

**EUROPEAN AVIATION SAFETY AGENCY**

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**Master Minimum Equipment List**

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**Learjet, Inc.**

**Model 45**

Based on FAA MMEL  
M LR-45 R4—LR-45, Rev. 4 Date – 02-20-2013

Revision 0  
Date: July 15, 2013

This Master Minimum Equipment List (MMEL) is issued by the European Aviation Safety Agency (EASA) 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 EASA and operated under the jurisdiction of EASA member states National Authorities.

Signed by

Francois Fabre

Deputy Head of Department Flight, Experts Department  
For and on Behalf of the EASA



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United States of America

Attention: MMEL Section Manager,  
Experts Department

Attention: Technical Publications  
(MS #53)

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## EUROPEAN AVIATION SAFETY AGENCY

## MASTER MINIMUM EQUIPMENT LIST

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33 Lights	33-1	0	
	33-2	0	
	33-3	0	
	33-4	0	
	33-5	0	
	33-6	0	
	33-7	0	
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This document is an original based on FAA MMEL, M LR-45 R4—LR-45, Revision 4,  
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<b>PREAMBLE</b>		

The following is applicable for operators under European air operations regulations (Regulation Air Operations). Paragraph 1.c.2 of Annex I to Article 5 (Essential requirements for airworthiness) of Regulation (EC) No 216/2008 (the 'Basic Regulation') requires that all equipment installed on an aircraft required for type certification or by operating rules shall be operative. However, paragraph 2.a.3 of Annex IV to Article 8 (Essential requirements for air operations) of the Basic Regulation also allows 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 items may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

This Master Minimum Equipment List (MMEL) is developed by the Type Certificate holder and accepted by the Agency to improve aircraft use and thereby providing more convenient and economic air transportation for the public. This MMEL includes those items related to airworthiness and air operations and other items the Agency 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. In order to maintain an acceptable level of safety, the MMEL establishes limitations on the duration of and conditions for operation with inoperative items. Unless specifically allowed by this MMEL, an inoperative item may not be removed from the aircraft.

The MMEL is the basis for the 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 shall not be less restrictive than the MMEL. The individual operator's MEL, when accepted, allows operation of the aircraft with inoperative items of equipment for a certain period of time until rectification can be accomplished.

The MEL cannot deviate from Airworthiness Directives, Safety Directives, or any other additional mandatory requirements. It is important to remember that all items related to the airworthiness and the operational regulations of the aircraft not listed on the MMEL shall be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as prescribed in this MMEL shall be specified in the MEL to ensure that an acceptable level of safety is maintained. It is important that rectifications be accomplished at the earliest opportunity.

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<b>PREAMBLE (CONTINUED)</b>		

When an item is discovered to be inoperative, it is reported by making an entry in the continuing airworthiness record system or the operator's technical log, as applicable. Following sufficient fault identification, the item is then either rectified or may be deferred following the MEL or other approved means of compliance acceptable to the competent authority and the Agency 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 inoperative.

Prior to operation with any item inoperative acceptance by the crew is required in accordance with the continuing airworthiness management procedures.

Operators shall establish a controlled and sound rectification programme including the parts, personnel, facilities, procedures and schedules to ensure timely rectification.

Operators should include guidance in the MEL to deal with any failures which occur between the commencement of the flight and the start of the take-off.

When developing the MEL, compliance with the stated intent of the preamble, definitions and the conditions and limitations specified in this MMEL is required.

#### Multiple inoperative items

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 items shall 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 shall be considered.

#### Rectification interval extension

The operator may be permitted, by their competent authority, a one-time extension of the applicable rectification intervals B, C or D for the same duration as that specified in their MEL where indicated in this MMEL.

This extension policy, which allows, as a maximum, a one-time extension of the interval stipulated in the MMEL, has been taken into account during the development of this document.

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DEFINITIONS AND EXPLANATORY NOTES		

1. **‘Airplane Flight Manual’** (AFM) means the document required for type certification and approved by the Agency. The AFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
2. **‘Alternate procedures are established and used’** or similar statement, means that alternate procedures (if applicable), to the affected process, must be drawn up by the operator as part of the MEL approval process, so that they have been established before the MEL document has been approved. Such alternate procedures are normally included in the associated operations (O) procedure.
3. **‘Any in excess of those required by regulations’** means that the listed item of equipment required by applicable legislation (applicable airworthiness codes, Part OPS, Single European Sky legislation or the applicable airspace requirements) must be operative and only excess equipment may be inoperative. When the equipment is not required, it may be inoperative for the time specified by its rectification interval category.
4. **‘As required by applicable regulations’**, means that the listed item of equipment is subject to certain provisions (restrictive or permissive) expressed in the applicable legislation. When the equipment is not required, it may be inoperative for the time specified by its rectification interval category.
5. **‘Calendar Day’** means a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator. All calendar days are considered to run consecutively.
6. **‘Combustible Material’** means the material which is capable of catching fire and burning. In particular: if an MEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except the following:
  - a. Cargo handling equipment (unloaded, empty or with ballast);
  - b. Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.); Note: If serviceable tyres are included, they should only be inflated to a minimum pressure that preserves their serviceability; and
  - c. Inflight service material (return catering — only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).
7. **‘Commencement of flight’** is the point when an aircraft begins to move under its own power for the purpose of preparing for take-off.
8. **‘Considered Inoperative’**, as used in the dispatch conditions, means that item must be treated for dispatch, taxiing 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 rectification interval.

