EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST
(SUPPLEMENT)

Hawker Beechcraft Model 4000

Revision 0
04.05.2010

This supplement is issued as revised in its entirety

Corresponding to FAA MMEL
RA-4000 R1a Dated 01/30/2010

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST

Revision 0
Date: 04 May 2010

SUPPLEMENT

Hawker Beechcraft Model 4000

REVISION 0

This Master Minimum Equipment List (MMEL) Supplement is issued by the European Aviation Safety Agency (EASA) at the above revision and is recommended as the basis for the preparation and approval of individual operator's Minimum Equipment Lists (MELs) for aircraft of this Type, as certificated by and operated under the jurisdiction of EU member States National Authorities.
This EASA MMEL Supplement must only be used in conjuction with the FAA Approved MMEL RA-4000 at Revision 1a dated 30 January 2010.

Signed by

Evan Nielsen
For and on behalf of the EASA

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EUROPEAN AVIATION SAFETY AGENCY

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REVISION RECORD

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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 EASA 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 EASA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which the EASA 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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Hawker Beechcraft Model 4000

PREAMBLE
(Continued)

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 this MMEL has taken account 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.

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

The following Definitions are used throughout this document.

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.

Category C
Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery.

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

Three asterix (***) in column 1 indicates an item which is not required by the airworthiness Regulations but may have been installed in the airplane. It should be noted that neither this definition nor the use of this symbol provides authority to install or remove an item from an aircraft.

As required by Operating Requirements: The associated item must comply with JAR-OPS 1 or any other legislation in force during the flight. Operators should refer to JAR-OPS 1 MEL Policy Document (Administrative and Guidance Material, Section Four: Operations, Part Three: Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within JAR-OPS 1, subparts K and L.

"May be inoperative" is used when the fault is an inoperative item or function

"May be displayed" is used when the fault is the display of a CAS Message and the CAS Message will remain posted for the duration of the malfunction.

"Aircraft may be operated" is used when the fault is identified by a CAS Message but the CAS Message will extinguish by required action or may be displayed intermittently even though the malfunction remains. It identifies MMEL items that allow aircraft dispatch and operation within identified parameters or other restrictions.

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GUIDANCE FOR USE OF THIS SUPPLEMENT

GUIDANCE FOR USE OF THIS SUPPLEMENT

1. This supplement defines the standard of MMEL recommended for the above aircraft type by the members of the European Aviation Safety Agency (EASA) by identifying the differences from the FAA MMEL at the latest revision.

2. The information presented in the FAA MMEL for the aircraft type is acceptable to EASA except where superseded by an item in this supplement.

   NOTE: Items within this supplement will use the same reference number as the corresponding item in the FAA MMEL.

3. Unless superseded by information within this supplement, where the FAA MMEL refers to an item "as required by FAR (local) regulations" it shall be interpreted as meaning, "As required by EASA and/or by Applicable National Operating Regulations".

4. Unless otherwise stated within this Supplement the Definition and Preamble contained in the FAA MMEL are applicable. However, JAA equivalents must be assumed in reading and applying both.

5. The Preamble and Definitions of the FAA MMEL, adjusted by use of JAA equivalents, should be applied to any MEL generated by use of this supplement in conjunction with the FAA MMEL.

6. This supplement is based upon the FAA approved Hawker Model 4000 MMEL up to Revision 0 dated 04.05.2010 and JAR OPS TGL 26 Revision 10 (June 2008).

This MMEL incorporates identification of aircraft discrepancies on the Engine Indicating and Crew Alerting System (EICAS) through display of CAS messages. CAS messages identified as dispatch considerations are included in the Airplane Flight Manual (AFM) CAS Index page in Sections 3A and 3B. The CAS Index pages in Sections 3A and 3B indicate which CAS indications are a No Go and need to be corrected, and which conditions allow dispatch via the MMEL. In the event of multiple aircraft discrepancies, the pilot in command must ensure that the failure is properly identified. Depending upon the CAS message(s), the aircraft may be released under the associated MMEL item provided all dispatch conditions are complied with.

