

JOINT AVIATION AUTHORITIES
MASTER MINIMUM EQUIPMENT LIST

CESSNA CITATION CE-500 SERIES
CE-500, CE-501, CE-550, CE-551, CE-S550, CE560

REVISION: 1

28 October 2008

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CESSNA CITATION CE-500 SERIES

JOINT AVIATION AUTHORITIES
MASTER MINIMUM EQUIPMENT LIST

CESSNA CITATION CE-500 SERIES

This Master Minimum Equipment List (MMEL) is issued by the Joint Aviation Authorities (JAA) at the above revision and is recommended for approval as the basis of the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this type as certified by the European Aviation Safety Agency and operated under the jurisdiction of JAA member states National Authorities.

Signed by



Colin Hancock

For and on behalf of the JAA

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	31 August 2007		
1	28 October 2008		

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PREAMBLE

The following is applicable for operators under JAA or European operating regulations (JAR-OPS or EU-OPS). The regulations require that all equipment installed on an aircraft in compliance with the Airworthiness code and the Operating Requirements must be operative. However, the Regulations also permit the use 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.

The JAA Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilisation and thereby provide more convenient and economic air transportation for the public. The JAA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which the JAA 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's MELs, which take into consideration the operator's particular aircraft equipment configuration and operational conditions. 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 permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of the requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from Airworthiness Directives or any other Mandatory Requirement. It is important to remember that all equipment related to the airworthiness and the operating requirements 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.

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PREAMBLE
(Cont.)

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectification's can be accomplished. It is important that rectifications 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. **Rectification Interval Extension, as prescribed in JAR-MMEL/MEL.081, has been taken into account in the development of this MMEL. Therefore operators, with the approval of their authority, may consider use of the referenced procedure as being within the scope of this MMEL.** 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 the applicable regulations. The item is then either rectified or may be deferred per the MEL or other approval means acceptable to the competent Authority prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a 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 the applicable regulations. 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. The exposure to additional failures during continued operation with inoperative systems or components must also be considered. Wherever possible account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload must be considered.

Operators are to establish a controlled and sound rectification program including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. This program should identify the actions required for Maintenance discrepancy messages.

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

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DEFINITIONS AND EXPLANATORY NOTES

1. In this list, the items of equipment are classified in systems according to the ATA 100 specification. Individual items within a given ATA classification are numbered sequentially.
2. "Item" (Column 1): The equipment, system, components or function as listed in Column 1.

"(If installed)": Indicates the listed item of equipment is not applicable to all models or configurations. It does not imply that the aircraft may be operated in accordance with this MMEL with the item removed.

NOTE 1: Items annotated in UPPER CASE letters indicate the precise flight deck legend used.

3. "Rectification Intervals" (Column 2): Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators given in the "Rectification Interval" column (2) of the MMEL.

Category A

No standard interval is specified. However, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL.

Where a time period is specified it shall start at 00:01 on the calendar day following the day of discovery.

Category B

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery. For example, if it was recorded at 10 am on January 26th, the three day interval would begin at midnight on the 26th and end at midnight on the 29th.

Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it was recorded at 10 am on January 26th, the 10 day interval would begin at midnight on the 26th and end at midnight on February 5th.

Category D

Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

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DEFINITIONS AND EXPLANATORY NOTES

(Cont.)

4. “Number Installed” (Column 3): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.
5. “Number Required for Dispatch (Column 4): The minimum number of the specified items required for operation provided the conditions defined in Column 5 are met.
6. “Remarks or Exceptions” (Column 5): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate NOTES.

A NOTE in column 5 indicates additional information and references for crew and/or maintenance personnel consideration; they are not part of the provisos.

Where references are stated in column 5 these are to identify certain inter-relationships between the subject item and other MMEL items, AFM material etc. These references are intended to assist, but not relieve, an operator of the responsibility for determining such inter-relationships as stated in the Preamble.

7. Dash (-): This symbol indicates a variable quantity when used in Columns 3 or 4.
8. Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition. To the extent practicable, placards should be located adjacent to the control or indicator for the item affected such that it is clear to the operating crew that it or its associated system is inoperative.
9. “Inoperative”: A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).
10. “(O)”: The use of this symbol in Column 5 indicates that an appropriate operating procedure (or change to an existing procedure) must be established, published and utilized to maintain the required level of safety while operating under the terms of the (M)MEL.

Normally, these procedures are accomplished by the flight crew. However, other personnel may be qualified and authorized to perform certain functions.

11. “(M)”: The use of this symbol in Column 5 indicates that an appropriate maintenance procedure must be established, published and utilized prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.

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DEFINITIONS AND EXPLANATORY NOTES

(Cont.)

Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorised to perform certain functions.

NOTE: When an item is annotated (O)/(M), the “/” is defined as “and/or”, which shows that there may be different options available in respect of the MEL procedures.

12. **“As required by Operating Requirements”**: The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (JAR-OPS 1) IN FORCE DURING THE FLIGHT.

Operators should refer to the JAR-OPS 1 MEL Policy document (Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within JAR-OPS 1, subparts K and L (published in the JAA Administrative and Guidance, section four, Operations, part three).

13. **“Visual Flight Rules (VFR)”**: is as defined by National Authority Operating Rules. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
14. **“Icing Conditions”**: An atmospheric condition that may cause ice to form on the aircraft or in the engines.
15. **“Visible Moisture”**: An atmospheric environment containing water in any form that can be seen in natural or artificial light, i.e. clouds, fog, rain, sleet, hail, snow.
16. **“Flight Hour”**: The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.
17. **“Flight”**: For the purpose of a MEL, a flight is the period of time between the moment when an aeroplane begins to move by its own means, for the purpose of preparing for take-off, until the moment the aeroplane comes to a complete stop on its parking area, after the subsequent landing (and no subsequent take-off).
18. **“Flight day”**: A 24 hour period (from midnight to midnight) either UTC or local time as established by the operator, during which at least one flight is initiated for the affected aircraft.
19. **“Authority”**: The competent regulatory authority according to the country of registry.
20. **“Deleted”**: When applied to an item number, indicates that the item was previously listed but is now required to be operative.

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DEFINITIONS AND EXPLANATORY NOTES

(Cont.)

21. "Combustible (Material)": refers to material which is capable of catching fire and burning. In particular: If a MEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except the following:

- 1) Cargo handling equipment (unloaded, empty or with ballast);
- 2) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.); and

NOTE: If serviceable tyres are included they should only be inflated to a minimum pressure that preserves their serviceability.

- 3) Inflight service material (return catering – only closed catering trolley/boxes, no newspapers, no alcohol or duty free goods).

22. "System": System means the group of directly related components which together perform a specified function, for example "RPM Indication System" would include the RPM Indicator, tachometer generator, circuit breaker and associated circuitry.

23. "Dispatch": The point at which an aircraft first moves under its own power for the purpose of commencing a flight.

NOTE: The definition above is in accordance with that given in Article 155(2)(a) of the ANO. The MMEL/MEL applies to all defects that occur up to the point of dispatch, and comes into effect again when the aircraft next comes to rest at the end of its flight.

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

25. "Administrative control item": means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the National Authority 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 National Authority. If the request results in review and approval by the JOEB, the item becomes an MMEL item rather than an administrative control item.

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

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DEFINITIONS AND EXPLANATORY NOTES

(Cont.)

27. "Day of Discovery": is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."
28. "Considered Inoperative": as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
29. "Is not used": in the provisos, remarks or exceptions for an MMEL item, may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.
30. "MCTOM": means the Maximum Certificated Takeoff Mass.
31. "MAPSC": means the Maximum Approved Seating Configuration.

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HIGHLIGHTS OF REVISION

- ATA 21-1 Changed wording in proviso to "PRESS SOURCE".
- ATA 21-2 Changed wording in proviso to "PRESS SOURCE".
- ATA 21-3 Changed items order in proviso.
- ATA 21-5 Changed items order in proviso.
- ATA 21-5.3 Changed items order in proviso.
- ATA 21-7 Changed items order in proviso.
- ATA 21-9 Changed items order in proviso.
- ATA 21-10 Changed items order in proviso.
- ATA 21-15 Changed wording in proviso to "PRESS SOURCE".
- ATA 21-19 Changed wording in proviso to "PRESS SOURCE".
- ATA 21-20 Changed wording in proviso to "PRESS SOURCE".
- ATA 22-1 Revised Remarks or Exceptions.
- ATA 23-1 Revised Rectification Interval and revised Remarks or Exceptions.
- ATA 23-3.1 Revised Remarks or Exceptions and added note.
- ATA 23-3.2 Revised Remarks or Exceptions.
- ATA 23-5 Revised Remarks or Exceptions.
- ATA 23-6 Revised Remarks or Exceptions and revised Number Required for Dispatch.
- ATA 23-13 Revised Remarks or Exceptions, revised Rectification Interval, and revised Number Required for Dispatch.
- ATA 23 -15.2 Changed (O) to (M).
- ATA 25-1 Removed (M) procedure.

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HIGHLIGHTS OF REVISION
(Cont.)

(Highlights of Revision Cont.)