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9. **‘Daylight’** means the period between the beginning of morning civil twilight and the end of evening civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate authority.
10. **‘Day of discovery’** means the calendar day that a malfunction was recorded in the aircraft maintenance record/log book.
11. **‘Deactivated’** and **‘secured’** means that the specified component must be put into an acceptable condition for safe flight.
12. **‘Flight’**, for the purposes of this MMEL, means the period of time between the moment when an aircraft begins to move under its own power, for the purpose of preparing for take-off, until the moment the aircraft comes to a complete stop on its parking area, after the first landing.
13. **‘Item’** means instrument, equipment or function.
14. **‘Icing Conditions’** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s) as defined in the AFM.
15. **‘If installed’** means that the equipment is either optional or is not required to be installed on all aircraft covered by the MMEL.
16. **‘Inoperative’** means that the item does not accomplish its intended purpose or is not consistently functioning within its approved operating limits or tolerances.
17. **‘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, crew members 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, operations-related provisions, (O) procedures and rectification interval must be complied with. 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 crew members that a component or system is not to be used under normal operations.
18. **‘Intended Route’** corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.
19. **‘(M)’** indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorised to perform certain functions. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the Operator’s Manual or MEL. Information available in the Learjet Dispatch Deviation Guide LR-40 & LR-45 (MP-140)
20. **‘Master Minimum Equipment List’** means a document approved by the Agency that establishes the aircraft equipment allowed to be inoperative under conditions specified therein for a specific type of aircraft.
21. **‘Maximum distance from an adequate aerodrome for two-engine aeroplanes’** as defined in CAT.OP.MPA.140.

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DEFINITIONS AND EXPLANATORY NOTES (CONTINUED)		

22. **‘Minimum Equipment List’** means a document established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008 and approved by the competent authority, in accordance with ORO.MLR.105, that authorises an operator to dispatch an aircraft with aircraft equipment inoperative as per CAT.IDE.A.105 or NCC.IDE.A.105 under the conditions specified therein.
23. **‘Notes’** provide additional information for flight crew or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the dispatch conditions.
24. **‘Number Installed’** is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g. passenger cabin items), or not applicable, a number is not required; a ‘-’ is then inserted. Note: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed.
25. **‘Number required for dispatch’** is the minimum number (quantity) of items required for operation provided the conditions specified are met. Should the number be a variable (e.g. passenger cabin items) or not applicable, a number is not required; a ‘-’ is then inserted. Note: Where the MMEL shows a variable number required for dispatch, the MEL should reflect the actual number required for dispatch or an alternate means of configuration control approved by the competent authority.
26. **‘-’** in the Number Installed Column (respectively Number Required for Dispatch Column) indicates a variable number (quantity) of the item installed (respectively item required) or not applicable.  
Note: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed.
27. **‘(O)’** indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorised to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator’s manual or MEL.  
Note: The (M) and (O) symbols are required in the operator’s MEL.
28. **‘Operating minima’** means the set of requirements associated to operations requiring a specific approval (refer to Part-SPA).
29. **‘Placarding’** each inoperative item must be placarded, as applicable, to inform and remind the crew members and maintenance personnel of the item’s condition.  
Note: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

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<b>DEFINITIONS AND EXPLANATORY NOTES (CONTINUED)</b>		

- 30. 'Rectification intervals'** 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:

Category A

No standard interval is specified; however, items in this category shall be rectified in accordance with the conditions stated in the MMEL.

- (i) Where a time period is specified in days, the interval excludes the day of discovery.
- (ii) Where a time period is specified other than in days, it shall start at the point when the defect is deferred in accordance with the operator's approved MEL.

Category B

Items in this category shall be rectified within three (3) calendar days, excluding the day of discovery.

Category C

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

Category D

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

- 31. 'Remarks or Exceptions'** include statements either prohibiting or allowing operation with a specific number of items inoperative, provisos (conditions and limitations), notes, (M) and/or (O) symbols, as appropriate for such operation.