Any recurrence of a CAS message(s) related to the applied MMEL item(s) must be addressed per the relevant abnormal/emergency procedures, unless other instructions are clearly indicated in the associated dispatch conditions, operational procedures, or placarding procedures.

Operation with permanently displayed CAS messages (except, if applicable, during automatic inhibition phases) is acceptable only after the completion of and compliance with the associated dispatch conditions, operational procedures, or placarding instructions.

Prior to dispatch on subsequent flights following identification of an aircraft discrepancy, and particularly in the case of multiple identified discrepancies, the pilot in command must ensure that the failure is properly identified.

The operator is responsible to define a policy to ensure that CAS messages displayed prior to entering the runway environment and addressed per the MMEL direction do not compromise the safety of flight.

(1) System & Sequence Numbers ITEM		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
23 COMMUNICATIONS					
00-1	Cockpit Voice Recorder (CVR) (OPS 1.700)	A	-	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.
10-1	Communications Systems (VHF) (OPS 1.860, 1.865)	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	Any in excess of two, and not powered by an emergency bus, may be inoperative. NOTE: VHF 1 must be operative
40-1	Passenger Address System (PA)				
	1) Passenger Configuration (OPS 1.695)	B	-	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.
	2) Lavatory Speakers	B	-	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.

(1) System & Sequence Numbers ITEM		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
23 COMMUNICATIONS					
50-3	Headsets (excluding Headset Mic) (OPS 1.650, 1.652)	C	-	2	NOTE: Comply with AFM Limitation.
50-4	Boom Microphone (Headset Microphone) (OPS 1.650, 1.652)	A	-	2	Any in excess of two may be inoperative provided repairs are made within three (3) flight days.

(1) System & Sequence Numbers ITEM		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25 EQUIPMENTS/FURNISHINGS					
00-1	Non-Essential Equipment & Furnishings (NEF)	-	-	-	Not Applicable to European Operators
10-03	Emergency Vision Assurance System (EVAS)	-	-	-	Not Applicable to European Operators
60-01	ELT				
1)	Fixed ELT (OPS 1.820)	A	-	0	May be inoperative for a maximum of 6 flights or 25 flight hours, whichever occurs first.
		D	-	-	Any in excess of those required may be inoperative or missing.
60-02	Emergency Medical Equipment				
2)	Emergency Medical Kit (EMK) and/or Associated Equipment (OPS 1.755)	D	-	-	(O) Any in excess of those required may be inoperative.
		A	-	-	(O) 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 (OPS 1.745)	D	-	-	(O) Any in excess of those required may be incomplete or missing.
		A	-	1	(O) If more than one is required, only one of the required first aid kits may be incomplete for a maximum of 2 calendar days.
60-03	Flotation Equipment				
1)	Life Preserver (OPS 1.825)	D	-	-	(O) Any in excess of those required may be missing or inoperative, provided: (a) Inoperative life preserver 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 operative life preservers is maintained.

(1) System & Sequence Numbers ITEM		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
31 INDICATING / RECORDING SYSTEMS					
20-1	Clock (within PFD) (JAR-OPS 1.650/1.652)	C	-	0	May be inoperative provided an accurate timepiece is operative on the flight deck indicating the time in hours, minutes and seconds. Note 1: The above is applicable only to those aeroplanes where the clock has no implication on other equipment e.g. FDR, otherwise the effects on such other systems must be considered. Note 2: 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.
30-1	Flight Data Recorder (FDR) (JAR-OPS 1.715/720/725)	A	-	0	One or more may be inoperative provided: (a) The aeroplane does not exceed 8 further consecutive flights with the FDR inoperative, (b) A maximum of 72 hours have elapsed since the FDR was found to be inoperative, and (c) Any Cockpit Voice Recorder required to be carried is operative. Note 1: The flight data recorder is considered to be inoperative when any of the following conditions exist: (i) 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 (ii) 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
	(Continued)				

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(1) System & Sequence Numbers ITEM	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
31 INDICATING / RECORDING SYSTEMS 30-1 Flight Data Recorder (FDR) (Continued)				(iii) 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. Note 2: 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.