- ATA 25-2 Removed (M) procedure.
- ATA 25-2.1 Added new relief.
- ATA 25-2.2 Revised Remarks or Exception, added new relief.
- ATA 25-2.3 Removed (M) procedure and revised Remarks or Exceptions.
- ATA 25-2.4 Added new relief.
- ATA 25-11 Removed proviso for Horizontal Adjustment.
- ATA 25-11.1 Revised title, removed (M) procedure, and revised Remarks or Exceptions
- ATA 25-11.2 Revised title and revised Remarks or Exception.
- ATA 25-11.4 Added new relief.
- ATA 25-11.5 Revised Remarks or Exceptions.
- ATA 27-6 Revised Remarks or Exceptions, Added (M) (O) procedures, and revised Number Required for Dispatch.
- ATA 27-7 Replaced (M) procedures procedure with (O) procedure.
- ATA 28-2 Revised Remarks or Exceptions.
- ATA 28-5 Revised Title
- ATA 30-5.2 Removed (M) procedure.
- ATA 30-6.2 Revised title and removed (M) procedure.
- ATA 30-7.2 Removed (M) procedure and revised title.
- ATA 31-1 Revised Remarks or Exceptions.
- ATA 33-1.1 Revised title and Remarks or Exceptions.
- ATA 33-1.2 Revised title and Remarks or Exceptions.

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HIGHLIGHTS OF REVISION
(Cont.)

- ATA 33-1.3 Revised title and revised Remarks or Exceptions.
- ATA 33-3.1 Revised title and revised Remarks or Exceptions.
- ATA 33-3.2 Revised title.
- ATA 33-7 Removed (M) procedure.
- ATA 33-12 Revised Remarks or Exceptions.
- ATA 33-13 Revised title.
- ATA 33-23 Added new relief.
- ATA 34-7 Revised Number Installed.
- ATA 34-18 Revised title and added new provisos.
- ATA 34-21.3 Revised Remarks or Exceptions, revised Number Installed, and revised Number Required for Dispatch.
- ATA 34-25 Revised Notes by adding note numbers and removed (M) procedure.
- ATA 34-28 Revised title.
- ATA 34-28.2 Added new relief.
- ATA 35-4 Removed (M) procedure and added note to proviso.
- ATA 52-6 Changed bulleted items order.
- ATA 52-7 Changed bulleted items order.
- ATA 52-8 Changed bulleted items order.
- ATA 52-9 Changed bulleted items order.

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Cessna CE-500 Citation Series		Revision No: 1		Page: 21-1	
(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 21 AIR CONDITIONING Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
1.	Air Cycle Machine	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) PRESS SOURCE Selector remains OFF, and c) Aircraft is operated at 10,000 feet MSL or below.
2.	Flow Control and Shutoff Valves	C	2	1	(O) One may be inoperative provided: a) PRESS SOURCE Selector remains on the opposite source, b) Failed Flow Control and Shutoff Valve is verified CLOSED, and c) Flight is conducted at FL 250 or below.
		C	2	0	(M) (O) May be inoperative provided: a) Flight is conducted unpressurized, b) Both Flow Control and Shutoff Valves are verified CLOSED, c) PRESS SOURCE Selector remains OFF, and d) Aircraft is operated at 10,000 feet MSL or below.
3.	Emergency Pressurization Valve	C	1	0	May be inoperative provided: a) Aircraft is operated at FL 250 or below, b) Air Cycle Machine is operative, and c) Both L and R bleed sources are operative.
		C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Cabin Altitude is set above 10,000 feet MSL, d) Cabin Rate is set to maximum, and e) Aircraft is operated at 10,000 feet MSL or below.

Cessna CE-500 Citation Series		Revision No: 1		Page: 21-2	
(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 21 AIR CONDITIONING Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
4.	Ground Flow Control Valve (500, 501, 550, S550, 551, 560 units 0001 - 0538)	C	1	0	(O) May be inoperative provided: a) Ground Flow Control Valve is verified CLOSED, and b) Bleed Air GND is not used.
5.	Cabin Pressurization System	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Cabin Altitude is set above 10,000 feet MSL, d) Cabin Rate is set to maximum, and e) Aircraft is operated at 10,000 feet MSL or below.
1)	Auto-Schedule Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	May be inoperative provided: a) Isobaric Control Mode is operative, b) Manual Control Mode is operative, c) Cabin Altimeter is operative, d) Cabin Rate Indicator is operative, and e) Aircraft is operated at FL 410 or below.
2)	Isobaric Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	May be inoperative provided: a) Auto-Schedule Mode is operative, b) Manual Cabin Pressure Control System is operative, c) Cabin Differential Pressure Gauge is operative, d) Cabin Altimeter is operative, e) Cabin Rate Indicator is operative, and f) Aircraft is operated at FL 410 or below.
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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 21 AIR CONDITIONING Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
5.	Cabin Pressurization System (Cont.)				
3)	Manual Control Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Cabin Altitude is set above 10,000 feet MSL, d) Cabin Rate is set to maximum, and e) Aircraft is operated at 10,000 feet MSL or below.
6.	Emergency Dump Valve				RESERVED.
7.	Cabin Differential Pressure Gauge	C	1	0	(O) May be inoperative provided: May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Cabin Altitude is set above 10,000 feet MSL, d) Cabin Rate is set to maximum, and e) Aircraft is operated at 10,000 feet MSL or below.
	(500, 501, S550, 551, 550 units 0001 - 0800, 560 units 0001 - 0538)	C	1	0	(O) May be inoperative provided: a) All other components of the pressurization system are operative, b) The Cabin Altitude Selector is set not to exceed maximum differential pressure, and c) A Chart is provided and used to convert cabin and aircraft altitude to differential pressure.
					(Cont.)

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 21 AIR CONDITIONING Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
7.	Cabin Differential Pressure Gauge (Cont.) (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	(O) May be inoperative provided: a) All other components of the pressurization system are operative, and b) A Chart is provided to convert cabin and aircraft altitude to differential pressure.
8.	Cabin Altitude Warning System	C	1	0	(O) May be inoperative provided aircraft is operated at 10,000 feet MSL or below.
9.	Cabin Vertical Speed or Cabin Rate Indicator	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Cabin Altitude is set above 10,000 feet MSL, d) Cabin Rate is set to maximum, and e) Aircraft is operated at 10,000 feet MSL or below.
		C	1	0	May be inoperative provided all other components of the pressurization system are operative.
10.	Cabin Altimeter	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Cabin Altitude is set above 10,000 feet MSL, d) Cabin Rate is set to maximum, and e) Aircraft is operated at 10,000 feet MSL or below. (Cont.)

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ATA 21 AIR CONDITIONING Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
10.	Cabin Altimeter (Cont.)	C	1	0	(O) May be inoperative provided: a) All other components of the pressurization system are operative, and b) A chart to convert cabin differential pressure and aircraft altitude into cabin altitude is provided and used.
11.	Automatic Cabin Air Temperature Control System	C	1	0	May be inoperative provided Manual Cabin Air Temperature Control System is operative.
12.	Manual Cabin Air Temperature Control System	C	1	0	May be inoperative provided Automatic Cabin Air Temperature Control System is operative.
13.	Bleed Air GND or Bleed Air GND/HI Annunciator (500, 501, 550, S550, 551, 560 units 0001 - 0538)	C	1	0	May be inoperative provided Bleed Air GND or Bleed Air GND/HI is not used.
14.	Emergency Pressurization Annunciator (500, 501, 550, S550, 551, 560 units 0001 - 0538)	C	1	0	(M) May be inoperative provided the Emergency Pressurization System is verified operative prior to each flight.
	(560 units 0539 - 5000)	C	1	0	(O) May be inoperative provided the Emergency Pressurization System is verified operative prior to each flight.
15.	AIR DUCT O'HEAT Annunciator	C	1	0	(O) May be inoperative provided: a) PRESS SOURCE Selector switch remains OFF, b) Flight is conducted unpressurized, and c) Aircraft is operated at 10,000 feet MSL or below.

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ATA 21 AIR CONDITIONING Item				(3) Number Installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
16.	Door Seal Pressurization Regulator				RESERVED.
17.	Overhead Cabin Blower	C	1	0	
18.	Freon Air Conditioning System (If installed)	C	1	0	(M) May be inoperative provided Freon Air Conditioning System is deactivated.
19.	ACM EJECTOR ON Annunciator (If installed)	C	1	0	May be inoperative provided the PRESS SOURCE Selector remains OFF during ground operations.
20.	PRECOOL FAIL Annunciator (If installed)	C	2	1	One may be inoperative provided: a) PRESS SOURCE Selector remains on the opposite source, and b) Flight is conducted at FL 250 or below.
		C	2	0	(O) May be inoperative provided: a) Flow Control Valves are verified CLOSED, b) PRESS SOURCE Selector remains OFF, c) Flight is conducted unpressurized, and d) Aircraft is operated at 10,000 feet MSL or below.
21.	Cabin Temperature Indicator (If installed)	C	1	0	
22.	Cabin Door Secondary Seal (550 units 0801 and on, 560)				See ATA Ch 52 - DOORS.