- 32. 'Required Cabin Crew Seat'** is a seat in the aircraft cabin which meets the following conditions:

- 1) Where the certification of the cabin requires this seat to be occupied by a qualified cabin crew member as specified in the Operations Manual;
- 2) This seat is a part of the station to which a qualified cabin crew member is assigned for the flight; and
- 3) The qualified cabin crew member assigned to the station is a member of the minimum cabin crew designated for the flight.

- 33. 'Visible Moisture'** means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

- 34. "\*\*\*\*"** symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provides the authority to install or remove an item from an aircraft.

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		(3) NUMBER INSTALLED			
		(4) NUMBER REQUIRED FOR DISPATCH			
		(5) REMARKS AND EXCEPTIONS			
ATA 21 AIR CONDITIONING					
-20-01	Flight Deck Air Vent / Gasper (WEMAC)	C	2	0	One or both may be inoperative.
-20-02	Cabin Air Vent / Gasper (WEMAC)	D	-	0	One or all may be inoperative.
-21-01	Lavatory Recirculation Fan	C	1	0	(M) May be inoperative provided Auxiliary Heat is DISABLED.
-21-02	Lavatory Recirculation Fan HIGH / LOW Speed Switch	C	1	0	(M) May be inoperative provided Auxiliary Heat is disabled.
		C	1	0	May be inoperative provided Fan operates at HIGH Speed when Auxiliary Heat is used.
-30-01	Cabin Pressurization Control System Channel (CAB PRESS FAIL)	C	2	1	One (1) may be inoperative.
-32-01	CABIN PRESSURE CONTROL Display	C	1	0	May be inoperative provided CABIN RATE, DELTA P, and CABIN ALT displays on EICAS ECS page are operative.



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		(3) NUMBER INSTALLED				
		(4) NUMBER REQUIRED FOR DISPATCH				
		(5) REMARKS AND EXCEPTIONS				
ATA 21 AIR CONDITIONING						
-33-01	Cabin Air Outflow Valve	C	2	1	One (1) may be inoperative provided: a) Aircraft is operated unpressurized, and b) Aircraft is operated at 9,000 feet MSL or below.	
-33-02	Emergency Pressurization Valve	C	2	1	(M) One (1) may be inoperative provided: a) Inoperative Valve is secured CLOSED, and b) Aircraft is operated at 41,000 feet MSL or below.	
-40-01	Baggage Compartment Heater	C	1	0	(M) May be inoperative provided passengers are advised that baggage contents are subject to freezing.	
-40-02	Auxiliary Heat	D	1	0	(M) May be inoperative provided Vapor Cycle Cooling System is operative.	
-40-03	Flight Deck Electric Foot Warmer System	C	1	0	(M) May be inoperative provided temperature is acceptable to flight crew.	
-50-01	PACK	C	1	0	(O) May be inoperative provided: a) Aircraft is operated unpressurized at 9,000 feet MSL or below, and b) PACK Switch is OFF.	
-50-02	Pack HI FLOW System	C	1	0	(M) May be inoperative provided System is set to NORMAL Flow.	

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			(4) NUMBER REQUIRED FOR DISPATCH					
			(5) REMARKS AND EXCEPTIONS					
ATA 21 AIR CONDITIONING								
-50-03	Vapor Cycle System		D	-	0	(M) May be inoperative provided Vapor Cycle System is deactivated and secured.		
-60-01	Automatic Temperature Control System		C	1	0	May be inoperative provided Manual Temperature Control System is operative.		
-60-02	Manual Temperature Control System		C	1	0	May be inoperative provided Automatic Temperature Control System is operative.		
-62-01	EICAS TEMP CONT Display (CKPT)		C	1	0	May be inoperative.		
-62-02	EICAS TEMP CONT Display (CAB)		C	1	0	May be inoperative.		
-62-03	EICAS CAB TEMP Display		C	1	0	May be inoperative.		

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(1) SYSTEM, SEQUENCE NUMBERS & ITEM	(2) REPAIR CATEGORY				
	(3) NUMBER INSTALLED				
	(4) NUMBER REQUIRED FOR DISPATCH				
	(5) REMARKS AND EXCEPTIONS				
ATA 22 AUTOPILOT					
-10-01 Autopilot System	B	1	0	(M) Except where enroute operations require its use, may be inoperative.  <u>NOTE</u> : RVSM is not authorized.	
-10-02 Control Wheel Master Switch (MSW)	C	2	1	One (1) may be inoperative provided: a) Autopilot is not used below 1,500 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.  <u>NOTE 1</u> : Control Wheel Master Switch (MSW) is required for functions other than the Autopilot System.  <u>NOTE 2</u> : RVSM is not authorized.	
-10-03 GO-AROUND Switch	C	1	0	(O) May be inoperative provided: a) Autopilot and Flight Director are not used below 500 feet AGL, and b) Alternate procedures are established and used.	

