	B717 Minimum Equipment List	ATA 49 Airborne Auxiliary Power	R0 08/22/13 Page 49-1

ATA 49 Contents

49-10-01	Auxiliary Power Unit (APU)	49-2
49-11-01	APU Enclosure and Access Door Acoustic Blankets.....	49-3
49-17-01A	APU Air Inlet Door Actuator System	49-4
49-44-01	APU Starter Relay	49-6
49-51-01A	APU Pneumatic Check Valve.....	49-7
49-51-02A	APU Bleed Air Modulating Valve.....	49-8
49-72-01A	APU EGT Probes	49-9
49-75-01A	APU Data Memory Module (DMM)	49-10

	B717 Minimum Equipment List	ATA 49 Airborne Auxiliary Power	R3 05/19/15 Page 49-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-10-01	Auxiliary Power Unit (APU) "DISP.APPR.REQ'D."	Y	1	0	C (M) May be inoperative provided: a) APU Control Circuit Breaker is pulled and secured, and b) APU is not required for Electrical Power.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-10-01	APU Start Switch	APU INOP

OPERATIONS NOTE:

- Coordinate with ground crew in advance to ensure ground electrical power from an external source is available, if necessary.
- Utilize alternate source of pneumatic supply for engine starting (e.g., ground cart, pressurized air bottle, etc.).
- If electrical power from an external source is not available for initial engine start, proceed as follows:
 - Refer to [Operations Manual](#), Volume 1, Supplementary Procedures, Engines / APU, "Battery Start".
 - Note that Autostart feature is not available for a Battery Start, and "Manual Engine Start" Procedure should be used. Also, the EEC will not abort the start for TGT or start timer exceedences, and the flight crew must observe all starting limits and be prepared to abort the start attempt if necessary.

(M) PROCEDURES

- Visually verify APU Inlet Door is closed. APU Inlet Door may be manually repositioned if it is not fully closed as per the (M) PROCEDURES given in MEL [49-17-01](#). *If door repositioning is required, Flight Crew may **NOT** placard. Maintenance is required.*
- Pull and secure APU CONTROL circuit breaker (B1-291: Lower EPC CBP, location Z-39). The "APU FAULT" alert will be displayed on the EAD.

	B717 Minimum Equipment List	ATA 49 Airborne Auxiliary Power	R3 05/19/15 Page 49-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
49-11-01	APU Enclosure and Access Door Acoustic Blankets	N		5	0	D	(M) May be damaged or missing.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-11-01	Aircraft Log Book	_____ APU Enclosure and Access Door Acoustic Blankets damaged or missing.

(M) PROCEDURES

1. Gain access to APU enclosure through fuselage doors underneath APU support structure.
2. Inspect Acoustic Blankets and verify loose or damaged blankets do not present a FOD hazard to the APU. If necessary, remove torn or damaged blankets.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD					REPAIR CATEGORY
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-17-01A	APU Air Inlet Door Actuator System	N	1	0	C (O)(M) May be inoperative and the APU used provided APU Air Inlet Door is secured OPEN or removed. NOTE: Recommended maximum altitude for starting APU with Inlet Door secured open is 20,000 feet and 225 KIAS or slower.
49-17-01B	APU Air Inlet Door Actuator “DISP.APPR.REQ’D.”	N	1	0	C (M) May be inoperative provided: a) APU Air Inlet door is secured CLOSED, b) APU Control Circuit Breaker is pulled and secured, and c) APU is considered inoperative and deferred per MEL 49-10-01.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-17-01A	APU Start Switch	APU Air Inlet Door Actuator INOP
49-17-01B	APU Start Switch	1. APU Air Inlet Door Actuator INOP 2. Do Not Use APU

(O) PROCEDURES

49-17-01A

1. Verify APU Air Inlet Door is secured OPEN prior to starting APU.
2. If APU is to be started inflight, observe recommended ceiling of 20,000 feet and 225 knots for accomplishing start.

(M) PROCEDURES

49-17-01A

1. If APU is not to be used, pull and secure APU CONTROL circuit breaker (B1-291; Lower EPC CBP, location Z-39). The "APU FAULT" alert will be displayed on the EAD.
2. APU Air Inlet Door may be repositioned OPEN as follows:
 - a. Pull and secure APU DOOR CONTROL circuit breaker (B1-290; Lower EPC CBP, location U-39).
 - b. Gain access to the APU Air Inlet Door Actuator located on the upper air inlet duct assembly in the aft accessory compartment.
 - c. Disconnect, cap and stow the electrical connector from the Actuator.
 - d. Remove the Actuator from the APU Air Inlet Door Shaft by removing the four screws holding the Actuator to the APU Air Inlet Duct, and sliding the Actuator off the Door Shaft. After removal of the Actuator, reinstall the bushing and adapter plate, using the original screws and additional washers to ensure the screws do not interfere with the Air Inlet Door. Stow the Actuator.

CONTINUED NEXT PAGE

 DELTA	B717 Minimum Equipment List	ATA 49 Airborne Auxiliary Power	R0 08/22/13 Page 49-5

- e. A lockout pin is mounted on the APU Inlet Air Duct that is to be used to secure the Air Inlet Door in the open position. Remove the pin from its stowage bracket, reposition the Air Inlet Door to the open position, and insert the lockout pin to secure the Air Inlet Door in position.
- f. Select the "Door Pinned Open" status through the CFDS.
3. If the APU Air Inlet Door is removed per CDL 49-17-01, perform the following:
 - a. Pull and secure APU DOOR CONTROL circuit breaker (B1-290: Lower EPC CBP, location U-39).
 - b. Gain access to the APU Air Inlet Door Actuator located on the upper air inlet duct assembly in the aft accessory compartment.
 - c. Disconnect, cap and stow the electrical connector from the Actuator.
 - d. Remove the Actuator from the APU Inlet Door Shaft by removing the four screws holding the Actuator to the APU Air Inlet Duct, and sliding the Actuator off the Door Shaft. Stow the Actuator and bushing.
 - e. Install a BACP20B45 plug (or equivalent) into the 0.625 in. diameter hole in the 1911700-2 threaded adapter bearing plug, upper face of the box.
 - f. Install a BACP20B49 plug (or equivalent) into the 0.875 in. diameter hole in the 1911700-3 adapter plate for the Actuator side.
 - g. Secure the plugs using a bead of PR1422-B1/2 or PR2001-B1/2 sealant or equivalent per AMS-S-8802, Class B, over and around the plug periphery and metal fingers of the button plugs. The sealant should completely encapsulate the metal fingers to prevent the possibility of FOD.
 - h. Reinstall the adapter bearing plug and adapter plate using original screws and additional washers to ensure the screw shanks do not bottom out on the adapter plate nutplate threads.
 - i. Select "Door Pinned Open" status through the CFDS.

49-17-01B

APU Air Inlet Door may be repositioned CLOSED as follows:

1. Pull and secure APU DOOR CONTROL circuit breaker (B1-290; Lower EPC CBP, location U-39).
2. Gain access to the APU Air Inlet Door Actuator located on the upper air inlet duct assembly in the aft accessory compartment.
3. Disconnect, cap and stow the electrical connector from the Actuator.
4. Remove the Actuator from the APU Air Inlet Door Shaft by removing the four screws holding the Actuator to the APU Air Inlet Duct, and sliding the Actuator off the Door Shaft. After removal of the Actuator, reinstall the bushing and adapter plate, using the original screws and additional washers to ensure the screws do not interfere with the Air Inlet Door. Stow the Actuator.
5. A lockout pin is mounted on the APU Inlet Air Duct that is to be used to secure the Air Inlet Door in the closed position. Remove the pin from its stowage bracket, reposition the Air Inlet Door to the closed position, and insert the lockout pin to secure the Air Inlet Door in position.

	B717 Minimum Equipment List	ATA 49 Airborne Auxiliary Power	R3 05/19/15 Page 49-6

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-44-01	APU Starter Relay “DISP.APPR.REQ'D.”	N	1	0	C (M) May be inoperative provided APU is considered inoperative and deferred per MEL 49-10-01.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-44-01	APU MASTER Switch	APU STARTER RELAY INOP

(M) PROCEDURES

1. Pull and secure APU STARTER circuit breaker in the E & E Compartment (B1-1586) location station 120 left hand side.
2. Pull and secure APU CONTROL circuit breaker (B1-291: Lower EPC CBP, location Z-39).

	B717 Minimum Equipment List	ATA 49 Airborne Auxiliary Power	R3 05/19/15 Page 49-7

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-51-01A	APU Pneumatic Check Valve "DISP.APPR.REQ'D."	Y	1	0	C (M) May be inoperative OPEN provided it is verified that the APU Bleed Air Valve is functioning normally if the APU Air is to be used.
49-51-01B	APU Pneumatic Check Valve "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative CLOSED provided APU Pneumatic Distribution System is considered inoperative and is not used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-51-01A	APU AIR Switch	APU Pneumatic Check Valve INOP OPEN
49-51-01B	APU AIR Switch	1. APU Pneumatic Check Valve INOP CLOSED 2. Do Not Use APU Air

(M) PROCEDURES

49-51-01A

If Pneumatic Check Valve is failed OPEN, verify APU Bleed Air Modulating Valve is functioning normally as follows:

1. Start APU, and select APU AIR Switch to ON.
2. On the AIR Synoptic page, observe APU Bleed Air Valve to be in the OPEN position, and verify corresponding pressure in right pneumatic manifold.
3. Select APU AIR Switch to OFF, and verify APU Bleed Air Valve indicates CLOSED.

	B717 Minimum Equipment List	ATA 49 Airborne Auxiliary Power	R4 10/07/16 Page 49-8

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-51-02A	APU Bleed Air Modulating Valve "DISP.APPR.REQ'D."	N	1	0	C (M) May be inoperative CLOSED provided: a) APU Air Control Switch remains OFF, and b) APU Pneumatic Distribution System is placarded inoperative and is not used.
49-51-02B	APU Bleed Air Modulating Valve Position Synoptic Indication "APU VALVE DISAG"	Y	1	0	C (O) May be illuminated provided Bleed Air Modulating position is verified CLOSED PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-51-02A	APU AIR Switch	1. APU Air On/Off Valve INOP CLOSED 2. Do Not Use APU Air
49-51-02B	APU AIR Switch	APU Bleed Air Valve Synoptic Indication Inop

(O) PROCEDURES

49-51-02B

After use of APU bleed air source, verify that the APU Bleed Air Modulating Valve is closed as follows:

1. Ensure that the APU has been running at governed speed for at least one minute.
2. Place L BLEED and R BLEED engine bleed air supply switches to OFF.
3. Place APU AIR switch to OFF.
4. On EID AIR page display, ensure that system bleed air pressure reads zero.
5. Return L BLEED and R BLEED engine bleed air supply switches to AUTO.