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ATA 21 AIR CONDITIONING Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
23.	Cabin Door Primary Seal (550 units 0801 and on, 560)				See ATA Ch 52 - DOORS.
24.	Outflow Valves	C	2	0	(M) (O) Both may be inoperative provided: a) At least one valve is secured OPEN, b) Aircraft is operated unpressurized, and c) Aircraft is operated at 10,000 feet MSL or below.
25.	Pilot Gaspers (WEMACs)	C	-	0	

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ATA 21 AIR CONDITIONING Item	(3) Number Installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 22 AUTOFLIGHT Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
1.	Autopilot	B	1	0	<p>(M) (O)One or more functions may be inoperative provided:</p> <ul style="list-style-type: none"> a) For the intended operations, any increase in crew workload caused by the inoperative functions has been considered, b) Inoperative functions are deactivated as applicable, c) Applicable operating minima do not require its use d) The navigation specifications of the route to be flown do not require their use, and e) Aircraft is operated using a minimum crew of two. <p><u>NOTE:</u> The automatic altitude control system is required to be operative for RVSM operations.</p>
2.	Yaw Damper	B	1	0	<p>May be inoperative provided Autopilot is also considered inoperative.</p> <p><u>NOTE:</u> RVSM is not authorized.</p>
3.	Go-Around Button(s)	C	-	1	May be inoperative for pilot not flying.
		C	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Flight Director is not used during a go-around, and b) Autopilot is disconnected for go-around. <p><u>NOTE:</u> FMS Missed Approach Procedure must be activated via the FMS CDU.</p>

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 22 AUTOFLIGHT Item				(3) Number Installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
4.	Autopilot Disconnect Yoke Switches	C	2	1	One may be inoperative provided: a) The autopilot is not used below 1500 feet AGL, and b) Approach minimums do not require the use of the autopilot.
		B	2	0	May be inoperative provided Autopilot is not used and is considered inoperative. <u>NOTE:</u> RVSM is not authorized.
5.	Autopilot/Flight Director Touch Control Steering (TCS) or SYNC Switches	C	2	0	
6.	Flight Director Mode Select Panel Functions	B	-	0	Individual functions may be inoperative provided procedures do not require their use.
7.	Course Selector Knob(s)	B	2	1	One may be inoperative for the pilot not flying.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 23 COMMUNICATIONS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
1.	VHF Communications System	C	-	1	Any in excess of one, and not powered by an emergency bus, may be inoperative provided the flight is conducted under VFR over routes navigated by reference to visual landmarks.
		C	-	2	When flying IFR, or VFR over routes not navigated by visual reference to landmarks: Any in excess of two, and not powered by an emergency bus, may be inoperative.
2.	Copilot's Audio Control Panel				RESERVED.
3.	Passenger Address (PA) System	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures, and/or operating restrictions are established and used.
					<u>NOTE:</u> Any station function that operates normally may be used.
1)	Passenger Configuration	D	1	0	May be inoperative provided procedures do not require its use.
2)	Cargo Configuration	D	1	0	(O) May be inoperative provided alternative checklists are available and used.
4.	Electronic Checklist System (If installed)	D	1	0	(O) May be inoperative provided alternative checklists are available and used.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 23 COMMUNICATIONS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
5.	Cockpit Voice Recorder (CVR) System (If installed)	A	1	0	One or more may be inoperative provided: a) The aeroplane does not exceed 8 further consecutive flights with the cockpit voice recorder inoperative, b) A maximum of 72 hours have elapsed since the cockpit voice recorder was found to be inoperative, and c) Any flight data recorder required to be carried is operative. <u>NOTE:</u> This alleviation is not applicable to combined CVR/FDRs.
6.	Headset with Boom Microphones	D	-	-	Any in excess of one headset (including boom microphone) for each required crew member on flight deck duty may be inoperative or missing.
7.	Radio Management Unit (RMU) (If installed)	C	2	1	(O) One may be inoperative provided: a) Remaining RMU operates normally, and b) Auxiliary Com/Nav Control Display Unit is verified to operate normally.
8.	Static Wicks (Expires 31 December 2008 without CDL approval)	C	-	-	One may be missing or broken from each of the following areas, not to exceed a total of three: a) Right wing, wingtip, or aileron (560 units 0539 - 5000 wingtip only), b) Left wing, wingtip, or aileron (560 units 0539 - 5000 wingtip only), and c) Vertical stabilizer, stinger, or rudder (560 units 0539 - 5000 stinger only).
1)	AFIS Antenna Static Wick (If installed) (Expires 31 December 2008 without CDL approval)	C	1	0	May be missing or broken.

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ATA 23 COMMUNICATIONS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
9.	Automatic Cabin Briefer (If installed)	D	1	0	(O) May be inoperative provided passengers are briefed by alternate means.
10.	Airborne Flight Information Systems (If installed) (VHF or SATCOM Data Link, XM / NEXRAD / Satellite Weather)	D	-	0	
11.	Flight Phone (If installed)	D	1	0	
12.	Cockpit Speakers	C	2	1	One may be inoperative provided a headset is installed, operative, and used for the affected side.
13.	High Frequency (HF) Communications Systems (If installed)	D	-	-	Any in excess of those required for the intended route, may be inoperative.
		C	-	1	(O) Any in excess of one may be inoperative for flight on a route that requires two Long Range Communication Systems, provided: a) SATCOM air-ground communications with relevant Air Navigation Service Provider(s) is available over the route to be flown, b) SATCOM voice function is operative, c) Prior to each flight, coordination with the appropriate Air Navigation Service Provider(s) is established where INMARSAT codes, or equivalent, are not available whilst using SATCOM voice function, and Alternate communication procedures are established and used.
(Cont.)					

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ATA 23 COMMUNICATIONS Item		(3) Number Installed	
		(4) Number required for dispatch	
		(5) Remarks or Exceptions	
13.	High Frequency (HF) Communications Systems (If installed) (Cont.)	A	- 1
		<p><u>NOTE 1:</u> SATCOM is to be used only as a backup to normal HF communications unless otherwise authorised by the appropriate Air Navigation Service Provider(s).</p> <p><u>NOTE 2:</u> For all routes, consider the need for ACAS.</p> <p>O) Any in excess of one may be inoperative for a maximum of 3 calendar days, for flight on a route that requires two Long Range Communication Systems, provided alternate communication procedures are established and used.</p> <p><u>NOTE 1:</u> When the route enters airspace for which an In Flight Blind Broadcast Procedure exists, select the appropriate I.F.B.F. VHF frequency and apply the procedure.</p> <p><u>NOTE 2:</u> For all routes, consider the need for ACAS.</p> <p>(Cont.)</p>	

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ATA 23 COMMUNICATIONS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
13.	High Frequency (HF) Communications Systems (If installed) (Cont.)	A	-	1	<p>(O) One or more may be inoperative for a maximum of 3 calendar days for flight on a route that requires two Long Range Communication Systems provided:</p> <ul style="list-style-type: none"> a) SATCOM air-ground communications with relevant Air Navigation Service Provider(s) are available over the intended route, b) SATCOM voice function is operative, c) Prior to each flight, coordination with the appropriate Air Navigation Service Provider(s) is established where INMARSAT codes, or equivalent, are not available whilst using SATCOM voice function, d) Prior to each flight, permission is obtained from the relevant Air Navigation Service Provider(s) to communicate via SATCOM only, and e) Alternate communication procedures are established and used. <p><u>NOTE 1:</u> When operative, use of SATCOM Data transfer function should be part of these procedures.</p> <p><u>NOTE 2:</u> When the route enters airspace for which an In-Flight Blind Broadcast Procedure exists, select the appropriate I.F.B.F. VHF frequency and apply the procedure.</p> <p><u>NOTE 3:</u> For all routes, consider the need for ACAS.</p>

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ATA 23 COMMUNICATIONS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
14.	Hand Held Microphone	C	2	0	May be inoperative provided an associated headset microphone is operative and used.
15.	Radio Package Cooling Fan (Com/NAV/ XSPDR) (If installed) (550 units 0801-1136)				
1)	Fan 1	B	1	0	May be inoperative provided Fan 2 FAIL annunciator and fan is operative.
2)	Fan 1 Fail Annunciator	C	1	0	(M) May be inoperative provided Fan 1 and Fan 2 are verified operative.
16.	Emergency Locator Transmitter (ELT) - Fixed	A	-	0	May be inoperative provided repairs are made within 6 further flights or 25 flying hours, whichever occurs first.
		D	-	-	Any in excess of those required by Operating Requirements may be inoperative or missing.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 24 ELECTRICAL POWER Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
1.	D.C. Ammeters	C	2	1	One may be inoperative.
2.	Avionics A.C. Power Inverters (All except: 560 units 0751 - 5000).	C	2	1	(M) One may be inoperative provided: a) Inoperative inverter is deactivated, b) Flight is not conducted at night, and c) Aircraft is operated in VMC only.
3.	BATT O'HEAT or BATT O'TEMP Annunciator	D	1	0	May be inoperative provided aircraft is equipped with a Lead Acid Battery.
4.	Battery Temperature Indicator (If installed)	C	1	0	
5.	Ground Power Dispatch Switch (If installed)	D	1	0	
6.	External Power Receptacle	C	1	0	

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ATA 24 ELECTRICAL POWER Item		(3) Number Installed	
		(4) Number required for dispatch	
		(5) Remarks or Exceptions	

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(1) System & Sequence Numbers		(2) Rectification Interval		
ATA 25 EQUIPMENT Item / FURNISHINGS		(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
1.	Lifejackets	D	- 0	Any in excess of the minimum required may be missing or inoperative, provided: a) Inoperative lifejacket is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution of serviceable lifejackets is maintained.
2.	Passenger Seats	D	- -	One or more may be inoperative provided the inoperative seat: a) Does not block an Emergency Exit, b) Does not restrict any passenger from access to the main aeroplane aisle, and c) Is blocked and placarded "DO NOT OCCUPY".
		D	- -	(M) One or more may be inoperative provided seat(s) are secured in the upright position. <u>NOTE:</u> A seat with an inoperative or missing seat belt is considered inoperative.
1)	Recline Mechanism	C	- -	May be inoperative and seat occupied provided seat is immovable in the upright position. (Cont.)