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ATA 22    AUTOPILOT					
-10-05    Touch Control Steering (TCS) Switch	C	2	0	One or both may be inoperative.	
-20-01    Mach Trim System	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM Limitations.	

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ATA 23 COMMUNICATIONS					
-00-01	Flight Phone	C	-	0	May be inoperative.
-00-02	Press-To-Talk Switch (Control Wheel)	B	-	-	(M) Any in excess of one for each required flight crew member may be inoperative provided the affected switch is either verified failed open (non-transmitting) or is deactivated.
-00-03	High Frequency (HF) Communication System	A	-	1	(O) Any in excess of one may be inoperative for a maximum of three calendar days for flight on a route that requires two Long Range Communication Systems, provided alternate communication procedures are established and used.
(Continued)					<u>NOTE:</u> SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate Air Navigation Service Provider(s).

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ATA 23 COMMUNICATIONS						
-00-03 High Frequency (HF) Communication System (Continued)		A	-	0	(O) One or more may be inoperative for a maximum of three calendar days for flight on a route that requires two Long Range Communication Systems provided:  a) SATCOM air-ground communications with Air Navigation Service Provider(s) are available for 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 appropriate Air Navigation Service Provider(s) to communicate via SATCOM only, and, e) Alternate Communication procedures are established and used.	
(Continued)						

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		(5) REMARKS AND EXCEPTIONS				
ATA 23 COMMUNICATIONS						
00-03 High Frequency (HF) Communication System (Continued)		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 Air Navigation Service Provider(s) are available for the intended route, b) SATCOM Voice or Data transfer functions are 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 d) Alternate communication procedures are established and used.	
		D	-	-	Any in excess of those required for the intended route, may be inoperative.	

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ATA 23 COMMUNICATIONS				
-00-04 Communications System (VHF And UHF)	D	-	-	Any in excess of those required by operational requirements may be inoperative provided: a) VHF COM 1 is operative, b) System is not powered by any aircraft Emergency Power System Bus, and c) System is not required for emergency procedures.
-00-05 Satellite Communications System	C	-	0	May be inoperative.
-00-06 WIFI Internet System ***	D	-	-	May be inoperative.
-20-01 Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
-01 Channel	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.



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ATA 23 COMMUNICATIONS						
-20-02	ARINC Communications Addressing and Reporting System (ACARS)	C	-	0	(M)(O) May be inoperative provided: a) Affected equipment is deactivated, and b) Alternate procedures are used for air/ground communications.	
-20-03	Airborne Flight Information System (AFIS)	C	-	0	May be inoperative.	
-30-01	Passenger Audio Control Panel	D	-	0	May be inoperative.	
-40-01	Passenger Address System (PA)					
-01	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by operational requirements, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
-02	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	
-40-02	Pre-Recorded Passenger Announcement System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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ATA 23 COMMUNICATIONS									
-40-03	Cabin Chimes	C	-	0	(O) May be inoperative provided: f) Passenger Address System operates normally, and g) Alternate procedures are established and used.				
-40-04	Speaker (Cabin / Lavatory)	B	-	0	(O) May be inoperative provided alternate, normal and emergency procedures and / or operating restrictions are established and used.				
-40-05	Maintenance Interphone System	C	-	0	May be inoperative.				
-50-01	Speaker (Flight Deck)	C	2	0	May be inoperative provided an operative Headset is used by each Flight Deck crewmember.				
-50-02	Headset	C	-	-	As required by operational requirements.				
-50-03	Hand Held Microphone	C	2	0	May be inoperative provided: a) The associated Flight Deck crewmember uses a Boom Microphone, and b) The associated Control Wheel Press-To-Talk Switch is operative.				

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ATA 23 COMMUNICATIONS					
-50-04	Boom Microphone	D	-	-	Any in excess of those required for each flight crew member on flight deck duty may be inoperative.
-50-05	Radio Management Unit (RMU)	C	2	1	RMU 1 must be operative
-60-01	Static Wick	C	19	15	Four (4) or less may be missing or broken in any of the following locations: a) Most Inboard Wick on each Winglet, b) Most Inboard Wick on each Delta Fin, c) Most Inboard Wick on each Elevator, and d) On Aft Vertical Stabilizer Fairing.
-70-02	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) The aircraft 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 inoperative, and c) Any Flight Data Recorder required to be carried is operative.