(M) PROCEDURES

49-51-02A

1. Ensure in advance an alternate source of pneumatic supply for engine starting (e.g., ground cart, pressurized air bottle, etc.) is available.
2. Gain access to the APU Bleed Air Modulating Valve through the Right APU Access Door.
3. Disconnect, cap and stow the electrical connector from the valve.

OR

4. Pin the Bleed Modulating Valve in the closed position using the attached ball lock pin.
5. Verify valve position indicator on the valve housing indicates the valve is closed.

NOTE: Valve is normally spring-loaded closed when power is removed.

 DELTA	B717 Minimum Equipment List	ATA 49 Airborne Auxiliary Power	R3 05/19/15 Page 49-9

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
49-72-01A	APU EGT Probes "DISP.APPR.REQ'D."	Y	2	0	C (M) May be inoperative provided Auxiliary Power Unit (APU) is considered inoperative and deferred per MEL 49-10-01.
49-72-01B	APU EGT Probes	Y	2	1	C (M) May be inoperative provided inoperative EGT Probe does not auto shutdown APU.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-72-01A	Below Synoptic Display	APU EGT Probes INOP Do Not Use APU
49-72-01B	Below Synoptic Display	One APU EGT Probe INOP

(M) PROCEDURES

49-72-01A

Refer to (M) PROCEDURES for Auxiliary Power Unit (APU) inoperative given in [MEL 49-10-01](#).

49-72-01B

NOTE: Auto shutdown of the APU on the ground may result from various failures or exceedances of the APU.
A failed or intermittent EGT Probe may result in an auto shutdown of the APU while on the ground.

1. No maintenance action required if inoperative APU EGT Probe does not auto shutdown APU.
2. If auto shutdown of the APU is experienced proceed as follows:
 - a. Gain access to APU EGT Probe through the Right APU Access Door.
 - b. Disconnect, cap and stow the affected EGT Probe Connector on the APU wire harness.
 - c. Confirm APU no longer exhibits auto shutdown.

	B717 Minimum Equipment List	ATA 49 Airborne Auxiliary Power	R3 05/19/15 Page 49-10

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
49-75-01A	APU Data Memory Module (DMM)	N		1	0	D
49-75-01B	APU Data Memory Module (DMM)	N	1	0	D	May be inoperative or missing provided maintenance programs do not require its use.

MEL ITEM	TAB LOCATION	PLACARD TEXT
49-75-01A	Aircraft Logbook	APU Data Memory Module INOP
49-75-01B	Aircraft Logbook	APU Data Memory Module INOP / Missing

MAINTENANCE NOTE:

49-75-01A

If the APU Data Memory Module (DMM) is inoperative, any information stored by the DMM can be retrieved by performing a fault review of the APU on the CFDS.

 DELTA	B717 Minimum Equipment List	ATA 52 Doors	R0 08/22/13 Page 52-1

ATA 52 Contents

52-11-01	Door Stop Screws	52-2
	ENHANCED SECURITY FLIGHT DECK DOOR AUTOMATIC LOCKING SYSTEM.....	52-3
52-54-04A	Boeing / TIMCO Enhanced Security Flight Deck Door Automatic Locking / Access / Control System(s).....	52-3
52-54-04B	Flight Deck Access Panel System (Keypad).....	52-3
52-54-04C	Flight Deck Access Panel (Keypad) LEDs.....	52-3
52-54-04D	Flight Deck Access Panel (Keypad) Aural Tone (Beep)	52-3
52-54-04E	Flight Deck Door Control Panel Door LOCK FAIL Light	52-3
52-54-04F	Flight Deck Door Control Panel Door AUTO UNLK Light	52-3
52-54-04G	Flight Deck Door Lock Control Switch.....	52-3
52-54-04H	Flight Deck Door Control Sonalert	52-4
52-54-04I	Flight Deck Door Strike Assembly.....	52-4
52-54-05	Boeing / TIMCO Enhanced Security Flight Deck Door Dead Bolt	52-7
52-70-01	Door Warning Annunciation Systems	52-8

	B717 Minimum Equipment List	ATA 52 Doors	R3 05/19/15 Page 52-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD			N	26	REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
52-11-01	Door Stop Screws “DISP.APPR.REQ'D.”			25	C	(O) One door stop screw may be inoperative or missing on any passenger, service, or cargo door provided flight is conducted in an unpressurized configuration.

MEL ITEM	TAB LOCATION	PLACARD TEXT
52-11-01	Below Captains N.D. Panel	____ Door Stop Screw INOP/Missing

(O) PROCEDURES

1. Refer to [QRH, Non-Normal](#) Checklist, Section 2, Air Systems, Unpressurized Flight.
2. Limit flight altitude to 10,000 feet MSL or below.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
ENHANCED SECURITY FLIGHT DECK DOOR AUTOMATIC LOCKING SYSTEM						
52-54-04A	Boeing / TIMCO Enhanced Security Flight Deck Door Automatic Locking / Access / Control System(s)	Y	1	0	C	(O)(M) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, and c) Alternate procedures are used for locking and unlocking the door using the dead bolt.
52-54-04B	Flight Deck Access Panel System (Keypad)	Y	1	0	C	(O)(M) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, and c) Alternate procedures are used for locking and unlocking the door using the dead bolt.
52-54-04C	Flight Deck Access Panel (Keypad) LEDs	Y	3	0	C	(O) May be inoperative provided alternate procedures are used.
52-54-04D	Flight Deck Access Panel (Keypad) Aural Tone (Beep)	Y	1	0	C	(O) May be inoperative provided alternate procedures are used.
52-54-04E	Flight Deck Door Control Panel Door LOCK FAIL Light	Y	1	0	C	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door Sonalert operates normally.
52-54-04F	Flight Deck Door Control Panel Door AUTO UNLK Light	Y	1	0	C	(M) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Door Sonalert operates normally.
52-54-04G	Flight Deck Door Lock Control Switch	Y	1	0	C	(O)(M) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, and c) Alternate procedures are used for locking and unlocking the door using the dead bolt.

CONTINUED NEXT PAGE

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
ENHANCED SECURITY FLIGHT DECK DOOR AUTOMATIC LOCKING SYSTEM (Continued)					
52-54-04H	Flight Deck Door Control Sonalert	Y	1	0	C (O)(M) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, and c) Alternate procedures are used for locking and unlocking the door using the dead bolt.
52-54-04I	Flight Deck Door Strike Assembly	Y	1	0	C (O)(M) May be inoperative provided: a) Automatic locking system is deactivated, b) Door dead bolt operates normally and is used to lock the door, and c) Alternate procedures are used for locking and unlocking the door using the dead bolt.

MEL ITEM	TAB LOCATION	PLACARD TEXT
52-54-04A	Flight Deck Door Control Panel	Flight Deck Door Automatic Locking / Access / Control Systems INOP
52-54-04B	Flight Deck Door Control Panel	Flight Deck Access Panel System (Keypad) INOP
52-54-04C	Flight Deck Door Control Panel	Flight Deck Access Panel (Keypad) _____ LED(s) INOP
52-54-04D	Flight Deck Door Control Panel	Flight Deck Access Panel (Keypad) Aural Tone (Beep) INOP
52-54-04E	Flight Deck Door Control Panel	Flight Deck Door Control Panel Door LOCK FAIL Light INOP
52-54-04F	Flight Deck Door Control Panel	Flight Deck Door Control Panel AUTO UNLK Light INOP
52-54-04G	Flight Deck Door Control Panel	Flight Deck Door Lock Control Selector Switch INOP
52-54-04H	Flight Deck Door Control Panel	Flight Deck Door Control Sonalert INOP
52-54-04I	Flight Deck Door Control Panel	Flight Deck Door Strike Assembly INOP

CONTINUED NEXT PAGE

(O) PROCEDURES

52-54-04A, 52-54-04B, 52-54-04G, 52-54-04H, 52-54-04I

The red LOCK FAIL light remains illuminated when the door locking solenoid is retracted either because of a solenoid or keypad failure.

1. To silence the aural alert, remove power from the system by pulling the following circuit breakers:

Row	Column	Number	Name
R	23	B1-998	RAS CONTROL
P	23	B1-999	RAS KEYPAD

2. Position the deadbolt to the Locked, Key Inoperable position.

NOTE 1: The deadbolt position allowing access with a key is to be used on the ground only. A second crew member is required to secure the flight deck door deadbolt when a pilot leaves the flight deck. Reference FOM for flight deck entry/exit procedures.

NOTE 2: The FAA has authorized the use of the deadbolt for MEL dispatch. Disregard "For Ground Use Only" placard when dispatched under this MEL and procedures require use of the deadbolt.

52-54-04C

During preflight briefing, advise the Purser / FL of the following procedures for inoperative keypad LEDs:

1. Red LED Inoperative - Cabin crew to communicate with flight crew via interphone to confirm cockpit door lock status as necessary.
2. Green LED Inoperative - Sixty seconds after the correct access code is entered on the keypad, the yellow LED will extinguish and the door will unlock for 5 seconds.
3. Yellow LED Inoperative - Sixty seconds after correct access code is entered on the keypad, the green LED will illuminate and the door will unlock for 5 seconds.

NOTE 1: Door is set to open 60 seconds after correct access code is entered on keypad. Depending on keypad LED failure, a watch may be used to time the unlock sequence.

NOTE 2: Audible cues, such as cockpit door unlock tone and mechanical sounds of the door lock solenoid releasing, may aid in determining when cockpit door is unlocked.

52-54-04D

Ensure Purser / FL is notified of the inoperative function of the keypad. Aural feedback (beep) will not be provided when making keypad entries.

CONTINUED NEXT PAGE

(M) PROCEDURES

52-54-04A, 52-54-04B, 52-54-04G, 52-54-04H, 52-54-04I

Automatic Locking System Deactivation:

Pull and secure the following circuit breakers located on the upper half of the lower EPC:

Row	Column	Number	Name
R	23	B1-998	RAS CONTROL
P	23	B1-999	RAS KEYPAD

52-54-04E, 52-54-04F

Automatic Lock controls and Sonalert operations check:

1. With the flight deck door open supply electrical power to the aircraft.
2. Ensure RAS KEYPAD and RAS CONTROL circuit breakers are closed (ref. step1 table).
3. Verify the door solenoid, located in the ceiling header is in the locked position, pin down.
4. Verify no keypad LED's are illuminated.
5. Enter 4-digit keypad access code:
 - a. An audible "beep" is heard at each keystroke and the amber LED will blink.
 - b. The amber LED illuminates after the correct access code is entered.
 - c. The flight deck Sonalert emits a tone for 2 seconds.
6. At approximately 30 seconds the flight deck Sonalert emits a tone for 2 seconds.
7. At approximately 40 seconds the flight deck Sonalert emit a constant pulsed tone.
8. At approximately 60 seconds:
 - a. The keypad amber LED will extinguish and the green LED will illuminate.
 - b. The flight deck sonalert will emit a constant tone.
 - c. The door solenoid moves to the unlocked position, pin up.
9. At approximately 65 seconds:
 - a. No keypad LED's are illuminated.
 - b. The flight deck Sonalert tone is silenced.
 - c. The door solenoid moves to the locked position, pin down.