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 25 EQUIPMENT Item / FURNISHINGS		(3) Number Installed		(4) Number required for dispatch	
				(5) Remarks or Exceptions	
2.	Passenger Seats (Cont.)				
2)	Armrests				
	a) With recline mechanism	D	-	-	(M) One or more may be inoperative, damaged or missing, provided: a) The affected armrest does not block an emergency exit, b) The affected armrest is not in a position such that it restricts any passengers from access to the aircraft aisle, c) The seat is secure in the upright position. NOTE: Any damage to passenger seats and components must not be detrimental to passenger safety.
	b) Without recline mechanism	D	-	-	One or more may be inoperative, damaged or missing, provided: a) The affected armrest does not block an emergency exit, and b) The affected armrest is not in a position such that it restricts any passengers from access to the aircraft aisle. NOTE: Any damage to passenger seats and components must not be detrimental to passenger safety.
3)	Tracking Mechanism	C	-	-	May be inoperative and seat occupied provided seat is failed immovable in placarded taxi, takeoff and landing position. (Cont.)

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ATA 25 EQUIPMENT Item / FURNISHINGS		(3) Number Installed		(4) Number required for dispatch	
				(5) Remarks or Exceptions	
2.	Passenger Seats (Cont.)				
4)	Headrest	C	-	-	May be inoperative and seat occupied provided headrest is failed in placarded taxi, takeoff and landing position.
		C	-	0	May be inoperative or missing provided affected seat is blocked and placarded "DO NOT OCCUPY".
3.	Passenger Seat Ashtray				RESERVED.
4.	Cabin Crew Shoulder Harnesses				RESERVED.
5.	Aircraft Emergency Locator Transmitter (ELT)				See: ATA 23 item 16.
6.	ITEM NOT USED.				
7.	Cockpit Sunvisors	D	2	0	May be inoperative provided the sunvisor(s) can be stowed in a manner that: <ul style="list-style-type: none"> a) Does not obstruct the pilot's field of view for takeoff and landing, and b) Does not impede the quick-donning capability of the oxygen masks.

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ATA 25 EQUIPMENT Item / FURNISHINGS		(3) Number Installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
8.	Emergency Medical Equipment			
1)	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	- Any in excess of those required by operating requirements may be incomplete, missing or inoperative.
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	- Any in excess of those required may be inoperative.
		A	-	0 The required emergency medical kits may be incomplete for flight to a destination where repairs or replacements can be made but not to exceed a maximum of 2 calendar days.
3)	First Aid Kit (FAK) and/or Associated Equipment	D	-	1 Any in excess of those required may be incomplete or missing.
9.	Emergency Vision Assurance System (EVAS) (If installed)	C	-	0
10.	Yoke Mounted Chart Holders	C	2	0

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ATA 25 EQUIPMENT Item / FURNISHINGS		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
11.	Flight Crew Seats				
1)	Vertical Adjustment	B	-	0	One or more may be inoperative provided the associated seat is secured or locked in a position acceptable to the flight crewmember.
2)	Recline Adjustment (if installed)	B	-	0	One or more may be inoperative provided the associated seat is secured or locked in a position acceptable to the flight crewmember.
3)	Lumbar Support (If installed)	C	2	0	
4)	Armrest				
	a) Remain in Aircraft	C	-	0	May be inoperative provided a) seat position is acceptable for crew, and b) Armrest is stowed in retracted position.
	b) Removed from Aircraft	C	-	0	(M) May be inoperative provided seat position is acceptable to the flight crew member. <u>NOTE:</u> If an inoperative armrest will hinder an emergency evacuation or any other flight duties is should be removed.
5)	Tilt Function (If installed)	C	2	0	One or more may be inoperative provided the associated seat is secured or locked in a position acceptable to the flight crewmember. (Cont.)

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ATA 25 EQUIPMENT Item / FURNISHINGS		(3) Number Installed		(4) Number required for dispatch	
				(5) Remarks or Exceptions	
11.	Flight Crew Seats (Cont.)				
6)	Thigh Support (If installed)	C	2	0	May be inoperative provided full flight control movement is available.
7)	Crewmember Shoulder Harnesses	B	-	-	Right side may be inoperative provided seat is not occupied.
12.	Required Documents Holder (Registration, Airworthiness Certificate etc.)	C	1	0	(O) May be missing or inoperative provided an alternate means of securing and displaying the documents is used.
13.	Pilot or Copilot Eye Locator	C	2	0	(O) May be inoperative or missing provided alternate procedures are established and used.

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ATA 26 FIRE PROTECTION Item		(3) Number Installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions	
1.	Portable Fire Extinguishers	D	-	-	Any in excess of those required by operating requirements 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.
2.	Fuselage Fire Extinguishing System (Total Flood) (If installed)				RESERVED.

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ATA 26 FIRE PROTECTION Item	(3) Number Installed		
	(4) Number required for dispatch		
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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 27 FLIGHT CONTROLS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
1.	Electric Trim	B	1	0	(M) May be inoperative provided: a) Electric Trim System is deactivated, and b) Autopilot is considered inoperative. <u>NOTE:</u> RVSM is not authorized.
2.	Angle of Attack System				See ATA 31 item 5.
3.	Angle of Attack Indicator				See ATA 31 item 5.
4.	Flap/Trim Interconnect System (S550, 560)				RESERVED.
5.	Control Lock T-Handle	C	1	0	(M) May be inoperative provided the system is secured unlocked. <u>NOTE:</u> Appropriate measures should be taken to prevent damage from gusts while on the ground.
6.	Rudder Pedal Adjustment System	C	4	2	(M) (O) May be inoperative provided a) Pilots verify full control movement and brake application is available to both pilots prior to each flight, b) Unaffected pedal can be adjusted to match the affected pedal, and c) Two pedal adjustments are not inoperative on the same side.

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ATA 27 FLIGHT CONTROLS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
7.	Trim and Flap Position Indicator Tips (All except 560 units 0751 - 5000)	C	4	0	(O) May be missing provided alternate means of marking pointer is established and used.
8.	Left Aileron - Electrical Bonding Strap - (560) (Expires 31 December 2008 without CDL approval.)	B	3	2	No more than one bonding strap may be broken or missing.
9.	Right Aileron - Electrical Bonding Strap - (560) (Expires 31 December 2008 without CDL approval.)	B	3	2	No more than one bonding strap may be broken or missing.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 28 FUEL Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
1.	Fuel Quantity Indicating Systems	B	2	1	(O) One may be inoperative provided: a) Fuel Tanks are completely filled with fuel for first flight of the day and any subsequent refueling, b) Fuel cross-feed operation is restricted to emergency use only, c) FMS Fuel Used function or Fuel Remaining Indicator is operative, d) Both Fuel Low Level indicating systems are operative, and e) Fuel quantity is determined and tracked by other acceptable means.
2.	Fuel Low Level Indicating System	B	2	1	One may be inoperative provided both Fuel Quantity Indicating Systems are operative.
3.	Fuel Remaining / Fuel Used Indicating System (If installed)	C	1	0	May be inoperative provided both Fuel Quantity Indicating Systems are operative.
4.	Single Point Refueling System (If installed)	C	1	0	
5. ***	L/R Fuel Temperature Indication	C	2	1	
6.	Pressure Refueling/Defueling Adaptor (Dust Cap or Lanyard) (If installed) (Expires 31 December 2008 without CDL approval.)	C	1	0	(O) May be inoperative or missing provided: a) Refueling receptacle is visually checked for contamination prior to each refueling, and b) No leakage can be detected after each fueling is complete.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 28 FUEL Item		(3) Number Installed	
		(4) Number required for dispatch	
		(5) Remarks or Exceptions	

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 29 HYDRAULIC POWER Item				(3) Number Installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
1.	Low Hydraulic Fluid Annunciator / Light	C	1	0	(O) May be inoperative provided adequate fluid level is verified before each flight.
2.	LO HYD FLOW L/R / HYD FLOW LOW LH/RH Annunciator	C	2	1	(O) One may be inoperative provided: a) Adequate fluid level is verified before each flight, and b) Hydraulic system operation is verified with only the associated side engine operating.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 29 HYDRAULIC POWER Item	(3) Number Installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 30 ICE & RAIN Item PROTECTION				(3) Number Installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
1.	Engine Anti-ice Systems	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
1)	Engine Anti-Ice Valves	C	2	1	One may be inoperative provided: a) Engine Anti-Ice Valve remains OPEN, and b) Takeoff and Landing field temperatures are not in excess of +10 degrees C. <u>NOTE:</u> See AFM Performance Data.
2)	ENG ANTI-ICE Annunciators	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
2.	Windshield Anti-Ice Systems				
1)	(All except 501 and 551)	C	2	1	One may be inoperative provided flight is not conducted in known or forecast icing conditions, and
2)	(501 and 551 only)	C	2	1	One may be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Left windshield anti-ice system must be operative for single pilot operations.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 30 ICE & RAIN Item PROTECTION		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
3.	Windshield Alcohol System	C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.
4.	Rain Removal Systems	C	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport for takeoff or intended landing.
5.	Pitot Heaters				NOTE: Pitot heating system(s) are required to be operative for RVSM operations.
1)	Flight under day VMC				
a)	Aeroplane with a MCTOM not over 5700 kg and with a MAPSC of 9 or less seats	B	-	0	One or more (pilot or copilot) may be inoperative for day VMC only, provided the aeroplane is not operated at any time in known or forecast icing conditions.
b)	Aeroplane with a MCTOM over 5700 kg or with a MAPSC of more than 9 seats.	B	-	1	(O) Any in excess of one (pilot or copilot) may be inoperative for day VMC only provided: a) The pilot's or co-pilot's pitot heater is verified to be operative prior to each flight, and b) The aeroplane is not operated at any time in known or forecast icing conditions.
c)	Standby Pitot Heater	C	-	0	May be inoperative for day VMC only. (Cont.)