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ATA 24 ELECTRICAL									
-37-01	APU Amperage Display (LR-45)								
-01	EICAS APU Amperage Display	C	1	0	May be inoperative provided APU Control Panel Amperage Indication is operative.				
-02	APU Control Panel GEN AMPS Indication	C	1	0	May be inoperative provided EICAS APU Amperage Display is operative.				
-03	EICAS and APU Control Panel GEN AMPS Display	C	2	0	Both may be inoperative provided APU is not used.				
-37-02	L & R BATT Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided associated Battery is operative.				
-37-03	L & R GEN Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided associated Generator is operative.				
-37-04	BUS-TIE Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided BUS-TIE is operative.				
-37-05	APU GEN Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided APU GEN is operative.				

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ATA 24 ELECTRICAL					
-37-06	L & R MAIN Bus Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated Bus is operative.
-37-07	L & R NON-ESS BUS Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated Bus is operative.
-37-08	L & R AV MSTR Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated Bus is operative.
-37-09	EMER BATT Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided Emergency Battery System is operative.
-40-01	External Power System	C	1	0	May be inoperative.
-50-01	Cabin Power Outlet System	D	-	0	(M) May be inoperative provided that:  a) The associated Circuit Breaker is pulled and COLLARED. b) The Cabin Power Outlet is placarded "INOPERATIVE"

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ATA 25 EQUIPMENT/ FURNISHINGS					
-00-01	Chart Holder	C	2	0	One or both may be inoperative.
-01	Light	C	2	0	One or both may be inoperative.
-10-01	Flight Deck Decorative Trim Panels and Moldings				Relief combined with ATA Item 25-20-01, Passenger Convenience items
-10-02	Flight Deck Sunvisor System	D	-	0	May be missing or inoperative provided pilot's field of vision is not obstructed.
-10-03	Flight Crew Seat				
-01	Manual Vertical Adjustment	B	2	0	(M) May be inoperative provided: a) Seat is locked in a position that permits normal visibility, b) Full Flight Control movement is available, and c) Position of Seat is acceptable to flight crew.
(Continued)					

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ATA 25 EQUIPMENT/ FURNISHINGS					
-10-03 Flight Crew Seat (Continued)					
-02	Lumbar Support	C	2	0	One or both may be inoperative.
-03	Armrest	C	4	0	One or all may be inoperative providing they do not interfere with the flight crew.
-04	Recline Function	B	2	0	(M) One or more may be inoperative provided that the associated seat is secured or locked in a position acceptable to the flight crew member.
-05	Headrest	C	2	0	May be inoperative provided Seat is acceptable to the flight crew.

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ATA 25 EQUIPMENT/ FURNISHINGS		D	-	0	<p>Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, and overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.</p> <p><u>NOTE1:</u> Lavatory door ash trays are not considered convenience items.</p> <p><u>NOTE2:</u> Galley equipment restraining devices such as latches, etc. must be serviceable or the compartment must not be used for storage and placarded "INOPERATIVE -DO NOT USE".</p> <p><u>NOTE3:</u> Movie equipment individual screens must be capable of being stowed.</p> <p><u>NOTE4:</u> Audio or audio-visual entertainment equipment which is used as the sole means of providing safety briefings and demonstrations is not considered a passenger convenience item.</p>
-20-01 Passenger Convenience Items ***					



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ATA 25 EQUIPMENT/ FURNISHINGS				
-20-02 Passenger Seat	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the Main Aircraft Aisle, and c) The affected Seat is blocked and placarded "DO NOT OCCUPY".  <u>NOTE 1:</u> A Seat with an inoperative Seat Belt is considered inoperative.  <u>NOTE 2:</u> Affected Seat may include the Seat behind and / or adjacent outboard Seat.
-01 Recline Mechanism	C	-	-	(M) May be inoperative and Seat occupied provided Seat is secured in the FULL UPRIGHT position.
	C	-	-	May be inoperative and Seat occupied provided Seat Back is IMMOVABLE in FULL UPRIGHT position.
(Continued)				

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ATA 25 EQUIPMENT/ FURNISHINGS					
-20-02 Passenger Seat (Continued)					
-03	Armrest	D	-	-	(M) May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the Main Aircraft Aisle, and c) For an Armrest with a Recline Mechanism, Seat is secured in the UPRIGHT position.
-04	Swivel Mechanism	D	-	-	May be inoperative and Seat occupied provided Seat is immovable in placarded taxi, takeoff and landing position.
-20-03	Exterior Lavatory Door Ashtray				
-01	Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	A	-	-	One or more may be inoperative or missing provided that:  a) Ashtray can be readily seen and accessed from the affected lavatory door, and b) Repairs are made within ten consecutive calendar days.
-02	Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be inoperative provided it is replaced within three calendar days.