	B717 Minimum Equipment List	ATA 52 Doors	R3 05/19/15 Page 52-7

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
52-54-05	Boeing / TIMCO Enhanced Security Flight Deck Door Dead Bolt	Y	1	0	C May be inoperative provided automatic lock controls operate normally.

MEL ITEM	TAB LOCATION	PLACARD TEXT
52-54-05	Flight Deck Door Control Panel	Flight Deck Door Dead Bolt INOP

	B717 Minimum Equipment List	ATA 52 Doors	R3 05/19/15 Page 52-8

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
52-70-01	Door Warning Annunciation Systems (except TAILCONE UNSAFE)	Y	1	0 C	(O) May be inoperative for all associated doors except the forward stairwell door provided it is verified by visual inspection that the associated door is CLOSED and LOCKED PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
52-70-01	Below Captains N.D. Panel	____ Door Warning Annunciation INOP

(O) PROCEDURES

Visually inspect affected door(s) prior to flight to ensure door is properly closed and latched.

 DELTA	B717 Minimum Equipment List	ATA 53 Fuselage	R0 08/22/13 Page 53-1

ATA 53 Contents

53-00-00V	RVSM Status.....	53-2
53-52-01A	TAILCONE UNSAFE Annunciation System.....	53-3

	B717 Minimum Equipment List	ATA 53 Fuselage	R3 05/19/15 Page 53-2

NUMBER INSTALLED			NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD			REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS
53-00-00V	RVSM Status "DISP.APPR.REQ'D." Administrative Control Item	N	-	(O)(M) Authorized by MCC when: a) RVSM operations cannot be used, b) No specific MEL item applies, and c) The aircraft must remain at or below FL280. NOTE: This Item Number is only used for deferring the RVSM status of the aircraft and MCC authorization is required prior to its usage or removal. <u>RVSM Operations</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
53-00-00V	Adjacent to each PFD.	RVSM OPERATIONS NOT AUTHORIZED

(O) PROCEDURES

- RVSM operations - Not Authorized.
- Limit altitude to FL280 or below.

(M) PROCEDURES

- The AMT will be instructed by MCC to create a new log page in the aircraft logbook using the appropriate MEL Item Number.
- The deferral code VSM must also be entered on the log page and the placard when deferring this item.
- MCC authorization is required prior to its usage or removal.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
53-52-01A	TAILCONE UNSAFE Annunciation System "DISP.APPR.REQ'D."	Y	1	0	C May be inoperative provided Airplane is operated in day VMC only. NOTE: System includes Tailcone Release Mechanism Decal located over slot in tail exit door frame.
53-52-01B	TAILCONE UNSAFE Annunciation System "Contact MCC"	N	1	0	A (M) May be inoperative provided: a) Tailcone lockpins are verified to be properly seated and rotated within the lock, b) Tailcone locking cable is properly secured, c) No evidence of slack exists on cable leads, and d) System is repaired within 2 flight days. NOTE: System includes Tailcone Release Mechanism Decal located over slot in tail exit door frame.

MEL ITEM	TAB LOCATION	PLACARD TEXT
53-52-01A	Below Captains N.D. Panel	TAILCONE UNSAFE Annunciator INOP
53-52-01B	Below Captains N.D. Panel	TAILCONE UNSAFE Annunciator INOP

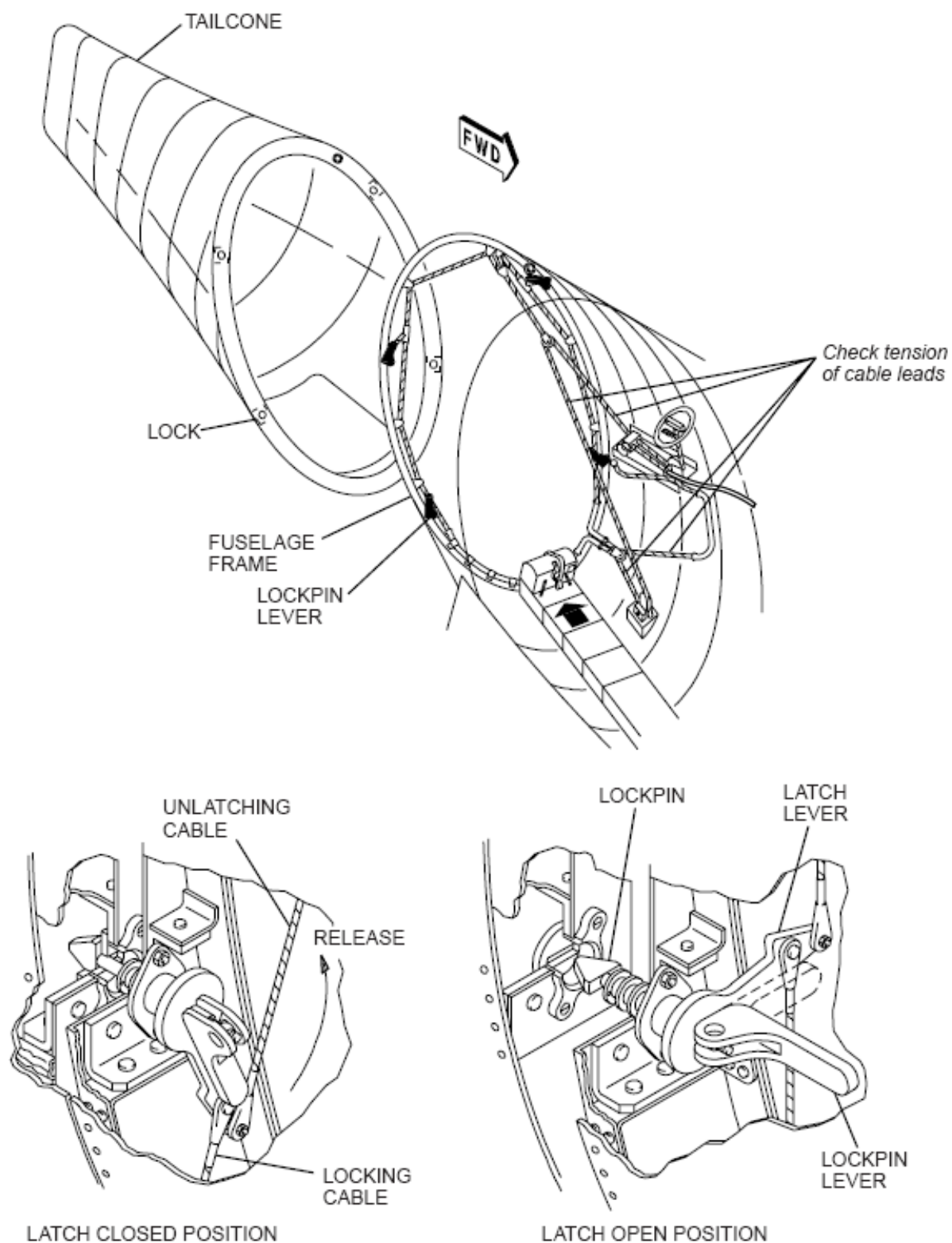
(M) PROCEDURES

53-52-01B

If airplane is to dispatch with TAILCONE UNSAFE Annunciation System inoperative in other than Day VMC conditions, verify tailcone is properly secured as follows:

1. Gain access to tailcone compartment.
2. Visually verify lockpins are seated and rotated within the lock.
3. Verify that locking cable is properly secured by pulling sharply on all four leads of the cable at the clamp located just to the left of centerline and forward of the tailcone mating flange. All four leads must be taut with no evidence of slack or tendency to uncouple.

CONTINUED NEXT PAGE



 DELTA	B717 Minimum Equipment List	ATA 73 Engine Fuel and Control	R0 08/22/13 Page 73-1

ATA 73 Contents

73-21-01A	Electronic Engine Control Systems (EEC) Short Term Dispatch (STD) Fault	73-2
73-21-01B	Electronic Engine Control Systems (EEC) Long Term Dispatch (LTD) Fault	73-2
73-21-02	EEC Normal (EPR) Mode	73-3
73-21-03A	SELECT Lights	73-5
73-21-03B	ALTN Lights.....	73-5
73-21-16	Electronic Engine Control (EEC) Cooling Fan	73-6
73-31-01	Fuel Flow / Fuel Used Indication Systems	73-7
73-33-01	ENG L/R FUEL PRES Annunciation System	73-8
73-34-01	L/R FUEL FIL PRES DROP Annunciation Systems	73-9

	B717 Minimum Equipment List	ATA 73 Engine Fuel and Control	R3 05/19/15 Page 73-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD					REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
73-21-01A	Electronic Engine Control Systems (EEC) Short Term Dispatch (STD) Fault	Y	2	2	A	(M) May be dispatched with EEC STD faults provided repairs are made within a maximum of 150 elapsed flight hours since the first STD fault logged in the EEC fault memory.
73-21-01B	Electronic Engine Control Systems (EEC) Long Term Dispatch (LTD) Fault	Y	2	2	A	(M) May be dispatched with EEC LTD faults provided repairs are made within a maximum of 500 elapsed flight hours since the first LTD fault logged in the EEC fault memory.

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-21-01A	Below Captains N.D. Panel	STD EEC Fault
73-21-01B	Below Captains N.D. Panel	LTD EEC Fault

(M) PROCEDURES

73-21-01A, 73-21-01B

NOTE: If STD or LTD fault causes EEC to operate in ALTN (N1) mode, [MEL 73-21-02](#) must also be applied.

1. Appearance of ENG L SYS FAIL or ENG R SYS FAIL on the EAD indicates presence of a nondispatchable fault.
2. Short-term dispatchable EEC Faults are indicated by ENG L SYS FAULT or ENG R SYS FAULT on the EAD. Short-term dispatch (STD) faults are to be logged and repaired within a maximum of 150 elapsed flight hours since the first STD fault logged in the EEC fault memory.
3. There are no immediate maintenance actions required for dispatch with Long Term Dispatch (LTD) EEC faults. LTD faults are managed as part of the operator's scheduled maintenance program. All LTD faults must be repaired within a maximum periodic inspection/repair interval not to exceed 500 flight hours. If LTD faults are found during Non-EEC scheduled inspection, the LTD faults may be deferred and treated as if it was found at the next periodic inspection for LTD faults.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
73-21-02	EEC Normal (EPR) Mode "DISP.APPR.REQ'D"	Y	2	0	C (O) EEC Normal Mode may be inoperative provided: a) Both EEC's are selected to the ALTN mode, b) Autothrottles are deferred per MEL 22-30-01, and c) Performance corrections are applied. <u>CAT II/III</u> Not Authorized <u>AUTOLAND</u> Not Authorized

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-21-02	Below Captains N.D. Panel	EEC Normal (EPR) Mode INOP

(O) PROCEDURES

- AWABS takeoff data is provided for DRY or SLP-WET runway conditions only. Takeoffs using ICY, QCTR, or HCTR data are not authorized.
- Use of Reduced Takeoff Thrust (TO FLX) or Derated Takeoff Thrust is prohibited.
- Select both FADEC MODE Switches (Overhead Panel) to ALTN. Observe ENG L FADEC ALTN and ENG R FADEC ALTN Alerts displayed on SED.
- Autothrottles will be inoperative.
- Takeoff procedures remain unchanged, except that thrust is to be set manually using N1 power settings in lieu of EPR. Refer to ODM Abnormal Section.
- Takeoff thrust setting technique is as follows:
 - Prior to brake release, advance throttles to obtain approximately 75% N1.
 - Release brakes, and advance throttles to reach target N1 prior to 60 knots.
- At least one MCDU should be selected to the PROGRESS page for the duration of the flight. Access this page by pressing the PROG key on the MCDU. Note that the N1 thrust setting tables of ODM Abnormal Section are a function of Ambient Temperature (SAT). Refer to TEMP display on the PROGRESS Page to determine target N1 setting for Max Continuous Thrust and for Go-Around Thrust.
- For Climb and Cruise Thrust, the EPR Limit values may be set on the engine with the valid EPR display, and the N1 values then matched between the two engines. Flight crew must ensure that N1 does not exceed the appropriate N1 limits for Max Continuous Thrust. Refer to ODM, Abnormal Section for information.