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(1) System & Sequence Numbers		(2) Rectification Interval			
		(3) Number Installed			
		(4) Number required for dispatch			
ATA 30 ICE & RAIN Item PROTECTION		(5) Remarks or Exceptions			
5.	Pitot Heaters (Cont.)				
2)	Flights under IMC or at night	C	-	2	Pilot and copilot must be operative.
		B	-	1	(O) Any in excess of one (pilot or copilot) may be inoperative provided: a) The remaining pitot heater (pilot or copilot) is verified to be operative prior to each flight, b) The pitot heat failure indication is verified to be operative prior to each flight, and c) The aeroplane is not operated at any time in known or forecast icing conditions.
6.	Pitot or Static Heater Failure Indication System				
1)	Day VMC operations	D	-	0	May be inoperative.
2)	IFR or Night Operations	B	-	1	(O) Any n excess of one may be inoperative provided: a) The associated heater is verified to operate normally prior to each flight, b) Flight is conducted under VMC conditions, and c) Operations are not conducted into known or forecast icing conditions.
		B	-	0	All may be inoperative provided the associated heater(s) is(are) considered inoperative.

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ATA 30 ICE & RAIN Item PROTECTION		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
7.	Static Port Heating Systems				<u>NOTE:</u> Static port heating is required to be operative for RVSM operations.
1)	Day VMC Operations	D	-	0	One or more may be inoperative provided: a) Flight is conducted under VMC, and b) Operations are not conducted into known or forecast icing conditions.
2)	IFR or Night Operations	B	-	1	(O) Any in excess of one main system (pilot or copilot) may be inoperative provided: a) The remaining static port heater system (pilot or copilot) is verified to operate normally prior to each flight, b) Flight is conducted under VMC conditions, and c) Operations are not conducted into known or forecast icing conditions.
8.	Static Pressure Port Heaters				RESERVED.
9.	Wing and Tail De-Ice or Anti-Ice Systems				
1)	Pneumatic De-Ice Systems (500, 501, 550, 551, 560)	C	-	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
(Cont.)					

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ATA 30 ICE & RAIN Item PROTECTION		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
9.	Wing and Tail De-Ice or Anti-Ice Systems (Cont.)				
2)	Surface Anti-Ice Pumps (S550)	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
3)	Wing Electrical Systems (500, 501, 550, 551)	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
4)	Surface Anti-Ice Pumps (S550)				See ATA 30 item 9-2).
5)	Wing Bleed Air Anti-Ice Systems (560 units 0001 - 0538)	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
	Wing Bleed Air Anti-Ice Systems (560 units 0539 - 5000)	C	2	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
					(Cont.)

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 30 ICE & RAIN Item PROTECTION		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
9.	Wing and Tail De-Ice or Anti-Ice Systems (Cont.)				
6)	WING ANTI-ICE Annunciators (560 units 0539 - 5000)	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
10.	Pitot/Static Heater Off Annunciators				See ATA 30-6.
11.	Ice Detection Systems / Ice Evidence Probes (Visual Indicator) (If Installed)				
1)	Windshield Ice Detection Systems (Glareshield Mounted Stalk Lights) (If installed)				See ATA 33-22. (Cont.
2)	Surface Ice Detection System (S550)	B	1	0	My be inoperative for day VMC only, provided the aeroplane is not operated at any time in known or forecast icing conditions.
12.	Angle of Attack Probe and Vane Heater	B	-	0	One or more may be inoperative for day VMC only, provided the aeroplane is not operated at any time in known or forecast icing conditions.
13.	Drain Mast Heaters	C	-	0	(O) May be inoperative provided: a) Associated basins are not used, and b) Any remaining ice or liquid is removed from the basins.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 31. INDICATING / Item RECORDING SYSTEMS		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
1.	Flight Data Recorder (FDR) System (If installed)	A	-	0	<p>One or more may be inoperative provided:</p> <ul style="list-style-type: none"> a) The aeroplane does not exceed 8 further consecutive flights with the flight data recorder inoperative, b) Not more than 72 hours have elapsed since the flight data recorder was found to be inoperative, and c) Any cockpit voice recorder required to be carried is operative. <p><u>NOTE 1:</u> The flight data recorder is considered to be inoperative when any of the following conditions exist:</p> <ul style="list-style-type: none"> a) Loss of the flight recording function is evident to the flight crew during the pre-flight check e.g. by means of a system status monitor, or b) The need for maintenance has been identified by the system monitors, where available, with the setting of an indicator and the cause of that setting has not been determined, or c) Analyses of recorded data or maintenance actions have shown that more than 5% of the total number of individual parameters (variable and discrete) required to be recorded for the particular aircraft, are not being recorded properly. <p><u>NOTE 2:</u> Where improper recording affects 5% of the parameters or less, timely corrective action will need to be taken by the aeroplane operator in accordance with approved maintenance procedures.</p>

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ATA 31. INDICATING / Item RECORDING SYSTEMS		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
2.	Clocks	C	-	0	May be inoperative provided an accurate timepiece is operative on the flight deck indicating the time in hours, minutes, and seconds. <u>NOTE:</u> On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes, and seconds would be acceptable.
3.	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is recorded by other means.
4.	N1 Reminder (Mechanical and Electric) All except: (560 units 0751 - 5000)	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
5.	Angle of Attack (AOA) System				
1)	Angle of Attack Indicator (500,501, 550 units 0001 - 0800, 551)	C	1	0	
2)	Angle of Attack Indicator (S550, 560, 550 units 0801 – 1136)	C	1	0	May be inoperative provided the Stall Warning (Stick Shaker) System is operative.
3)	Angle-of-Attack (AOA) Indexer (If installed)	C	1	0	
6.	Angle-of-Attack (AOA) Indexer				See ATA 31 item 5-3).

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ATA 31. INDICATING / Item RECORDING SYSTEMS				(3) Number Installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
7.	Master Caution Lights (550 units 0801 - 1136, 560 units 0539 - 5000)	C	2	1	
8.	Master Warning Lights (all aircraft except 501 and 551)	C	2	1	
	(501 and 551 aircraft)	C	2	1	Left side must be operative for single pilot operations.
9.	Master Caution Reset Function (550 units 0801 - 1136, 560 units 0539 - 5000)	C	2	1	
10.	Master Warning Reset Function (all except 501 and 551)	C	2	1	
	(501 and 551 aircraft)	C	2	1	Left side must be operative for single pilot operations.

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ATA 31. INDICATING / Item RECORDING SYSTEMS	(3) Number Installed		
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ATA 32 LANDING GEAR Item		(3) Number Installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
1.	Power Brake System (If installed) (500,501)			RESERVED.
2.	Anti-Skid System (If installed) (All except 560 units 0539 – 5000)	C	1	0
3.	Skid Warning System (If installed) (500 & 501)	C	1	0
4.	Nose Gear Spade Door - Electrical Bonding Straps (500) (Expires 31 December 2008 without CDL approval)	B	2	1
5.	Nose Gear Doors- Electrical Bonding Straps (550, S550, 560) (Expires 31 December 2008 without CDL approval)	B	2	0
6.	Main Gear Doors Electrical Bonding Straps (550, S550, 560) (Expires 31 December 2008 without CDL approval)	B	2	0

NOTE: See AFM Abnormal Procedures
and Section IV.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 32 LANDING GEAR Item	(3) Number Installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 33 LIGHTS Item		(3) Number Installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions	
1.	Anti-Collision/Strobe Light System				
1)	Beacon Light (Rotating or Strobe Type)	C	1	0	(O) May be inoperative for daylight operations provided all white Anti-Collision lights are operative. <u>NOTE:</u> If the red Beacon light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.
2)	Anti-Collision Light (Wing-Tip Strobe Lights)	C	-	-	May be inoperative provided aircraft is not operated at night.
2.	Navigation / Position Lights	C	3	0	May be inoperative provided aircraft is not operated at night.
3.	Wing Illumination / Inspection Lights	D	-	0	One or more may be inoperative for daylight operations. (Cont.)

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 33 LIGHTS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
3.	Wing Illumination / Inspection Lights (Cont.)				
1)	Dual Pilot	B	-	0	(O) May be inoperative for night operations provided an alternate means is operative and used to illuminate ice accretion on another outside surface visible from the flight deck.
		C	-	1	(O) May be inoperative for night operations provided an alternate means is operative and used to illuminate ice accretion on another outside surface visible from the flight deck.
2)	Single Pilot	C	-	1	The left light must be operative for single pilot operations.
4.	Flight Deck Lighting	C	-	0	One or more may be inoperative for daylight operations.
		C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided, easily readable, b) Flight deck emergency (flood) lighting is operative, and c) Lighting configuration at dispatch is acceptable to the flight crew.
5.	Main Gear & Wingtip Mounted Landing Lights	C	-	0	All may be inoperative for daylight operations.
		B	-	-	50% of landing lights may be inoperative for night operations.