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ATA 25 EQUIPMENT/ FURNISHINGS					
-20-04 Cabin Power Equipment					
-01 Cabin Power Outlet Cover		D	-	0	May be inoperative.
-20-05 Cabin Underseat Storage Door / Drawer		D	-	0	(M) May be missing or inoperative provided: a) If missing, contents must be relocated, b) If inoperative, Door must be closed and SECURED and contents relocated, c) If contents contain Emergency Equipment, the equipment must be relocated and accessible for the passenger or the Seat must be considered inoperative, and d) If Emergency Equipment is relocated, passengers must be briefed as to its location.
-20-06 Cabin and Galley Storage Compartment / Closet		C	-	-	(M) May be inoperative provided: a) Procedures are established to secure Compartment CLOSED, b) Any Emergency Equipment located in affected Compartment is relocated or considered inoperative, c) Affected Compartment is not used for storage of any item(s) except for those permanently affixed, and d) Passengers are briefed on any relocated Emergency Equipment.

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ATA 25 EQUIPMENT/ FURNISHINGS					
-20-07	Interior Cabinet Door / Drawer / Latch	D	-	-	(M) May be inoperative or missing provided: a) If inoperative, Door / Drawer is in the CLOSED Position and SECURED, and b) If missing, unsecured contents of the Cabinet are REMOVED.
-50-01	Aft Cabin Baggage Compartment Restraint System	C	-	-	May be inoperative or missing provided Baggage Compartment remains EMPTY.
-60-01	Emergency Medical Equipment				
-01	Automatic External Defibrillator (AED) And / Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one (1) flight.
		D	-	-	Any in excess of those required by operational requirements may be incomplete, missing, or inoperative.  (Continued)

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ATA 25	EQUIPMENT/ FURNISHINGS				
-60-01	Emergency Medical Equipment (Continued)				
-02	Emergency Medical Kit (EMK) And / Or Associated Equipment	A	-	-	(O)The required 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 (two) calendar days. .
		D	-	-	Any in excess of those required by operational requirements may be incomplete or missing.
-03	First Aid Kit (FAK) And / Or Associated Equipment	A	-	1	(O) If more than one (1) is required only one (1) of the required FAK's may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within a maximum of 2 calendar days.
		D	-	-	Any in excess of those required by operational requirements may be incomplete or missing.
-60-02	Flotation Device and Equipment	D	-	-	Any in excess of those required by operational requirements may be inoperative or missing.

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ATA 25 EQUIPMENT/ FURNISHINGS					
-62-01 *** Emergency Locator Transmitter (ELT)					
-01 Survival Type ELTs		D	—	—	Any in excess of those required by operational requirements may be inoperative or missing.
-02 Fixed ELTs		A	—	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 6 flights or 25 flight/hours
		D	—	—	(M) Any in excess of those required by operational requirements may be inoperative provided system is deactivated.

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ATA 26 FIRE PROTECTION					
-12-01	Auxiliary Power Unit (APU) Fire Detection System (LR-45)	C	1	0	(M) May be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.
-13-01	Bleed Air Leak Warning System	C	2	1	One may be inoperative provided: a) Associated Bleed Switch is OFF, b) Aircraft is operated at 25,000 feet MSL or below, and c) Aircraft is not operated in known or forecast icing conditions.
		C	2	0	May be inoperative provided: a) Both Bleed Switches are OFF, b) Aircraft is operated unpressurized at 9,000 feet MSL or below, and c) Aircraft is not operated in known or forecast icing conditions.
-21-01	Fire Extinguisher Bottle Thermal and Discharge Indicator Disk	C	2	0	May be missing provided Bottle pressures are in accordance with the AFM.

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ATA 26 FIRE PROTECTION					
-21-02	Auxiliary Power Unit (APU) Fire Extinguisher Bottle (LR-45)	C	1	0	(M) May be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.
-22-01	Portable Fire Extinguisher	D	-	-	(O)Any in excess of those required by operational 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 cannot be mistaken for a functional Unit, and b) Required distribution is maintained.



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ATA 27 FLIGHT CONTROLS				
-00-01 Rudder Pedal FWD / AFT Switch	C	2	0	May be inoperative provided the flight crew can satisfactorily operate the Rudder Pedals and Brakes throughout their complete range of motion on the affected side while in the SEATED position.

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ATA 28 FUEL				
-10-01 Fuel Cap Retention Cable (SPPR System)	C	1	0	May be inoperative.
-20-01 Single Point Pressure Refuel (SPPR) System	C	1	0	May be inoperative.
-40-01 L STBY Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided L STBY PUMP ON CAS message is displayed when selected.
-40-02 R STBY Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided R STBY PUMP ON CAS message is displayed when selected.
-40-03 XFLOW Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided FUEL XFLO OPEN CAS message is displayed when selected.
-40-04 FUEL USED RESET Button	C	1	0	(O) May be inoperative provided alternate procedures are established and used to determine fuel burn.