CONTINUED NEXT PAGE

	B717 Minimum Equipment List	ATA 73 Engine Fuel and Control	R4 10/07/16 Page 73-4

73-21-02	EEC Normal (EPR) Mode
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	Reduce ENROUTE LIMIT WT by 13,450 lbs.
NOTES	Make a notation on the Flight Plan when Enroute Climb is limiting. AWABS Takeoff data is provided for DRY or SLP-WET runway conditions only. Takeoffs using ICY, QCTR or HCTR data are not authorized. There are RALW and LCLW penalties of 10,560 lbs. each associated with this item.
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	Manual WDR not permitted with MEL 73-21-02.

	B717 Minimum Equipment List	ATA 73 Engine Fuel and Control	R3 05/19/15 Page 73-5

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	FADEC MODE SWITCHLIGHTS				
73-21-03A	SELECT Lights	Y	2	0	C May be inoperative provided associated ALTN Light is operative.
73-21-03B	ALTN Lights	Y	2	0	C May be inoperative provided associated SELECT Light is operative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-21-03A	Near Affected FADEC MODE Push Button Switch	____ FADEC SELECT Light(s) INOP
73-21-03B	Near Affected FADEC MODE Push Button Switch	____ FADEC ALTN Light(s) INOP

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD					REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION					
73-21-16	Electronic Engine Control (EEC) Cooling Fan	Y	2	0	A	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-21-16	Below Captains N.D. Panel	Electronic Engine Control (EEC) Cooling Fan INOP

	B717 Minimum Equipment List	ATA 73 Engine Fuel and Control	R3 05/19/15 Page 73-7

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
73-31-01	Fuel Flow / Fuel Used Indication Systems	Y	2	1	B	(O) May be inoperative provided N1, EPR and Main Tank Fuel Quantity Indicating Systems are operative for associated engine.

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-31-01	Below Captains N.D. Panel	____ Fuel Flow Rate / Fuel Used INOP

(O) PROCEDURES

Closely monitor EGT during engine start.

	B717 Minimum Equipment List	ATA 73 Engine Fuel and Control	R3 05/19/15 Page 73-8

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
73-33-01	ENG L/R FUEL PRES Annunciation System	Y	2	1	C (O) May be inoperative provided adequate pump pressure for all operative fuel pumps is verified PRIOR TO EACH DEPARTURE. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-33-01	Near Fuel Boost Pump Switches	____ INLET FUEL PRES LOW Annunciation INOP

(O) PROCEDURES

The following procedure should be performed prior to departure to verify proper operation of the affected main tank boost pumps:

1. Verify all Boost Pumps are OFF.
2. Select FUEL XFEED Lever to ON.
3. For an inoperative ENG L FUEL PRES Annunciation System, proceed as follows:
 - a. Select the Left Fwd Boost Pump ON.
 - b. Select the Right Fuel Switch to ON.
 - c. Verify ENG R FUEL PRES alert is not present on EAD.
 - d. Repeat these steps using the Left Aft Boost Pump to verify its operation.
 - e. Select the Right Fuel Switch to OFF.
4. For an inoperative ENG R FUEL PRES Annunciation System, proceed as follows:
 - a. Select the Right Fwd Boost Pump ON.
 - b. Select the Left Fuel Switch to ON.
 - c. Verify ENG L FUEL PRES alert is not present on EAD.
 - d. Repeat these steps using the Right Aft Boost Pump to verify its operation.
 - e. Select the Left Fuel Switch to OFF.
5. Select the FUEL XFEED Lever to OFF.

	B717 Minimum Equipment List	ATA 73 Engine Fuel and Control	R3 05/19/15 Page 73-9

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
73-34-01	L/R FUEL FIL PRES DROP Annunciation Systems	N		2	1	B	(M) May be inoperative provided it is verified that the malfunction is in the annunciation system.

MEL ITEM	TAB LOCATION	PLACARD TEXT
73-34-01	Below Captains N.D. Panel	____ L/R FUEL FIL PRES DROP Annunciation INOP

(M) PROCEDURES

Inspect Fuel Filter element. Verify filter element is clean per AMM.

	B717 Minimum Equipment List	ATA 73 Engine Fuel and Control	R0 08/22/13 Page 73-10

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 DELTA	B717 Minimum Equipment List	ATA 74 Ignition	R0 08/22/13 Page 74-1

ATA 74 Contents

74-20-01	Ignition Systems	74-2

	B717 Minimum Equipment List	ATA 74 Ignition	R3 05/19/15 Page 74-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
74-20-01	Ignition Systems	Y	4	2	C	(O) Two may be inoperative provided both inoperative systems are not on the same engine.

MEL ITEM	TAB LOCATION	PLACARD TEXT
74-20-01	Next To Ignition Switch	___ Ignition System(s) INOP

(O) PROCEDURES

If circuit breaker for affected Ignitor is not pulled, Auto Engine Start will not be available. Start engine per manual starting procedure in [Vol I, Supplementary Procedures](#), Chapter 7, Engines/APU.

MAINTENANCE NOTE:

If Auto Engine Start is to be used, pull and secure appropriate circuit breaker for the affected Ignitor:

Circuit Breaker (CB#)	Panel	Location
LEFT ENGINE IGNITOR-1 (B1-1500)	EPC CBP	S-39
LEFT ENGINE IGNITOR-2 (B1-1501)	Emergency CBP (Overhead)	B-8
RIGHT ENGINE IGNITOR-1 (B1-1502)	EPC CBP	X-39
RIGHT ENGINE IGNITOR-2 (B1-1503)	Emergency CBP (Overhead)	B-9

 DELTA	B717 Minimum Equipment List	ATA 77 Engine Indicating	R0 08/22/13 Page 77-1

ATA 77 Contents

77-32-01	Engine Vibration Monitoring Systems	77-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
77-32-01	Engine Vibration Monitoring Systems	Y		2	0	D

MEL ITEM	TAB LOCATION	PLACARD TEXT
77-32-01	Below Synoptic Display	Engine Vibration Monitoring System(s) INOP

 DELTA	B717 Minimum Equipment List	ATA 78 Exhaust	R0 08/22/13 Page 78-1

ATA 78 Contents

78-32-01	Thrust Reverser Systems.....	78-2
78-33-01	Thrust Reverser System Accumulators.....	78-5
78-33-02	Thrust Reverser Linear Variable Transformers (LVT).....	78-6
78-33-03	Thrust Reverser Proximity Sensors	78-7
78-33-04	Maintenance Test Enable Switch (MTES)	78-8

	B717 Minimum Equipment List	ATA 78 Exhaust	R3 05/19/15 Page 78-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
78-32-01	Thrust Reverser Systems "DISP.APPR.REQ'D."	N	2	1 C	(O)(M) May be inoperative provided: a) Inoperative reverser is STOWED and DEACTIVATED, b) Antiskid System is operative, and c) Performance corrections are applied.

MEL ITEM	TAB LOCATION	PLACARD TEXT
78-32-01	Below Engine Display	____ Thrust Reverser INOP

(O) PROCEDURES

1. Verify amber U/L indication is not present on EAD.
2. During walk around, verify red lockout pins are visibly protruding from the aft lockout covers (outboard and inboard) of the inoperative reverser.
3. Crew should be advised that movement of the inoperative reverser handle will cause associated ENG L/ R SYS FAULT alert to appear.
4. Unaffected reverser may be used within limits of directional controllability.
5. Tailwind takeoffs are only permitted from DRY runways.

78-32-01	Thrust Reverser Systems
EFFECTIVITY	All
FLIGHT PLANNING REQUIREMENTS	None
NOTES	AWABS Takeoff data is provided for DRY or SLP-WET runway conditions only. Takeoffs using ICY, QCTR or HCTR data are not authorized. AWABS Takeoff data is provided for SLP-WET runways with a slope greater than -1.0%. Tailwind takeoffs are not allowed from SLP-WET runways. There are no such restrictions from DRY runways.
AWABS	Performance corrections have been applied.
TAKEOFF PERFORMANCE WORKSHEET	Manual WDR not permitted with MEL 78-32-01.

CONTINUED NEXT PAGE

(M) PROCEDURES

Deactivate affected Thrust Reverser (with engine shut down) as follows:

1. Visually verify Thrust Reverser Doors are fully closed. When properly closed, upper and lower doors should be faired at the leading edge, and amber U/L indication will be extinguished.
2. If the thrust reverser is not fully stowed or if the amber U/L indication is present, attempt to re-stow the affected Thrust Reverser by cycling it as follows:
 - a. Turn on the Aux Hydraulic Pump and, if necessary, Hydraulic Power Transfer Unit (PTU).
 - b. Open the Thrust Reverser Hydraulic Control Unit (HCU) access panel and locate the red-guarded Maintenance Test Enable Switch (MTES).
 - c. Establish communication between a person at the MTES and the flight deck. From the flight deck, coordinate with person at MTES to push and hold Switch.
 - d. Cycle the affected reverser handle from forward idle to reverse thrust position.
 - e. Return reverser handle to forward idle, and allow MTES to be released.