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ATA 33 LIGHTS Item		(3) Number Installed			
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		(5) Remarks or Exceptions			
6.	Main Gear Mounted Taxi Lights (550 units 0801-136, 560 units 0260-5000)	C	2	0	May be inoperative provided the aircraft is not operated at night.
		C	2	1	50% of taxi lights may be inoperative for night operations.
7.	Cabin Signs (Fasten Seat Belt and No Smoking Signs)	C	-	-	(O) No passenger seat, crewmember seat or lavatory may be occupied from which a 'No Smoking / Fasten Seat Belt' sign is not readily legible.
		C	1	0	(O) May be inoperative provided: a) Passenger Address System is operative and can be clearly heard throughout the cabin during flight, and b) Alternate procedures are established and used to notify passengers when seat belts must be fastened and smoking is prohibited as appropriate.
		C	1	0	May be inoperative provided no passengers are carried.
8.	Strobe Light System (Supplemental System) (If installed)				See ATA 33 item 1.
9.	Master Warning Lights				See ATA 31 item 8.
10.	Recognition Lights (If installed)	C	2	0	

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ATA 33 LIGHTS Item				(3) Number Installed	
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				(5) Remarks or Exceptions	
11.	Logo Lights (If installed)	C	2	0	
12.	Ground Recognition Light (Flashing Beacon)	C	1	0	See ATA 31 item 1.
13.	Tail Cone Compartment Lights	C	-	0	
14.	Nose Baggage Compartment Light	C	1	0	
15.	Exterior Emergency Lighting System (If installed)	B	1	0	May be inoperative for daylight operations.
16.	Cabin Dropped Aisle Lighting System (If installed)	B	-	-	Specific lights/strips may be inoperative for a particular lighting configuration as agreed by the Authority. <u>NOTE 1:</u> All lights/strips within 1 metre of an exit must be operative. <u>NOTE 2:</u> All lights/strips marking right angle intersections, including cross aisles and overwing exits, must be operative.
17.	PulseLite System (If installed)	D	1	0	
18.	Tail Mounted Position Lights				RESERVED. See ATA 33 item 2.

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		(5) Remarks or Exceptions			
19.	Cabin Interior Lighting System Lights (Including Cabin Indirect Lighting System and Cabin Reading Lights)	C	-	-	(O) Individual lights may be inoperative provided: a) Cabin Emergency lighting is verified operative, and b) Sufficient lighting is operative for the crew to perform required duties.
20.	Light Sources for Exit Signs (LED)	C	23	12	Up to 50% of the bulbs may be inoperative in one or more signs.
21.	Light Sources for Exit Signs (Incandescent)				RESERVED.
22.	Windshield Ice Detection System (Glareshield Mounted) Stalk Lights (If installed)	B	2	1	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Left side is operative for single pilot operations.
		C	2	0	May be inoperative provided aircraft is not operated at night.
23.	Aft Baggage Compartment Lights	C	-	0	

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ATA 34 NAVIGATION Item				(3) Number Installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
1.	Turn and Slip Indication				
1)	Mechanical Indicators	B	2	1	
2)	Bezel Mounted Inclinator	B	-	1	
2.	Radio Magnetic Indicators (RMI) (If installed)	C	2	1	One indicator may be inoperative provided: a) Procedures are not dependant upon the use of the remaining RMI, b) Both directional gyros are operative, c) An independent stabilized heading indication is operative on each pilot's panel, and d) Aircraft is not equipped with dual EFIS.
3.	Standby Attitude Indicator (3 rd Attitude Indicator)				RESERVED.
4.	Distance Measuring Equipment (DME) Systems	-	-	-	As required by Operating Requirements.
5.	Weather Radar System	-	-	-	As required by Operating Requirements.
6.	Automatic Direction Finding (ADF) Systems	-	-	-	As required by Operating Requirements.
7.	Marker Beacon	B	2	0	One or more may be inoperative for IFR operations, provided approach procedures do not require marker fixes. (Cont.)

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ATA 34 NAVIGATION Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
7.	Marker Beacon (Cont.)	D	2	0	One or more may be inoperative for VFR operations.
8.	Transponder Systems				
1)	Mode A/C SSR Transponder				
	a) VFR over routes navigated by reference to visual landmarks	A	-	0	(O) May be inoperative provided agreement can be obtained from all ATC authorities along the route or any planned diversion, to a place where repairs can be made. <u>NOTE:</u> This system is required to be operative for RVSM operations.
	b) IFR, or VFR over routes not navigated by reference to visual landmarks	C	-	1	Any in excess of one may be inoperative.
2)	ATC Mode S Transponder System	D	-	0	Any in excess of those required for the intended route, may be inoperative. <u>NOTE 1:</u> An operative ATC Mode S transponder is defined as a transponder which can provide, at least, Elementary Surveillance capability.
		C	-	0	One or more may be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended route. (Cont.)

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ATA 34 NAVIGATION Item		(3) Number Installed			
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		(5) Remarks or Exceptions			
8.	Transponder Systems				
2)	ATC Mode S Transponder System (Cont.)				<p><u>NOTE 1:</u> An operative ATC Mode S transponder is defined as a transponder which can provide at least, Elementary Surveillance capability.</p> <p><u>NOTE 2:</u> Altitude Reporting, provided by an ATC Mode S Transponder, is required for ACAS II operation. Refer to 34-19-2) for flight with ACAS II inoperative.</p> <p><u>NOTE 3:</u> Altitude reporting, provided by an ATC Mode S Transponder, is required for flight into RVSM airspace.</p>
a)	Enhanced Surveillance Capability (if installed)	D	-	0	One or more Downlinked Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when not required for the intended route.
		C	-	0	One or more Downlinked Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when required for the intended route.
9.	Radio (VHF/UHF) Navigation Equipment (VOR/ILS)	-	-	-	As required by Operating Requirements.

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		(5) Remarks or Exceptions			
10.	Radio Altimeter Systems	A	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Approach minimums or operating procedures do not require its use, b) GPWS is considered inoperative, c) TCAS is considered inoperative, and d) Repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.
11.	Flight Director / Guidance Computer(s) (FDC/FGC) (If installed) (All except 560 units 0751 - 5000)	B	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Approach Minimums do not require its use, and b) Indicators are retracted from view. <p><u>NOTE 1:</u> Autopilot may be inoperative.</p> <p><u>NOTE 2:</u> RVSM is not authorized if Autopilot is inoperative.</p>
12.	Altitude Alerting System	A	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days. <p><u>NOTE:</u> RVSM is not authorized.</p>
1)	Vertical Navigation System				See ATA 34 item 28.
13.	Global Positioning System (GPS) (If installed)	C	-	-	Any in excess of those required by Operating Requirements may be inoperative.

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ATA 34 NAVIGATION Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
14.	TACAN (If installed)	D	-	0	
15.	Outside Air Temperature Indicating System(s)	C	-	1	
16.	Symbol Generators for Electronic Flight Instrument System (EFIS)				
1)	5 Tube System	C	3	2	(O) One may be inoperative provided: a) EFIS displays at pilot's and co-pilot's stations are operated from independent symbol generators, b) Alternate procedures are established and used, and c) Enroute or approach procedures do not require use of the MFD.
2)	3 Tube System				
	(550 units 0001 - 0733, 551, and S550)	C	2	1	(O) One may be inoperative provided: a) Alternate procedures are established and used, and b) Enroute or approach procedures do not require use of the MFD.
	(550 units 0801 - 1136)	B	2	1	One may be inoperative provided: a) Flight is not conducted at night, and b) Aircraft is operated in VMC only.
(Cont.)					

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ATA 34 NAVIGATION Item		(3) Number Installed			
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		(5) Remarks or Exceptions			
16.	Symbol Generators for Electronic Flight Instrument System (EFIS)				
2)	3 Tube System (Cont.)				
	(560 units 0001 - 0259)	C	2	1	(O) One may be inoperative provided: a) Alternate procedures are established and used, and b) Enroute or approach procedures do not require use of the MFD.
	(560 Units 0260 - 0750)	B	2	1	One may be inoperative provided: a) Flight is not conducted at night, and b) Aircraft is operated in VMC only.
17.	Electronic Flight Instrument System Multifunction Display (MFD)				
1)	MFD installed with Honeywell EDZ-605 EFIS (If installed)	C	1	0	(O)
2)	Honeywell Primus 1000 EFIS System MFD	C	1	0	(O) May be inoperative provided the aircraft is operated by a crew of two. <u>NOTE:</u> The Traffic Alert Display System of TCAS will be unavailable. See ATA-34 item 19.
3)	Collins Proline 21 System MFD	B	1	0	(O) <u>NOTE:</u> The Traffic Alert Display System of TCAS, the display of terrain in GPWS, and the IFIS functions will be unavailable.

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ATA 34 NAVIGATION Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
18.	Vertical Speed Indicator (VSI)				
	(1) Single pilot operation	C	-	1	Any in excess of one may be inoperative provided the operative VSI is on the commander's side.
	(2) Two pilot operation	C	-	1	Any in excess of one may be inoperative for day VMC only, provided the operative VSI is on the commander's or co-pilot's side.
19.	Traffic Alert and Collision Avoidance System (TCAS)				
	1) Traffic Alert and Collision Avoidance System (TCAS I)				RESERVED.
	2) Traffic Alert and Collision Avoidance System (TCAS II)	C	-	0	(M) May be inoperative provided system is: a) Not required by Operating Requirements, b) Deactivated and secured, and c) Not required for enroute or approach procedures.
		A	1	0	(M) (O) May be inoperative provided the system is deactivated and secured, and repairs or replacements are carried out within 10 calendar days. <u>NOTE:</u> Local Authorities may impose a more restrictive rectification interval.
	a) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	(O) May be inoperative on the non-flying pilot side provided: a) TA and RA elements and audio functions are operative on the flying pilot side, and b) TA and RA display indications are visible to the non-flying pilot.
					(Cont.)