(1) System & Sequence Numbers ITEM		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33 LIGHTS					
10-1	Cockpit Area (overhead)	C	1	0	May be inoperative for daylight operations.
		C	-	-	May be inoperative provided: (a) Both Cockpit Reading Lights are operative, and (b) Lighting configuration at dispatch is acceptable to the flight crew.
10-4	Instrument Panel Light systems	C	5	0	Individual electroluminescent zones may be inoperative provided: (a) All required instruments, controls, and other devices are clearly illuminated, and (b) Lighting configuration and intensity is acceptable to the flight crew.
		C	5	0	(O) May be inoperative for daylight operations.
40-1	Landing Lights *(JAR-OPS 1.640)*	B	2	1	One may be inoperative provided the Taxi Light is operative on the side of the inoperative landing light.
		C	2	0	One or more may be inoperative for daylight operations.
40-3	Position (Navigation) Lights	C	6	3	One bulb in each assembly may be inoperative. NOTE: There are two bulbs in each position light assembly.
		C	6	0	May be inoperative for daylight operations.

(1) System & Sequence Numbers ITEM		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33 LIGHTS					
50-3	Exterior Emergency Lighting System Over Wing Exit, RH Emergency light Assy (Wing inspection) LH Emergency light Assy (Wing inspection)	B	3	0	May be inoperative provided passengers are carried during daylight operations only.
50-4	Main Entry Door Lights				
1)	Main Door Step Lights	D	4	0	May be inoperative provided no passengers are carried
		B	4	0	May be inoperative for daylight operations.
2)	Main Entry Step Flood Light (forward door edge)	D	1	0	May be inoperative provided no passengers are carried
		B	1	0	May be inoperative for daylight operations.

(1) System & Sequence Numbers ITEM		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION					
40-1	Weather Radar System	C	1	0	May be inoperative provided the weather reports or forecasts available to the commander indicate that cumulonimbus clouds or other potentially hazardous weather conditions, which could be detected by the system when in working order, are unlikely to be encountered on the intended route.
40-2 1)	Terrain Awareness Warning System (TAWS) / Ground Proximity Warning System (GPWS) (Class A or B Required)	A	1	0	(O) May be inoperative for a maximum of 6 flights or 25 flight hours or 2 calendar days, whichever occurs first.
***	(Class C TAWS or GPWS not required by FAR)				Not Applicable to European Operators
a)	Modes 1-4 (Class A TAWS Required by FAR)	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established used, and Repairs are made within 6 flights or 25 flight hours or 2 calendar days, whichever occurs first.
	Modes 1 & 3 (Class B TAWS required by FAR)				Not Applicable to European Operators.
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 6 flights or 25 flight hours or 2 flight days, whichever occurs first.
	(Continued)				

(1) System & Sequence Numbers ITEM		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION					
40-2	(TAWS) / (GPWS) (Continued)				
1)					
c)	Glideslope Deviation (Mode 5)	B	-	0	May be inoperative.
	(Class A TAWS required by FAR)	C	-	0	May be inoperative for day VMC only.
***	Modes 2, 4, & 5 (Class B TAWS required by FAR)				Not Applicable to European Operators
d)	Advisory Callouts	C	-	0	(O) May be inoperative provided alternate procedures are established and used. Note: Check Flight Manual limitations for approach minima.
e) ***	Windshear Mode (Reactive) (Class A TAWS required by FAR)	D	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	(Class B TAWS required by FAR)				Not Applicable to European Operators.
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	A	-	0	(O) May be inoperative for a maximum of 10 calendar days provided the GPWS functions are operative.
		A	-	0	May be inoperative for a maximum of 6 flights, or 25 flight hours, or 2 flight days, whichever occurs first.
	(Continued)				