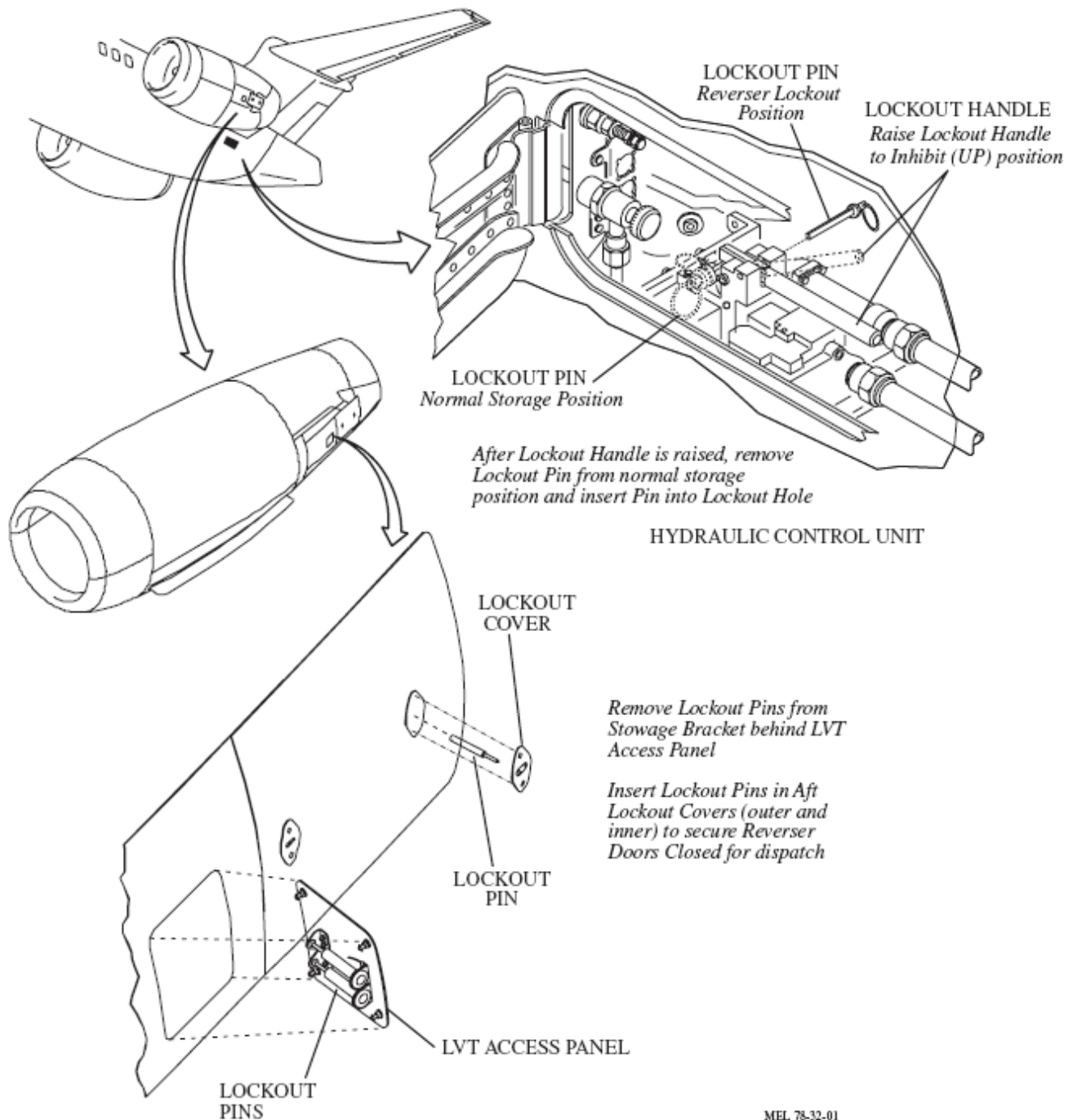
NOTE: If Thrust Reverser Doors cannot be closed using the above steps, or if amber U/L indication is still present, refer to FIM for further troubleshooting.

- f. Pull and secure the appropriate circuit breaker for the affected reverser, as follows:

Circuit Breaker (CB#)	Panel	Location
LEFT ENGINE THRUST REVERSER (B1-1508)	EPC CBP	S-38
RIGHT ENGINE THRUST REVERSER (B1-1511)	EPC CBP (Overhead)	B-15

- g. Open the Thrust Reverser Hydraulic Control Unit (HCU) access panel.
- h. Move the lockout lever on the HCU to the locked position.
- i. Remove the HCU Lockout Pin from the stowage clip and install it in the lockout hole of the HCU.
- j. Lock the upper and lower reverser doors closed as follows (refer to figure 1 on next page):
 - 1) Remove the outboard LVT Access Panel on the associated engine.
 - 2) Remove the two Reverser Lockout Pins from their stowage bracket mounted behind the LVT Access Panel.
 - 3) Remove the Aft Lockout Covers at the outboard and inboard locations.
 - 4) Install the larger diameter end of the lockout pin into the round hole of the actuator carriage (outboard and inboard) behind each Aft Lockout Cover. Note that the round lockout hole should align properly with the center of the Lockout Cover when the reverser is properly stowed, and the lockout pin should fit securely into the hole.
 - 5) Attach and secure the Aft Lockout Covers (outboard and inboard).
 - 6) Close and secure the LVT Access Panel.

CONTINUED NEXT PAGE



MEL 78-32-01

FIGURE 1

	B717 Minimum Equipment List	ATA 78 Exhaust	R3 05/19/15 Page 78-5

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH			
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY			
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS	
78-33-01	Thrust Reverser System Accumulators	N	2	0	C	(M) May be inoperative provided it is verified that no external leakage exists.	

MEL ITEM	TAB LOCATION	PLACARD TEXT
78-33-01	Below Engine Display	____ T/R Accumulator(s) INOP

(M) PROCEDURES

1. Open the Thrust Reverser Hydraulic Control Unit (HCU) access door.
2. Inspect the HCU area for hydraulic fluid leakage.

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
78-33-02	Thrust Reverser Linear Variable Transformers (LVT)	N	4	2	C	One LVT may be inoperative on each reverser.

MEL ITEM	TAB LOCATION	PLACARD TEXT
78-33-02	Below Engine Display	____ LVDT(s) INOP

	B717 Minimum Equipment List	ATA 78 Exhaust	R3 05/19/15 Page 78-7

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
78-33-03	Thrust Reverser Proximity Sensors	Y	8	4 C	One per door may be inoperative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
78-33-03	Below Engine Display	____ Thrust Reverser Proximity Sensor(s) INOP

OPERATIONS NOTE:

1. Do not dispatch if amber U/L indication is present on EAD.
2. If ENG SYS L/R FAULT alert appears, contact MCC for guidance.

MAINTENANCE NOTE:

With certain combinations of more than one Proximity Sensor inoperative on an engine, the associated ENG L/R SYS FAULT alert will be present and must be [deferred per MEL 73-21-01](#).

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION			REMARKS OR EXCEPTIONS		
78-33-04	Maintenance Test Enable Switch (MTES)	N		2	0	C

MEL ITEM	TAB LOCATION	PLACARD TEXT
78-33-04	Maintenance Test Enable Switch	Maintenance Test Enable Switch INOP

 DELTA	B717 Minimum Equipment List	ATA 79 Oil	R0 08/22/13 Page 79-1

ATA 79 Contents

79-31-01	Engine Oil Quantity Indicating Systems.....	79-2
79-36-01	ENG L/R OIL FILTER Annunciation Systems.....	79-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD					REPAIR CATEGORY
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
79-31-01	Engine Oil Quantity Indicating Systems	N	2	0	B
(O)(M) May be inoperative provided: a) Associated engine oil quantity is verified (visual or dip stick check) filled to recommended capacity at each refueling, PRIOR TO EACH DEPARTURE (Log Book Entry Required), and b) Associated Engine Oil Temperature and Oil Pressure Indicating Systems are operative. Repetitive Check Required (Yellow Placard)					

MEL ITEM	TAB LOCATION	PLACARD TEXT
79-31-01	Below Captains N.D. Panel	____ Engine Oil Quantity Indicator(s) INOP

NOTE: The AMM specifies time limits for oil servicing after engine shutdown. If it is necessary to run or dry motor the engine prior to servicing, the flight crew may accomplish this task if qualified maintenance personnel are not available.

(O) PROCEDURES

1. Verify that engine oil quantity has been checked.
2. Periodically monitor engine oil pressure and temperature indications on Secondary Engine Display.

(M) PROCEDURES

At each refueling, visually verify oil quantity within 30 minutes of engine shutdown using the sight glass on the engine oil tank.

	B717 Minimum Equipment List	ATA 79 Oil	R3 05/19/15 Page 79-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
79-36-01	ENG L/R OIL FILTER Annunciation Systems	N	2	1	B (M) May be inoperative provided: a) It is verified that the Oil Pressure Filter is not bypassed, and b) Oil Pressure Filter (Main Filter) is inspected ONCE EACH FLIGHT DAY (Log Book Entry Required), and verified to be CLEAN. Repetitive Check Required (Yellow Placard)

MEL ITEM	TAB LOCATION	PLACARD TEXT
79-36-01	Below Captains N.D. Panel	____ Engine OIL STRAINER CLOG Light INOP

(M) PROCEDURES

1. Verify Oil Filter Poppet is not extended (AMM 79-34-02-200-801).
2. At initial MEL application and thereafter **ONCE EACH FLIGHT DAY**:
 - a. Remove the Oil Pressure Filter (Main Oil Filter) (AMM 79-21-02-000-801).
 - b. Inspect the Oil Pressure Filter and verify it is clean (AMM 79-00-00-200-802).
 - c. Install Oil Pressure Filter (AMM 79-21-02-400-801).
 - d. Accomplish required logbook entry.

	B717 Minimum Equipment List	ATA 79 Oil	R0 08/22/13 Page 79-4

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 DELTA	B717 Minimum Equipment List	ATA 80 Starting	R0 08/22/13 Page 80-1

ATA 80 Contents

80-11-01	START VALVE L/R OPEN Annunciation Systems	80-2
	STARTER SHUTOFF SYSTEM.....	80-3
80-11-02A	Valves.....	80-3
80-11-02B	Solenoid Coils	80-3
80-11-03	Auto Starter Control System	80-4
80-11-04	L/R Engine Start Switch Internal Switchlight.....	80-5

	B717 Minimum Equipment List	ATA 80 Starting	R3 05/19/15 Page 80-2

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
80-11-01	START VALVE L/R OPEN Annunciation Systems	N		2	0

MEL ITEM	TAB LOCATION	PLACARD TEXT
80-11-01	Below Captains N.D. Panel	___ START VALVE OPEN Light(s) INOP

(M) PROCEDURES

For engine start, coordinate with flight crew as follows:

1. Gain access to the affected Start Valve prior to engine start.
2. Advise flight crew to start engine as normal.
3. When engine has reached stabilized idle, visually verify Start Valve position indicator on the valve housing shows the valve is CLOSED.

	B717 Minimum Equipment List	ATA 80 Starting	R3 05/19/15 Page 80-3

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
	STARTER SHUTOFF SYSTEM				
80-11-02A	Valves "Contact MCC"	N	2	0	C (M) Valve may be inoperative CLOSED provided: a) Alternate starting procedures are used, and b) Associated Igniter System operates normally. Repetitive Check Required (Yellow Placard)
80-11-02B	Solenoid Coils	N	4	2	C NOTE: If two Solenoid Coils are inoperative on the same Valve, the Valve will be considered inoperative.