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ATA 34 NAVIGATION Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
19.	Traffic Alert and Collision Avoidance System (TCAS)				
2)	Traffic Alert and Collision Avoidance System (TCAS II) (Cont.)				
b)	Resolution Advisory (RA) Display System(s)	C	2	1	(O) May be inoperative on non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) All Traffic Alert (TA) display elements 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.
c)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
d)	Audio Functions	A	1	0	May be inoperative provided: a) Enroute or approach procedures do not require use of TCAS, and b) Repairs or replacements are carried out within 10 calendar days. NOTE: Local Authorities may impose a more restrictive rectification interval.
e)	Airspace Selection Function (If installed)	C	-	0	

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ATA 34 NAVIGATION Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
20.	Traffic Alert Collision Avoidance (TCAS)				See ATA 34 item 19.
21.	Ground Proximity Warning Systems (If installed)	A	-	0	May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.
1)	Modes 1 to 4	A	-	0	May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.
2)	Test Mode	A	-	0	May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.
3)	Glideslope Deviation (Mode 5)	B	-	0	
		C	-	1	
4)	Terrain Awareness & Warning System (TAWS)	A	-	0	May be inoperative provided: a) The GPWS functions are operative, and b) Repairs or replacements are carried out within 10 calendar days.
		A	-	0	May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.
		C	-	0	(M) May be inoperative provided system is: a) Not required by Operating Requirements, b) Deactivated and secured, and c) Not required for enroute or approach procedures.
(Cont.)					

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(1) System & Sequence Numbers		(2) Rectification Interval				
ATA 34 NAVIGATION Item				(3) Number Installed		
				(4) Number required for dispatch		
				(5) Remarks or Exceptions		
21.	Ground Proximity Warning Systems (If installed) (Cont.)					
5)	Advisory Callouts (If installed)	C	-	0		(O) May be inoperative provided alternate procedures are established and used. <u>NOTE:</u> Check Flight Manual limitations for approach minimums.
6)	Windshear Mode (If installed)					
a)	Predictive	D	-	0		May be inoperative.
b)	Reactive	D	-	0		(O) May be inoperative provided alternate procedures are established and used.
7)	Runway Awareness & Advisory System (RAAS) (If installed)	C	1	0		
22.	Storm Scope or Lightning Detector System (If installed)	C	1	0		
23.	Air Data Computer (Pilot and Copilot) (550 units 0801 - 1136, 560 units 0260 - 5000)	A	2	1		One may be inoperative for one flight day provided: a) Flight is not conducted at night, and b) Aircraft is operated in VMC only. <u>NOTE:</u> RVSM is not authorized.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 34 NAVIGATION Item				(3) Number Installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
24.	Heads Up Display (HUD) (If installed)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
25.	Inflight Information System (IFIS) (If installed)	C	-	0	(O) May be inoperative provided alternate procedures are established and used where operating procedures are dependant upon the use of the affected IFIS Functions. <u>NOTE 1:</u> Any IFIS function which operates normally may be used. <u>NOTE 2:</u> Any out of date Database is considered to be inoperative.
26.	SkyWatch Traffic Advisory System (If installed)	C	1	0	
27.	Flight Director Mode Selector Annunciations	C	-	0	(O) May be inoperative provided: a) Annunciation(s) is available to the crew on another display, and b) Crew verifies annunciation(s) is appropriate to the function(s) selected.
28.	Flight or Navigation Management System (FMS or NMS)	C	-	-	Any in excess of those required by Operating Requirements may be inoperative provided functions are not required by other procedures.
1)	Navigation Databases (If installed) <u>NOTE:</u> Any out of date Database is considered to be inoperative.	C	-	0	(O) One or more may be inoperative for the intended route where conventional (non-RNAV) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and b) Navigation database information is disregarded.
(Cont.)					

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(1) System & Sequence Numbers		(2) Rectification Interval	
ATA 34 NAVIGATION Item		(3) Number Installed	(4) Number required for dispatch
		(5) Remarks or Exceptions	
28.	Flight or Navigation Management System (FMS or NMS)		
1)	Navigation Databases (If installed) (Cont.)		
		C - 1	Any in excess of one may be inoperative, provided the operative database is: <ul style="list-style-type: none"> a) Up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV, and b) This up to date Database is readily available to the flight crew member(s) responsible for navigation.
		A - 0	(O) One or more may be out of date for a maximum of 10 calendar days provided: <ul style="list-style-type: none"> a) Area Navigation (RNAV) departure, arrival and approach procedures do not depend on the data amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify database Navigation Fixes, coordinates, frequencies, status (as applicable) and suitability of Navigational Facilities required for the intended route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures, and which have been amended in the current database cycle, are manually tuned and identified.
(Cont.)			

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ATA 34 NAVIGATION Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
28.	Flight or Navigation Management System (FMS or NMS)				
1)	Navigation Databases (Cont.)	A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: a) Conventional (non-RNAV) departure, arrival and approach procedures, (when available), or ANSP assistance are used as an alternative to RNAV procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigational Facilities required for the intended route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.
2)	FMS Fuel Planning and Indicating Functions	C	-	-	May be inoperative provided: a) The Fuel Quantity Indicating system is operative, and b) The Fuel Flow Indicating Systems are operative.
29.	Navigation Management System				RESERVED.
1)	Navigation Databases				RESERVED.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 34 NAVIGATION Item		(3) Number Installed		(4) Number required for dispatch	
				(5) Remarks or Exceptions	
30.	Display Controller (PFD)				
1)	Honeywell Primus 1000 System				
a)	VOR / Localizer Source Selector Switches (NAV)	C	2	-	May be inoperative provided procedures do not require their use. <u>NOTE:</u> NAV source can not be changed. Aircraft powers up on the onside VHF.
b)	FMS Source Selector Switches	C	2	0	May be inoperative provided procedures do not require their use.
c)	Elapsed Time Function Switch (ET)	C	2	0	
d)	Horizontal Indicator Mode Select Switches (HSI)	C	2	0	
e)	Radio Altitude Knob	C	2	0	May be inoperative provided approach minimums do not require its use. (Cont.)
f)	Single Cue / Cross Pointer Switch (SC/CP)	C	2	0	
g)	Groundspeed / Time To Go Switch (GSPD/TTG)	C	2	0	

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ATA 34 NAVIGATION Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
30.	Display Controller (PFD) (Cont.)				
	2) Collins Pro Line 21 System				
	a) Reference Information Selector (REFS)	C	2	1	
	b) Menu/Data Selector (MENU ADV/DATA)	C	2	0	May be inoperative provided procedures do not require its use.
	c) NAV/BRG Source Selector (NAV/BRG)	C	2	0	May be inoperative provided procedures do not require its use.
					NOTE: NAV source can not be changed. Aircraft powers up on the onside FMS.
	d) Radar Selector (RADAR)	C	2	1	
	e) Ground Clutter Suppression Selector (GCS)	C	2	0	
	f) Radar Tilt and Range Selector (TILT/RANGE)	C	2	1	
31.	Display Controller (MFD)				
	1) Honeywell Primus 1000				
	a) MAP/PLAN Switch	C	1	0	

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 34 NAVIGATION Item		(3) Number Installed		(4) Number required for dispatch	
				(5) Remarks or Exceptions	
31.	Display Controller (MFD) (Cont.)				
	b) WX Switch	C	1	0	May be inoperative provided at least one PFD HSI switch operates normally.
	c) Range Selector	C	1	0	
	d) Checklist Function Buttons (NORM, EMER, RCL, PAG, SKIP, ESC or ENT)	C	6	0	
1)	Honeywell Primus 1000 (Cont.)				
	e) Joystick Controller	C	1	0	
	f) Symbol Display Buttons (APT, VOR, DAT)	C	3	0	
2)	Display Controller (MFD) Collins Proline 21 System				
	a) MENU Switch	C	1	0	
	b) DATA BASE Switch	C	1	0	
	c) Memory Switches (ME1, MEM2, and MEM3)	C	3	0	
	d) Chart Function Switches (CHART, Flip, ZOOM)	C	3	0	May be inoperative provided procedures do not require their use.
					(Cont.)