(1) System & Sequence Numbers ITEM		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION					
40-2	(TAWS) / (GPWS) (Continued)				
3)	Terrain Displays (Class A TAWS required by FAR)	C	-	1	
		B	-	0	
***	(Class B TAWS required by FAR)				Not Applicable to European Operators
4) ***	Runway Awareness & Avoidance System (RAAS)				Not Applicable to European Operators
40-3	Traffic Alert and Collision Avoidance System (TCAS II)	A	-	0	(M) May be inoperative for a maximum of 10 calendar days provided the system is deactivated and secured.
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
2)	Resolution Advisory (RA) Display System(s)				Not allowed by installation.
3)	Traffic Alert Display System(s)				Not allowed by installation.
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
5) ***	Airspace Selection Function (Continued)	C	-	0	

(1) System & Sequence Numbers ITEM	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION				
50-4 VHF 1 Navigation Systems (VOR/ILS)				
1) Two operative FMS	B	1	0	May be inoperative provided: (a) Aircraft is operated VFR, (b) Navigational capability can be assured, and (c) Approach procedures are not required to be based on VOR signals. Note: Operators should consider if the in-flight failure of any FMS sensor allows safe navigation with the remaining operative sensors and equipment.
2) One operative FMS	B	1	0	May be inoperative provided: (a) Aircraft is operated VFR, (b) VHF 2 Navigation Systems are operable, (c) Both ADF (where required) and DME are operative, and (d) The airplane is equipped with alternative equipment authorized, for the route being flown, by the Authority. Note: Operators should consider if the in-flight failure of any FMS sensor allows safe navigation with the remaining operative sensors and equipment.
(Continued)				

(1) System & Sequence Numbers ITEM	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION				
50-4 VHF 1 Navigation Systems (VOR/ILS) (Continued)				
3) FMS inoperative	B	1	0	May be inoperative provided: (a) Aircraft is operated VFR, (b) VHF 2 Navigation Systems are operable, (c) Operational procedures, are not based only on VOR signals, and (d) Both ADF and DME are operative or alternative approved equipment giving equivalent or enhanced navigation capability is operative.
	A	1	0	May be inoperative for a maximum of 5 flights provided: (a) Aircraft is operated VFR (b) Two additional items of equipment giving equivalent navigation capability are operative, and Two additional items of equipment giving equivalent navigation capability are operative, and (c) The flight can proceed safely, including the approach using the other navigation systems.

(1) System & Sequence Numbers ITEM	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION				
50-5 VHF 2 Navigation Systems (VOR/ILS)				
1) Two operative FMS	C	1	0	May be inoperative provided: (a) VHF 1 Navigation Systems is operable, (b) Approach minima do not require the use of more than one ILS receiver (c) Navigational capability can be assured, and (d) Approach procedures are not required to be based on VOR signals. Note: Operators should consider if the in-flight failure of any FMS sensor allows safe navigation with the remaining operative sensors and equipment.
	C	1	0	May be inoperative provided: (a) Aircraft is operated VFR, (b) Navigational capability can be assured, and (c) Approach procedures are not required to be based on VOR signals. Note: Operators should consider if the in-flight failure of any FMS sensor allows safe navigation with the remaining operative sensors and equipment.
2) One operative FMS	C	1	0	May be inoperative provided: (a) VHF 1 Navigation Systems is operable, (b) Approach minima do not require the use of more than one ILS receiver
(Continued)				

(1) System & Sequence Numbers ITEM	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION				
50-5 VHF 2 Navigation Systems (VOR/ILS) (Continued)				(c) Both ADF (where required) and DME are operative, and (d) The airplane is equipped with alternative equipment authorized, for the route being flown, by the Authority. Note: Operators should consider if the in-flight failure of any FMS sensor allows safe navigation with the remaining operative sensors and equipment.
3) FMS inoperative	C	1	0	May be inoperative provided: (a) Approach minima do not require the use of more than one ILS receiver, (b) VHF 1 Navigation Systems are operable, (c) Operational Procedures, are not based only on VOR signals, and (d) Both ADF and DME are operative or alternative approved equipment giving equivalent or enhanced navigation capability is operative.
	A	1	0	May be inoperative for a maximum of 5 flights provided: (a) Aircraft is operated VFR (b) Two additional items of equipment giving equivalent navigation capability are operative, and Two additional items of equipment giving equivalent navigation capability are operative, and (c) The flight can proceed safely, including the approach using the other navigation systems.