MEL ITEM	TAB LOCATION	PLACARD TEXT
80-11-02A	Associated Engine Start Switch	____ Starter Valve(s) INOP
80-11-02B	Associated Engine Start Switch	____ Starter Valve Solenoid Coil(s) INOP

(M) PROCEDURES

80-11-02A

For engine start, coordinate with flight crew as follows:

1. Gain access to the affected Start Valve prior to engine start.
2. Advise flight crew to command (pull) ENG START Switch to ON.
3. Manually open Start Valve by rotating the manual drive fitting on the valve body.
4. Advise flight crew to instruct when engine has reached maximum motoring speed (approximately 20% N2).
5. Advise flight crew to select FUEL Switch to ON.
6. Upon instruction from the flight crew, close the Start Valve using the manual drive fitting.

	B717 Minimum Equipment List	ATA 80 Starting	R3 05/19/15 Page 80-4

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH		
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY		
ITEM NO.	NAME / DESCRIPTION					REMARKS OR EXCEPTIONS
80-11-03	Auto Starter Control System	Y	2	0	C	(O) Automatic Start System may be inoperative provided manual start procedures are used.

MEL ITEM	TAB LOCATION	PLACARD TEXT
80-11-03	Ignition Panel	____ Auto Starter Control System INOP

(O) PROCEDURES

For engine start, utilize manual start procedure from [Vol I, Supplementary Procedures](#), Chapter 7, Engines/APU.

	B717 Minimum Equipment List	ATA 80 Starting	R3 05/19/15 Page 80-5

NUMBER INSTALLED				NUMBER REQUIRED FOR DISPATCH	
FLIGHT CREW MAY PLACARD				REPAIR CATEGORY	
ITEM NO.	NAME / DESCRIPTION				REMARKS OR EXCEPTIONS
80-11-04	L/R Engine Start Switch Internal Switchlight	Y	2	0 C	

MEL ITEM	TAB LOCATION	PLACARD TEXT
80-11-04	Associated Engine Start Switch	___ ENG MANUAL START Light(s) INOP

	B717 Minimum Equipment List	ATA 80 Starting	R3 05/19/15 Page 80-6

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Index

A	
AC Frequency Meter System	24-11
AC Load Sensing Circuit	24-12
AC Voltage Indicating System	24-10
ACARS Communications Management Unit	23-5
ACARS Door Position Monitor	32-9
Advisory Callouts - CAWS	31-4
Aft Position Light Bulbs	33-17
Aileron Dampers	27-4
Aileron Drive Servo	22-8
Aileron Position Indication System	27-3
Aileron Trim System	27-2
Air Conditioning Automatic Shut-off System	21-26
Air Conditioning Flow Control Valve	21-18
Air Conditioning System Shutdown Thermal Switches	21-22
Air Conditioning Systems	21-16
Air Conditioning Water Separators	21-23
Aircraft Condition Monitoring System (ACMS)	31-3
Aircraft Placards/Markings	11-2
Alternate Longitudinal Trim Motor Control Relays	27-13
Alternate Longitudinal Trim Motor Up/Down Limit Switches	27-14
Altitude Alerting System	34-4
Altitude Display - FCP	22-13
Altitude Hold Mode - Autopilot	22-3
Altitude Preselect Mode - Autopilot	22-4
Altitude Select Knob Push Function - FCP	22-13
Anti-Collision Beacon Lights (Fuselage-Red)	33-15
Anti-Skid System	32-4
APU	49-2
APU Air Inlet Door Actuator	49-4
APU Bleed Air Modulating Valve	49-8
APU Bleed Air Modulating Valve Synoptic Indication	49-8
APU DATA Memory Module	49-10
APU EGT Probes	49-9
APU Enclosure and Access Door Acoustic Blankets	49-3
APU Exhaust Gas Temperature Indicating System	49-9
APU Fire Detection Control Unit	26-5
APU Fire Detection System	26-3
APU Fire Shutoff Controls	26-10
APU Fire Warning Horn	31-4
APU Fire Warning Horn (External Warning)	26-4
APU Generator System	24-2
APU Lights	24-20
APU PCDU GCU	24-4
APU Pneumatic Check Valve	49-7
APU Power ON Light	24-19
APU Starter Relay	49-6
Arm Rest – Passenger Seats	25-8
Armrests - Flight Crew Seats	25-3
ATC Transponder and Automatic Altitude Reporting Systems	34-19
Audio Control Panel Selector Switchlights	23-13
Audio Selector Panel PTT Switches	23-17
Aural Alert – Altitude Alerting System	34-4
Auto Ground Spoiler System	27-19

Auto Starter Control System	80-4
Autoland Mode - Autopilot.....	22-5
Automatic Door Opening Function – Passenger Oxygen.....	35-3
Automatic External Defibrillator (AED).....	25-21
Automatic Pitch Trim	22-15
Autopilot	22-3
Autopilot Control Wheel Disengage Switches	22-10
Autothrottle Disengage Switches.....	22-20
Autothrottle Systems.....	22-19
Auxiliary Power Relay (APR)	24-8
Auxiliary Power Unit.....	49-2
Auxiliary Pitot Heater.....	30-7

B

Bank Angle Limit Knob Select Function - FCP	22-12
Boom Microphones	23-15
Boost Pumps, Center Tank.....	28-5
Boost Pumps, Main Tank.....	28-4
Brake Return Line Shutoff Valves.....	32-5
Brake Supply Pressure Indication System.....	32-3
Brake Temperature Monitoring System	32-7

C

Cabin Altitude Warning Tone	31-4
Cabin Attendant Handset.....	23-10
Cabin Compartment Auto Temperature Control System.....	21-27
Cabin Compartment Temperature Control Valve	21-28
Cabin Emergency Flashlights / Holders.....	25-20
Cabin Interior Illumination	33-5
Cabin Pressure Control Systems.....	21-12
Cabin Pressure Safety Valves	21-14
Cabin Standby Lighting System.....	33-24
Cabin Temperature Indicating System	21-30
Cargo Compartment Fire Suppression System.....	26-12
Cargo Compartment Heating System, Forward.....	21-15
Cargo Compartment Lighting Systems.....	33-8
Cargo Compartment Liners - Lower	25-17
Cargo Compartment Smoke Detection System.....	26-6
Center Tank Fuel AC Boost Pumps.....	28-5
Center Tank Fuel Quantity Display - Cockpit.....	28-10
Central Aural Warning Systems (CAWS)	31-4
Central Fault Display Interface Unit (CFDIU).....	45-2
Cockpit Auto Temperature Control System	21-27
Cockpit Communications Loudspeakers	23-14
Cockpit Door Security System	52-3
Cockpit Flight Deck / Flight Compartment and Instrument Lighting Systems	33-4
Cockpit Instrument Cooling Fan.....	21-10
Cockpit Temperature Control Valve.....	21-28
Cockpit Temperature Indicating System.....	21-30
Cockpit Voice Recorder	23-19
Cold Air Check Valves	21-9
Compressor Discharge Thermal Switches	21-21
Conditioned Air Check Valves	21-8
Control Column Disconnect Annunciation System	27-10

Control Wheel PTT Switches	23-17
Crew Oxygen System	35-2
Crossfeed Valve Position Synoptic Indication.....	28-8

D

DC Start Pump	28-7
Defibrillator	25-21
Dial-A-Flap System	27-15
Distance Measuring Equipment (DME) Systems.....	34-18
Door Dead Bolt.....	52-7
Door Stop Screws	52-2
Door Warning Annunciator Systems.....	52-8
Drain Mast Heaters	30-13
Dripless Fuel Measuring Sticks.....	28-16

E

EEC Normal (EPR) Mode	73-3
Electric Auxiliary Hydraulic Pump	29-5
Electronic Engine Control (EEC) Cooling Fan	73-6
Electronic Engine Control (EEC) System.....	73-2
Electronic Instrument System (EIS)	31-5
Elevator Drive Servo	22-7
Elevator Position Indicating System.....	27-11
EMER PWR ON Light (Overhead Panel).....	24-9
Emergency Locator Transmitter (ELT).....	25-25
ENG L/R FUEL PRES Annunciation System.....	73-8
ENG L/R OIL FILTER Annunciation Systems.....	79-3
Engine and APU Fire Extinguisher Agent Low Lights.....	26-8
Engine Fire Detection Systems.....	26-2
Engine Integrated Drive Generator (IDG) Systems	24-2
Engine Oil Quantity Indicating Systems.....	79-2
Engine Vibration Monitoring Systems	77-2
EXT Light.....	24-18
EXT PWR AVAIL Lights (Blue)	24-17
EXT PWR NOT IN USE Light (White).....	24-16
Exterior Emergency Illumination System	33-23
Exterior Lavatory Door Ashtrays	25-16
External Power System.....	24-14

F

FADEC Mode Switchlights - ALTN Lights.....	73-5
FADEC Mode Switchlights - SELECT Lights.....	73-5
Fan Air Valve.....	36-2
Fasten Seat Belt Signs.....	33-6
Fasten Seat Belt While Seated - Signs or Placards	25-4
FEET/METER Selector Pushbutton - FCP	22-13
Firex Bottle Discharge Cartridges	26-11
First Aid Kit Seals.....	25-21
First Aid Kits	25-21
Flap Position Indicating System.....	27-16
Flight Attendant Call Audio Alerting System (Chime)	23-9
Flight Attendant Call Visual Alerting System.....	23-9
Flight Attendant Seats.....	25-5, 25-6

Flight Attendant Seats without Passengers(Single or Dual Position	25-5
Flight Crew Seats.....	25-3
Flight Data Recorder System.....	31-2
Flight Deck Call Visual Alerting System (Call Light)	23-8
Flight Deck Door Access Panel	52-3
Flight Deck Door Automatic Locking / Access / Control System(s).....	52-3
Flight Deck Door Control Sonalert	52-4
Flight Deck Door Dead Bolt	52-7
Flight Deck Door Lock Control Switch	52-3
Flight Deck Door Strike Assembly	52-4
Flight Deck Handset.....	23-10
Flight Director Systems.....	34-3
Flight Interphone, Flight Deck-to-Ground	23-8
Flight Spoiler Actuators.....	27-21
Floor Proximity Emergency Escape Path Photoluminescent Strips	33-22
Flotation Devices	25-24
Flow Control Valve.....	21-18
FMS NAV Mode Select Pushbutton - FCP	22-12
FMS PROF Mode Select Pushbutton - FCP.....	22-14
FMS SPD Mode Select Pushbutton - FCP	22-11
Forward Cargo Compartment Heating System.....	21-15
Forward Cargo Compartment Thermal Barrier	25-18
Forward Position Light Bulbs	33-16
Fuel Fill Valves.....	28-2
Fuel Flow / Fuel Used Indication System	73-7
Fuel Measuring Sticks.....	28-16
Fuel Quantity Channel A/B Selector Switch	28-11
Fuel Quantity Indicating System - Cockpit.....	28-10
Fuel Quantity Indicators - Fueling Panel.....	28-15
Fuel Return-To-Tank System (RTT)	28-9
Fuel System Test.....	28-11
Fuel Temperature Indicating System.....	28-19