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ATA 28 FUEL					
-41-01	Refueling Panel Fuel Quantity Indicator	C	1	0	May be inoperative provided fuel quantity is determined using Flight Deck Fuel Quantity Indicators.
-42-01	Right Wing Fuel Probe (R FUEL QTY FAULT)	A	7	6	(O) One (1) may be inoperative provided: a) Both Flight Deck Fuel Quantity Indicators are OPERATIVE, b) Both Wing Tanks are filled with fuel and quantity is verified, and c) Amber Dashes do not display on indicator, and d) Repairs are made within three (3) flight days.
-42-02	Left Wing Fuel Probe (L FUEL QTY FAULT)	A	7	6	(O) One (1) may be inoperative provided: a) Both Flight Deck Fuel Quantity Indicators are OPERATIVE, b) Both Wing Tanks are filled with fuel and quantity is verified, and c) Amber Dashes do not display on indicator, and d) Repairs are made within three (3) flight days.

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ATA 30 ICE & RAIN PROTECTION					
-00-01	Angle Of Attack Vane Heat (L or R AOA HT FAIL)	C	2	1	One (1) may be inoperative provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
-00-02	SAT Probe Heat (SAT HT FAIL)	C	1	0	One (1) may be inoperative provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
-00-03	L and / or R PROBES Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated Probe Heat is verified to be OPERATIVE (L/R PITOT HEAT amber CAS message extinguished when switch activated).
-10-01	Wing / Stabilizer Anti-Ice System	B	1	0	May be inoperative for day VMC only, provided that the aircraft is not operated at any time in known forecast icing conditions.

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ATA 30 ICE & RAIN PROTECTION					
-10-02	WING / STAB Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided Anti-Ice System is verified operative during AFM Normal Procedures - Starting Engines.
-10-03	Wing / Stab Leak Warning System	C	1	0	May be inoperative provided: a) WING / STAB Anti-Ice Switch is OFF, b) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and c) Aircraft is not operated in known or forecast icing conditions.
-20-01	Nacelle Anti-Ice System	C	2	1	One (1) may be inoperative OFF provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
-20-02	L and / or R NAC Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided left and / or right green NAC EI message is displayed when selected.

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ATA 30 ICE & RAIN PROTECTION				
-30-01 Pitot-Static Probe Heater	B	3	2	One (1) may be inoperative provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is operated in day VMC ONLY.  <u>NOTE 1:</u> Both Left and Right Pitot-Static Probe Heaters must be Operative for RVSM operations.  <u>NOTE 2:</u> Left Pitot-Static Probe Heat Switch controls forward and aft Drain Mast Heaters.
	B	3	1	Two (2) may be inoperative provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is operated in day VMC ONLY.  <u>NOTE 1:</u> Both Left and Right Pitot-Static Probe Heaters must be Operative for RVSM operations.  <u>NOTE 2:</u> Left Pitot-Static Probe Heat Switch controls forward and aft Drain Mast Heaters.

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ATA 30 ICE & RAIN PROTECTION						
-30-02	Pitot Heat Indicating System	B	-	0	May be inoperative provided: a) All other Elements of the Pitot Heat System operate normally, and b) The aircraft is not operated into known or forecast icing conditions.	
-40-01	Windshield Heat (L / R WSHLD OVHT or L / R WSHLD HT FAIL)	C	2	0	May be inoperative OFF provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Meteorological conditions at point of intended landing are acceptable to the flight crew.	
-40-02	Windshield Heat (L / R WSHLD HT FAULT)	B	2	1	White 'L or R WSHLD HT FAULT' CAS message may be displayed provided operations are not conducted in known or forecast icing conditions.	
-70-01	Drain Mast Heater	C	1	0	May be inoperative. (Ice tray may not drain and lavatory sink may not drain).	

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ATA 30 ICE & RAIN PROTECTION				
-80-01 Ice Detector System	C	1	0	May be inoperative provided Wing / Stabilizer Anti-Ice System and Nacelle Anti / Ice System are <u>OPERATIVE</u> and ON prior to operating in visible moisture with Static Air Temperature (SAT) between +10 degrees C and -40 degrees C.
	C	1	0	May be inoperative provided Wing / Stabilizer Anti-Ice System and Nacelle Anti / Ice System are <u>OPERATIVE</u> and ON prior to operating at night with Static Air Temperature (SAT) between +10 degrees C and -40 degrees C.