(1) System & Sequence Numbers ITEM		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION					
50-6	Distance Measuring Equipment (DME)	D	2	-	Any In Excess of those required may be inoperative.
		C	2	0	One or more may be inoperative provided navigation procedures for the planned routes to be flown are not dependant upon the use of affected DME.
		B	2	0	One or more may be inoperative provided alternate approved navigational equipment is operative and used. Note: Operators should consider if the in-flight failure of any FMS sensor allows safe navigation with the remaining operative sensors and equipment.
50-7	ATC Transponder Automatic Altitude Reporting System				
	1) Mode A/C Function	C	-	0	Any in excess of those required to be flown may be inoperative
		A	-	0	May be inoperative for a maximum of 5 flights provided: (a) Permission is obtained from the Air Navigation Service Provider(s) along the route or any planned diversion, and (b) Flight is conducted under VFR over routes navigated by reference to visual landmarks. Note: Mode C function is required to be operative for RVSM operations.
	(Continued)				

(1) System & Sequence Numbers ITEM	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION				
50-7 ATC Transponder Automatic Altitude Reporting System (Continued)				
2) Mode S Function	D	-	0	Any in excess of those required for the intended route, may be inoperative Note 1: A SSR transponder with an operative Mode S function 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. Note 1: An SSR transponder with an operative Mode S function is defined as a transponder which can provide, at least, Elementary Surveillance capability. Note 2: Altitude reporting, provided by an SSR transponder Mode S function, is required for TCAS (ACAS II) operation. Refer to item 34-40-3 for flight with TCAS (ACAS II) inoperative. Note 3: Altitude reporting, provided by an SSR transponder Mode S function, is required for flight into RVSM airspace.
3) Enhanced Surveillance Functions	D	-	0	One or more Downlinked Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when <u>not</u> 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.

(1) System & Sequence Numbers ITEM	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 NAVIGATION				
50-8 Marker Beacon	B	-	0	One or more may be inoperative for IFR operations, provided approach procedures do not require marker fixes.
	D	-	0	One or more may be inoperative for VFR operations.
50-9 Automatic Direction Finder (ADF)	C	-	0	One or more may be inoperative provided navigation procedures for the planned routes to be flown are not dependant upon the use of affected ADF.
	B	-	0	One or more may be inoperative provided alternate approved navigational equipment is operative and used.
	D	-	-	Any in excess of those required may be inoperative.

(1) System & Sequence Numbers ITEM		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
35 OXYGEN					
20-2	Passenger Oxygen System	B	1	0	May be inoperative provided: (a) Maximum altitude is limited to 25,000 ft pressure altitude, (b) Aeroplane is able to descend within 4 minutes to a cabin pressure altitude of 13,000ft at all points along the route to be flown, (c) Portable oxygen units are provided to all cabin crew members as required by applicable regulations, and (d) Passengers are appropriately briefed.
		B	1	0	(O) May be inoperative provided: (a) Maximum altitude is limited to 10,000 ft pressure altitude, and (b) Passengers are appropriately briefed.
		C	1	0	May be inoperative provided passenger oxygen is off and no passengers are carried.
30-1	Portable Oxygen System (OPS 1.760)	D	-	-	Any bottle in excess of those required may be inoperative provided the inoperative equipment is placarded inoperative, removed from the installed location (if portable) and placed out of sight so it cannot be mistaken for a functional unit.