G

Galley Power and Control Systems	24-22
Galley Waste Receptacles Access Doors/Covers.....	25-14
Gasper Fan	21-7
Go-Around Palm Switches.....	22-21
GPWS	34-12
GPWS Modes	34-12
Gross Weight / Total Fuel Indication System.....	28-14
Ground Connection and Pneumatic Check Valve	36-16
Ground Floodlights.....	33-20
Ground Proximity Warning System.....	34-12
Ground Refueling Relay.....	28-3

H

Handheld Microphones	23-15
Handrail Lighting	33-5
Handset, Cabin	23-10
Handset, Flight Deck.....	23-10
HDG/TRK Display - FCP.....	22-12
HDG/TRK Mode Selector Pushbutton - FCP.....	22-12
HDG/TRK Selector Knob Push Function - FCP.....	22-12

Heading Hold Mode - Autopilot	22-5
Heading Select Mode - Autopilot	22-5
Headrest - Flight Crew Seats	25-3
High Stage Pilot Valve	36-4
High Stage Valve	36-3
Hydraulic Power Transfer Unit (PTU)	29-6
Hydraulic Pump Pressure Synoptic Indication Amber Pinwheel (prior to engine start)	29-8
Hydraulic Quantity Indicating Systems	29-9

I

IAS/MACH Display - FCP	22-11
IAS/Mach Hold Mode - Autopilot	22-4
IAS/MACH Selector Pushbutton - FCP	22-11
Ignition Systems	74-2
ILS Capture - Autopilot	22-5
Inlet Cowl Anti-Ice Regulator / Shutoff Valves	30-4
Instrument Cooling Fan - Cockpit	21-10
Intermediate Bleed Pressure Sensor (Pi)	36-11
Intermediate Bleed Temperature Sensor (Ti)	36-13
IRS NAV OFF Lights	34-11

L

L/R Engine Start Switch Internal Switchlight	80-5
L/R FUEL FIL PRES DROP Annunciator Systems	73-9
L/R GEN Lights	24-21
Landing Gear Position Indicating Systems	32-8
Lavatory Fire Extinguisher Systems	26-13
Lavatory Smoke Detection and Warning Systems	26-7
Lavatory Speakers	23-6
Lavatory Systems	38-4
Lavatory Systems- Vacuum Blower	38-4
Lavatory Waste Receptacles Access Doors/Covers	25-14
Left & Right Main Tank Fuel Quantity Displays - Cockpit	28-10
Left Generator Relay (LGR)	24-7
Life Vests	25-24
LLM Category II/III Status	22-2
LLM Category II/III Status (Lower Landing Minimums)	34-2
Lower Cargo Compartment Liners	25-17
Lumbar Supports – Flight Crew Seats	25-3

M

Mach Trim Systems	22-16
Magnetic Compass	34-6
Main External Power Relay (MEPR)	24-15
Main Tank Fuel AC Boost Pumps	28-4
Main Tank Fuel Level Low Float Switches	28-17
Main Tank Fuel Quantity Channels (A & B)	28-10
Maintenance Interphone	23-12
Maintenance Lights	33-9
Maintenance Test Enable Switch (MTES)	78-8
Manifold Check Valve	36-18
Manifold Isolation Valve	36-17
Manifold Pressure Sensor (Pm)	36-12

Manifold Temperature Sensor (Tm).....	36-14
Marker Beacon System.....	34-7
Master Caution Lights	33-3
Master Warning Lights	33-2
Mechanic to Pilot Call System (Pilot Call).....	23-9
Megaphones	25-23
Microphones.....	23-15
MMR GPS Function	34-8
MMR ILS Function	34-8
Multi-Function Control Display Units (MCDU)	34-20
MULTI-MODE RECEIVER.....	34-8

N

Nacelle Illumination Lights	33-19
Navigation Database.....	34-20
NO MASK Annunciation System	35-6
No Smoking Signs	33-6
Nonessential Equipment and Furnishings (NEF).....	25-13
Non-Required Flight Attendant Seats	25-6
Nose Gear Landing Lights	33-10

O

Observer Seat.....	25-2
Oil Quantity Indicating Systems.....	79-2
Overwing Ice Detection System.....	30-15
Oxygen (Smoke) Mask Microphones.....	23-16
Oxygen Compartment Doors	35-3
Oxygen Cylinder Discharge Indicator	35-2

P

Pack Flow Indicating Systems	21-20
PARKING BRAKES ON Annunciation System.....	32-2
Passenger Address System.....	23-6
Passenger Lighted Signs – No Smoking/Fasten Seatbelt	33-6
Passenger Notice System.....	33-6
Passenger Notice System Slat Monitor	32-9
Passenger Oxygen System	35-3
Passenger Seats.....	25-8
PCDU GCU	24-4
PCDU Transformer/ Rectifiers (TR) Units.....	24-13
PED Mount.....	25-26
Pilot to Mechanic Call System (Mechanic Call)	23-9
Pitch Selector Wheel - FCP	22-14
Pitot Heaters – Captain and F/O.....	30-7
Pneumatic Height Adjustment - Flight Crew Seats.....	25-3
Pneumatic Overheat Detection System (PODS)	36-19
Pneumatic System Controller (PSC) Channels	36-9
Portable Fire Extinguishers.....	26-14
Portable Oxygen Dispensing Units	35-7
Potable Water Systems	38-2
Predictive Windshear Mode	34-9
Pre-Recorded Passenger Announcement System	23-7
Pressure Regulator and Shutoff Pilot Valve	36-7

Pressure Regulator and Shutoff Valve.....	36-5
PROF Mode - Autopilot.....	22-4
Protective Breathing Equipment (PBE) Seals.....	35-8
Proximity Sensing System (PSS) Functions.....	32-9
PSEU Program Pin Monitor.....	32-9
Pump Pressure Low Annunciation System.....	28-18

R

Radio Altimeter Systems.....	34-10
Radio Rack & Standby Radio Rack Fan Check Valves.....	21-4
Radio Rack Cooling Fans.....	21-2
Ram / Ground Conditioned Air Check Valves.....	21-6
Ram Air Temp Probe Heater.....	30-9
Ram Air Valve.....	21-11
Recline - Flight Crew Seats.....	25-3
Recline Mechanism - Passenger Seats.....	25-8
Red Pouch (Medical Accessory Pouch).....	25-21
Remote Light Sensor.....	31-5
Required Flight Attendant Seats.....	25-5
Resolution Advisory (RA) Display System(s).....	34-14
Right Engine Driven Hydraulic Pump.....	29-2
Right Generator Relay (RGR).....	24-6
Right Hydraulic System Pressure Low Annunciation System.....	29-7
Rudder Center Switch.....	27-6
Rudder Dampers.....	27-8
Rudder Drive Servo.....	22-9
Rudder Limiter Pitot Heater.....	30-7
Rudder Limiter Systems (Primary and Secondary).....	27-9
Rudder Position Indication System.....	27-7
Rudder Trim Position Indicating System.....	27-5
RVSM Status.....	53-2

S

SELCAL.....	23-4
SELCAL Chime.....	31-4
Selective Call System (SELCAL).....	23-4
Service Interphone - Flight Deck, Cabin, and Ground Functions.....	23-8
Single Point Pressure Refueling System.....	28-2
Smoke Detector Units - Cargo Compartment.....	26-6
Source Input Select Panel (SISP) Pushbuttons.....	31-5
Speakers, Cockpit.....	23-14
Speed Select Knob Push Function - FCP.....	22-11
Spoiler Electronic Control Unit (SECU).....	27-17
Stall Protection Systems Stick Shaker Motors.....	27-12
Stall Warning Vane Heaters.....	30-10
Standby Attitude Indication (Gyro Horizon).....	34-5
START VALVE L/R OPEN Annunciation Systems.....	80-2
Starter Shutoff System – Solenoid Coils.....	80-3
Starter Shutoff System - Valves.....	80-3
Static Port Heaters.....	30-8
Storage Bin(s) / Cabin, Galley, and Lavatory Storage Compartments / Closets.....	25-10
Supply Temperature Sensor (Ts).....	36-15

T

Tail Anti-Ice Pressure Regulator / Shutoff Valve	30-3
Tail Illumination (Logo) Lights	33-21
TAILCONE UNSAFE Annunciation System	53-3
TCAS / Landing Gear Position Interface.....	32-9
TCAS System	34-14
Temperature Control Valve Position Indicating Systems	21-29
Terrain Awareness and Warning System (TAWS)	34-12
Thigh Supports – Flight Crew Seats	25-3
Thrust Reverser Linear Variable Differential Transformers (LVDT)	78-6
Thrust Reverser Proximity Sensors	78-7
Thrust Reverser System Accumulators	78-5
Thrust Reverser Systems	78-2
Traffic Alert Display System(s).....	34-14
Transponder and Automatic Altitude Reporting Systems.....	34-19
Turbine Inlet Thermal Switches	21-21

U

Underseat Baggage Restraining Bars	25-8

V

V/S-FPA Selector Pushbutton - FCP	22-14
Vacuum Waste Logic Control Module	38-6
Ventral Exit Door Strap	25-19
Versatile Integrated Avionics (VIA) Units.....	31-7
Vertical Speed / Flight Path Angle Display Window - FCP.....	22-14
Vertical Speed Mode - Autopilot	22-4
Very High Frequency (VHF) Communication Systems.....	23-3
VIA Flight Management Systems Computing Functions	34-20
Visual Alert – Altitude Alerting System	34-4
VNAV Mode (FMS) - Autopilot.....	22-4
Voice Warnings (Vocal)	31-4
VOR Navigation Systems	34-17

W

Water Separator 35 Degree F Control Valves	21-25
Water Separator 35 Degree F Thermostats	21-24
Water Service Panel Heater	30-14
Weather Radar.....	34-9
White Strobe / Anti-Collision Lights	33-18
Windshear Warning and Flight Guidance System.....	34-16
Windshield Anti-Fog System.....	30-11
Windshield Anti-Ice System	30-11
Windshield Wiper System.....	30-12
Wing Anti-Ice Pressure Regulator / Shutoff Valve.....	30-2
Wing Illumination Lights	33-19
Wing Landing Light Extend/Retract System	33-10
Wing Landing Light FCC Auto Retract Function.....	33-10
Wing Landing Lights	33-10

Y

Yaw Damper Systems.....	22-17

	B717 Minimum Equipment List	Index	R4 10/07/16 Page IN-10

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Revision 4 complies with FAA B717 MMEL revision 10,
dated 01/16/2015.