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ATA 34 NAVIGATION Item				(3) Number Installed	
				(4) Number required for dispatch	
				(5) Remarks or Exceptions	
31.	Display Controller (MFD)				
2)	Display Controller (MFD) Collins Proline 21 System (Cont.)				
e)	Menu/Data Selector (MENU ADV/DATA)	C	1	0	May be inoperative provided procedures do not require its use.
f)	Joystick Controller	C	1	0	
32.	Standby Flight Display Heading Information (If installed)				
1)	Meggitt Standby Flight Display Heading Information (550 units 0809 - 1044, 560 units 0260 - 0643)				RESERVED.
2)	GH-3000 Electronic Standby Instrument System Heading Information (If installed)	C	1	0	Heading information may be inoperative provided: a) Both PFD heading information is operative, and b) Magnetic compass is installed and operative.
33.	GH-3000 Internal Cooling Fan (If installed)	C	1	0	

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 34 NAVIGATION Item		(3) Number Installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions	
34.	Non-Stabilized Magnetic Compass (If installed)	B	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is equipped with dual AHRS, b) Both AHRS heading information sources are operative, and c) Aircraft is equipped with a GH-3000 Electronic Standby Instrument and its System Heading Information is operative.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 34 NAVIGATION Item		(3) Number Installed	
		(4) Number required for dispatch	
		(5) Remarks or Exceptions	

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 35 OXYGEN Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
1.	Passenger Oxygen System	C	1	0	May be inoperative provided: a) Aircraft is operated without passengers, and b) Crew Oxygen System is operative.
2.	Cabin Passenger Oxygen Drop Out Panels Including Oxygen Masks	B	-	0	Individual Dispensers / Panels may be inoperative or missing provided associated seat is blocked and placarded, "DO NOT OCCUPY."
3.	Oxygen Tank Fill Port	C	1	0	(M) May be inoperative provided: a) It is verified there are no leaks in the system, and b) The bottle is filled using alternate means.
4.	Portable Protective Breathing Equipment (PBE) (If installed)	D	-	-	Any in excess of Operating Requirements may be inoperative or missing provided the inoperative PBE is: a) Placarded inoperative, b) Removed from the installed location, and c) Placed out of sight so it cannot be mistaken for a functional unit. NOTE: Some PBE's may be considered hazardous material if they are inoperative and contain oxygen generators.

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ATA 35 OXYGEN Item		(3) Number Installed	
		(4) Number required for dispatch	
		(5) Remarks or Exceptions	

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 38 WATER / WASTE Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
1.	Potable Water System	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. <u>NOTE:</u> Any portion of the system that works normally may be used.
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure the system is not serviced.
2.	Lavatory Waste Systems	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. <u>NOTE:</u> Any portion of the system that works normally may be used.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 38 WATER / WASTE Item	(3) Number Installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		

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(1) System & Sequence Numbers		(2) Rectification Interval		
ATA 52 DOORS Item		(3) Number Installed		
		(4) Number required for dispatch		(5) Remarks or Exceptions
1.	Nose Baggage Doors			
1)	Annunciator System (550 units 0801 - 1136, 560 units 0260 - 5000)	C	2	0 (O) May be inoperative provided a crewmember verifies by physical inspection prior to each departure, the associated door(s) is secured and locked.
2)	Electrical Bonding Straps (500) (Expires 31 December 2008 without CDL approval)	B	2	1
3)	Electrical Bonding Straps (550, S550, 560) (Expires 31 December 2008 without CDL approval)	B	2	0
4)	Gust Locks	C	-	0
5)	Gas Support Struts			RESERVED.
2.	Aft Baggage or Tailcone Door			
1)	Annunciator System (550 units 0801 - 1136) (560 units 0260 - 5000)	C	1	0 (O) May be inoperative provided a crewmember verifies by physical inspection prior to each departure, the door is secured and locked.
2)	Electrical Bonding Straps (Expires 31 December 2008 without CDL approval)	B	1	0

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 52 DOORS Item		(3) Number Installed			
		(4) Number required for dispatch			
				(5) Remarks or Exceptions	
3.	Tailcone Door				See ATA 52 item 2.
1)	Annunciator (560 units 0260 - 5000)				See ATA 52 item 2.
2)	Electrical Bonding Straps				See ATA 52 item 2.
4.	Door Key Locks				
1)	Aft Baggage / Tailcone Door	D	1	0	(O) May be inoperative in the unlocked position provided the door is verified closed and latched prior to flight.
2)	Nose Baggage Doors	C	2	1	(O) One may be inoperative in the locked position provided required preflight actions may be performed through the opposite door.
3)	Cabin Door	D	1	0	May be inoperative provided the lock is in the unlocked position.
4)	Single Point Refueling Door (If installed)	D	1	0	(O) May be inoperative provided the door is verified closed and latched.
5.	Entry Step Support Components (If installed)				
1)	Cables / Chains	C	-	0	(O) May be inoperative provided: a) It is verified Cables or Chains do not interfere with door operation, and b) Alternate procedures are developed and used to ensure safe entry / egress.
(Cont.)					

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 52 DOORS Item		(3) Number Installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions	
5.	Entry Step Support Components (If installed) (Cont.)				
2)	Rate Controllers	C	2	0	May be inoperative provided the Entry Step is lowered with caution.
6.	Cabin Door Seal 500, 501, S550, 551 (550 units 0001 - 0733)	C	1	0	(O) May be inoperative provided: a) Door Seal does not interfere with door operation, b) Flight is conducted unpressurized, c) Cabin Emergency Dump is operative and selected to Dump, d) Cabin Altitude is set above 10,000 feet MSL, e) Cabin Rate is set to maximum, and f) Aircraft is operated at 10,000 feet MSL or below.
7.	Cabin Door Secondary Seal (550 units 0801 - 1136, 560)	C	1	0	May be inoperative provided: a) Secondary Seal does not interfere with door operation, b) Primary Seal is operative, and c) Flight is conducted at FL 250 or below. (Cont.)

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 52 DOORS Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
7.	Cabin Door Secondary Seal (550 units 0801 - 1136, 560) (Cont.)	C	1	0	(O) May be inoperative provided: a) Secondary Seal does not interfere with door operation, b) Flight is conducted unpressurized, c) Cabin Emergency Dump is operative and selected to Dump, d) Cabin Altitude is set above 10,000 feet MSL, e) Cabin Rate is set to maximum, and f) Aircraft is operated at 10,000 feet MSL or below.
8.	Cabin Door Primary Seal (550 units 0801 - 1136, 560)	C	1	0	May be inoperative provided: a) Primary Seal does not interfere with door operation, b) Secondary Seal is operative, and c) Flight is conducted at FL 250 or below.
		C	1	0	(O) May be inoperative provided: a) Primary seal does not interfere with door operation, b) Flight is conducted unpressurized, c) Cabin Emergency Dump is operative and selected to Dump, d) Cabin Altitude is set above 10,000 feet MSL, e) Cabin Rate is set to maximum, and f) Aircraft is operated at 10,000 feet MSL or below.

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 52 DOORS Item		(3) Number Installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions	
9.	DOOR SEAL Annunciator System (550 units 0801 - 1136, 560)	C	1	0	(O) May be inoperative provided: a) Primary door seal is verified operative, and b) Flight is conducted at FL 250 or below.
		C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Cabin Altitude is set above 10,000 feet MSL, d) Cabin Rate is set to maximum, and e) Aircraft is operated at 10,000 feet MSL or below.
10.	Cabin Door Annunciator System (560 units 0260 – 5000, 550 units 0801 – 1136)	B	1	0	(O) May be inoperative provided: a) All door lock flags are visible in the sight glass locations on the door, and b) Interior door handle securing pin is verified engaged (unable to rotate the handle without depressing the push button in the handle grip).

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 52 DOORS Item	(3) Number Installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		

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(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 73 ENGINE FUEL & CONTROL		(3) Number Installed			
		(4) Number required for dispatch		(5) Remarks or Exceptions	
1.	Engine Synchronizer System (All except 560 units 0751 - 5000)	C	1	0	
2.	Fuel Flow Indicating Systems	B	2	1	One may be inoperative provided both Fuel Quantity Indicating Systems are operative.
3.	Ground Idle System (550 units 0801 – 1136, 560)				RESERVED.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 73 ENGINE FUEL & Item CONTROL	(3) Number Installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		

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(1) System & Sequence Numbers		(2) Rectification Interval		
ATA 74 IGNITION Item		(3) Number Installed		
		(4) Number required for dispatch		(5) Remarks or Exceptions
1.	Engine Igniter Lights / Annunciators (All except 560 units 0751 - 5000)	B	2	1 One may be inoperative provided igniter snapping is verified audibly prior to start.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 74 IGNITION Item	(3) Number Installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		

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Cessna CE-500 Citation Series		Revision No: 1		Page: 77-1	
(1) System & Sequence Numbers		(2) Rectification Interval			
ATA 77 ENGINE INDICATING Item		(3) Number Installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
1.	ITT Indicating Systems Digital Function (All except 560 units 0751 - 5000)	C	2	1	One may be inoperative provided both Analog Indicators are operative.
2.	N1 Indicators				
1)	N1 Digital Display (All except 550 and 560)	B	2	1	One may be inoperative provided: a) Corresponding N1 Tape Display is operative, and b) All other engine indicators on both engines are operative.
2)	N1 Tape Display (All except 550 and 560)	B	2	1	One may be inoperative provided: a) Corresponding N1 Digital Display is operative, and b) All other engine indicators on both engines are operative.
3.	Standby Engine ITT Indicating System (560 units 0751 - 5000)	C	2	1	One may be inoperative provided: a) Corresponding ITT indicator on the EICAS display is operating normally, b) Standby N1 and N2 indicators are operating normally, and c) All other engine indicators are operative.

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ATA 77 ENGINE INDICATING Item	(3) Number Installed		
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JOINT AVIATION AUTHORITIES
MASTER MINIMUM EQUIPMENT LIST

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Cessna CE-500 Citation Series		Revision No: 1		Page: 78-1
(1) System & Sequence Numbers		(2) Rectification Interval		
ATA 78 THRUST REVERSERS Item		(3) Number Installed		
		(4) Number required for dispatch		(5) Remarks or Exceptions
1.	Thrust Reversers (If installed)	C	2	0 (M) May be inoperative provided affected Thrust Reverser is secured in the forward thrust position using approved maintenance procedures.

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(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 78 THRUST REVERSERS Item	(3) Number Installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		

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