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Principal Operations Inspector

Page	Date	Page	Date	Page	Date	Page	Date
INTRODUCTION		21-14	05/19/15	23-2	08/22/13	ATA 25	
FM-1	10/07/16	21-15	05/19/15	23-3	10/07/16	25-1	05/19/15
FM-2	05/19/15	21-16	05/19/15	23-4	05/19/15	25-2	05/19/15
FM-3	05/19/15	21-17	08/22/13	23-5	10/07/16	25-3	05/19/15
FM-4	10/07/16	21-18	05/19/15	23-6	05/19/15	25-4	05/19/15
FM-5	10/07/16	21-19	08/22/13	23-7	05/19/15	25-5	10/07/16
FM-6	10/07/16	21-20	05/19/15	23-8	05/19/15	25-6	10/07/16
FM-7	10/07/16	21-21	05/19/15	23-9	05/19/15	25-7	10/07/16
FM-8	10/07/16	21-22	05/19/15	23-10	05/19/15	25-8	10/07/16
FM-9	05/19/15	21-23	05/19/15	23-11	05/19/15	25-9	10/07/16
FM-10	05/19/15	21-24	05/19/15	23-12	05/19/15	25-10	10/07/16
FM-11	10/07/16	21-25	05/19/15	23-13	05/19/15	25-11	10/07/16
FM-12	05/19/15	21-26	05/19/15	23-14	05/19/15	25-12	10/07/16
FM-13	05/19/15	21-27	05/19/15	23-15	05/19/15	25-13	10/07/16
FM-14	05/19/15	21-28	05/19/15	23-16	05/19/15	25-14	10/07/16
FM-15	05/19/15	21-29	05/19/15	23-17	05/19/15	25-15	10/07/16
FM-16	05/19/15	21-30	05/19/15	23-18	08/22/13	25-16	10/07/16
FM-17	10/07/16	ATA 22		23-19	05/19/15	25-17	10/07/16
FM-18	05/19/15	22-1	07/03/14	23-20	05/19/15	25-18	10/07/16
FM-19	10/07/16	22-2	05/19/15	ATA 24		25-19	10/07/16
FM-20	05/19/15	22-3	08/22/13	24-1	05/19/15	25-20	10/07/16
FM-21	05/19/15	22-4	05/19/15	24-2	05/19/15	25-21	10/07/16
FM-22	05/19/15	22-5	08/22/13	24-3	05/19/15	25-22	10/07/16
ATA 11		22-6	05/19/15	24-4	05/19/15	25-23	10/07/16
11-1	07/03/14	22-7	05/19/15	24-5	05/19/15	25-24	10/07/16
11-2	05/19/15	22-8	05/19/15	24-6	05/19/15	25-25	10/07/16
ATA 21		22-9	05/19/15	24-7	05/19/15	25-26	10/07/16
21-1	08/22/13	22-10	05/19/15	24-8	05/19/15	ATA 26	
21-2	05/19/15	22-11	05/19/15	24-9	05/19/15	26-1	08/22/13
21-3	07/03/14	22-12	05/19/15	24-10	05/19/15	26-2	05/19/15
21-4	05/19/15	22-13	05/19/15	24-11	05/19/15	26-3	05/19/15
21-5	05/19/15	22-14	05/19/15	24-12	05/19/15	26-4	05/19/15
21-6	05/19/15	22-15	05/19/15	24-13	05/19/15	26-5	05/19/15
21-7	05/19/15	22-16	05/19/15	24-14	05/19/15	26-6	05/19/15
21-8	05/19/15	22-17	05/19/15	24-15	05/19/15	26-7	05/19/15
21-9	05/19/15	22-18	08/22/13	24-16	05/19/15	26-8	05/19/15
21-10	05/19/15	22-19	05/19/15	24-17	05/19/15	26-9	05/19/15
21-11	05/19/15	22-20	05/19/15	24-18	05/19/15	26-10	05/19/15
21-12	05/19/15	22-21	08/22/13	24-19	05/19/15	26-11	05/19/15
21-13	08/22/13	22-22	08/22/13	24-20	05/19/15	26-12	05/19/15
ATA 23		23-1	10/07/16	24-21	05/19/15	26-13	05/19/15
				24-22	10/07/16	26-14	05/19/15

 DELTA	B717 Minimum Equipment List	List of Effective Pages	R4 10/07/16 Page LP-2

Revision 4 complies with FAA B717 MMEL revision 10,
dated 01/16/2015.



Page	Date	Page	Date	Page	Date	Page	Date
ATA 27		28-16	05/19/15	31-7	05/19/15	ATA 34	
27-1	05/19/15	28-17	05/19/15	31-8	08/22/13	34-1	05/19/15
27-2	05/19/15	28-18	05/19/15	ATA 32		34-2	05/19/15
27-3	05/19/15	28-19	05/19/15	32-1	05/19/15	34-3	05/19/15
27-4	05/19/15	28-20	05/19/15	32-2	05/19/15	34-4	05/19/15
27-5	05/19/15	ATA 29		32-3	05/19/15	34-5	05/19/15
27-6	05/19/15	29-1	08/22/13	32-4	05/19/15	34-6	05/19/15
27-7	05/19/15	29-2	05/19/15	32-5	05/19/15	34-7	05/19/15
27-8	05/19/15	29-3	08/22/13	32-6	05/19/15	34-8	05/19/15
27-9	05/19/15	29-4	08/22/13	32-7	05/19/15	34-9	05/19/15
27-10	05/19/15	29-5	05/19/15	32-8	05/19/15	34-10	10/07/16
27-11	05/19/15	29-6	05/19/15	32-9	05/19/15	34-11	05/19/15
27-12	05/19/15	29-7	05/19/15	32-10	08/22/13	34-12	05/19/15
27-13	05/19/15	29-8	05/19/15	32-11	08/22/13	34-13	05/19/15
27-14	05/19/15	29-9	05/19/15	32-12	08/22/13	34-14	05/19/15
27-15	05/19/15	29-10	05/19/15	ATA 33		34-15	08/22/13
27-16	05/19/15	ATA 30		33-1	05/19/15	34-16	05/19/15
27-17	08/22/13	30-1	08/22/13	33-2	05/19/15	34-17	05/19/15
27-18	08/22/13	30-2	05/19/15	33-3	05/19/15	34-18	05/19/15
27-19	05/19/15	30-3	05/19/15	33-4	05/19/15	34-19	05/19/15
27-20	10/07/16	30-4	05/19/15	33-5	05/19/15	34-20	05/19/15
27-21	05/19/15	30-5	05/19/15	33-6	05/19/15	34-21	10/23/14
27-22	05/19/15	30-6	07/03/14	33-7	05/19/15	34-22	08/22/13
27-23	05/19/15	30-7	05/19/15	33-8	05/19/15	ATA 35	
27-24	05/19/15	30-8	05/19/15	33-9	05/19/15	35-1	08/22/13
ATA 28		30-9	05/19/15	33-10	05/19/15	35-2	05/19/15
28-1	05/19/15	30-10	05/19/15	33-11	08/22/13	35-3	05/19/15
28-2	05/19/15	30-11	10/07/16	33-12	08/22/13	35-4	05/19/15
28-3	05/19/15	30-12	05/19/15	33-13	08/22/13	35-5	05/19/15
28-4	05/19/15	30-13	05/19/15	33-14	08/22/13	35-6	05/19/15
28-5	05/19/15	30-14	05/19/15	33-15	05/19/15	35-7	05/19/15
28-6	05/19/15	30-15	05/19/15	33-16	05/19/15	35-8	05/19/15
28-7	05/19/15	30-16	05/19/15	33-17	05/19/15	ATA 36	
28-8	05/19/15	ATA 31		33-18	05/19/15	36-1	07/03/14
28-9	05/19/15	31-1	08/22/13	33-19	05/19/15	36-2	05/19/15
28-10	05/19/15	31-2	05/19/15	33-20	05/19/15	36-3	05/19/15
28-11	10/07/16	31-3	05/19/15	33-21	05/19/15	36-4	05/19/15
28-12	10/07/16	31-4	05/19/15	33-22	05/19/15	36-5	05/19/15
28-13	10/07/16	31-5	08/22/13	33-23	05/19/15	36-6	07/03/14
28-14	05/19/15	31-6	05/19/15	33-24	05/19/15	36-7	05/19/15
28-15	10/07/16					36-8	07/03/14

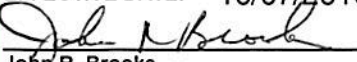
 DELTA	B717 Minimum Equipment List	List of Effective Pages	R4 10/07/16 Page LP-3

Revision 4 complies with FAA B717 MMEL revision 10,
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EFFECTIVE DATE: 10/07/2016


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Page	Date

36-9 05/19/15
36-10 05/19/15
36-11 05/19/15
36-12 05/19/15
36-13 05/19/15
36-14 05/19/15
36-15 05/19/15
36-16 05/19/15
36-17 05/19/15
36-18 05/19/15
36-19 05/19/15
36-20 07/03/14

ATA 38

38-1 07/03/14
38-2 05/19/15
38-3 08/22/13
38-4 05/19/15
38-5 07/03/14
38-6 05/19/15

ATA 45

45-1 08/22/13
45-2 05/19/15

Page	Date

ATA 49

49-1 08/22/13
49-2 05/19/15
49-3 05/19/15
49-4 05/19/15
49-5 08/22/13
49-6 05/19/15
49-7 05/19/15
49-8 10/07/16
49-9 05/19/15
49-10 05/19/15

ATA 52

52-1 08/22/13
52-2 05/19/15
52-3 08/22/13
52-4 05/19/15
52-5 08/22/13
52-6 08/22/13
52-7 05/19/15
52-8 05/19/15

ATA 53

53-1 08/22/13
53-2 05/19/15
53-3 05/19/15
53-4 08/22/13

ATA 73

73-1 08/22/13
73-2 05/19/15
73-3 05/19/15
73-4 10/07/16
73-5 05/19/15
73-6 05/19/15
73-7 05/19/15
73-8 05/19/15
73-9 05/19/15
73-10 08/22/13

ATA 74

74-1 08/22/13
74-2 05/19/15

Page	Date

ATA 77

77-1 08/22/13
77-2 05/19/15

ATA 78

78-1 08/22/13
78-2 05/19/15
78-3 08/22/13
78-4 08/22/13
78-5 05/19/15
78-6 05/19/15
78-7 05/19/15
78-8 05/19/15

ATA 79

79-1 08/22/13
79-2 05/19/15
79-3 05/19/15
79-4 08/22/13

ATA 80

80-1 08/22/13
80-2 05/19/15
80-3 05/19/15
80-4 05/19/15
80-5 05/19/15
80-6 05/19/15

**LIST OF
EFFECTIVE
PAGES**

LP-1 10/07/16
LP-2 10/07/16
LP-3 10/07/16
LP-4 10/07/16

----- END -----

 DELTA	B717 Minimum Equipment List	List of Effective Pages	R4 10/07/16 Page LP-4

Revision 4 complies with FAA B717 MMEL revision 10,
dated 01/16/2015.



Page	Date

Page	Date

Page	Date

Page	Date

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