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ATA 31 INDICATING/ RECORDING SYSTEMS					
-20-01 ***	Flight Hour Meter	C	-	0	(O) May be inoperative provided alternate procedures to record flight time is established and used.
-20-02	Static Air Temperature (SAT)	B	1	0	May be inoperative provided: a) Ice Detector is operative, and b) Nacelle and Wing / Stabilizer Anti-Ice Systems are <u>OPERATIVE</u> and turned ON when in visible moisture or at night.
-20-03 ***	Angle Of Attack (AOA) Indicator (Including Back Lighting)	C	-	0	May be inoperative.
-20-04	Clock	C	-	0	As required by operational requirements.
-30-01	Flight Data Recorder (FDR) System	D	-	-	Any in excess of those required may be inoperative provided that the FDR parameters are not required for monitoring purpose.
(Continued)					

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ATA 31 INDICATING/ RECORDING SYSTEMS  -30-01 Flight Data Recorder (FDR) -01 System (Continued)		A	-	0	May be inoperative provided that:  a) The aircraft does not exceed 8 further consecutive flights with the FDR inoperative, and 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.  <u>NOTE 1:</u> This alleviation is not applicable to combined CVR/FDRs. For those combined systems, see the entries for combination recorders in item 30-01-02).  <u>NOTE 2:</u> The flight data recorder is considered too 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, and the failure origin has not been identified; OR (iii) Analysis 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.  (Continued)

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ATA 31 INDICATING/ RECORDING SYSTEMS				
-30-01 Flight Data Recorder (FDR) System (Continued)				<u>NOTE 3:</u> Where improper recording affects 5% of the required parameters or less, refer to item 30-01-03)
-02 Combination Recorder	D	-	-	(O) (M) Any function may be inoperative provided that:  a) The affected function is not required, and b) The affected data is not required for monitoring purposes.
	A	1	0	Flight data recorder and/or cockpit voice recorder function may be inoperative provided that:  a) The other function , where required is operative, b) The aircraft does not exceed 8 further consecutive flights with the inoperative function, and c) A maximum of 72 hours have elapsed since the inoperative function was found.  <u>NOTE 1:</u> A combination recorder is a single flight recorder that combines the functions of two or more accident recording functions in a single, crash-protected box.  (Continued)

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ATA 31 INDICATING/ RECORDING SYSTEMS					
-30-01 Flight Data Recorder (FDR) System (Continued)					
Combination Recorder					<u>NOTE 2:</u> The flight data recorder is considered to be inoperative when any of the following condition 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 monitor; OR (ii) The need for maintenance has been identified by the system monitors, where available, and the failure origin has not been identified: OR (iii) Analysis of recorded data or maintenance actions have shown more than 5% of the total number of individual parameters (variable or discrete) required to be recorded for the particular aircraft are not being recorded properly. <u>NOTE 3:</u> Where improper recording affects 5% of the required parameters or less, refer to 30-01-03)
-03 Flight Data Recorder (FDR) Required Parameters		A	-	-	Up to 5% of the required parameters may be inoperative for a maximum of 90 calendar days or until the next maintenance inspection, whichever occurs first.

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ATA 31 INDICATING/ RECORDING SYSTEMS						
-50-01	Master WARN / CAUT Switch Indicator (Light Function Only)	C	2	1	One (1) may be inoperative.	
-50-02	Crew Warning Panel (CWP) Annunciation Light	B	22	0	May be inoperative provided: a) Both Master WARN / CAUT Switch Indicators are operative, b) Crew Advisory System (CAS) is operative, c) Aural Master Warning is operative, and d) EMER BATT Switch Indicator must be operative if CWP EMER BATT Light is inoperative.	
-60-01	Display Unit	A	4	3	One (1) Inboard Display Unit may be inoperative for one (1) flight day provided: a) Display Unit Reversion Knobs are operative, and b) Both Radio Management Units are operative.	
-60-02	Display Unit Reversion Knob	B	2	1	One (1) may be inoperative provided: a) Associated Switch must be inoperative with NORM selected, and b) Magnetic Compass is operative.	

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ATA 31 INDICATING/ RECORDING SYSTEMS					
-60-03 Display Unit Controller					
-01	In/HPa Switch	C	2	1	One (1) may be inoperative provided alternate procedures are used if necessary to set barometric pressure.
-02	CUE, FPA, HSI & WX Switch	C	8	0	Any or all may be inoperative.
-03	FMS Switch	C	2	0	(O) May be inoperative provided displayed navigation source is acceptable to the flight crew.
-04	NAV Switch	C	2	1	One (1) may be inoperative.
-05	Bearing Pointer Knob	C	4	0	May be inoperative unless required for NDB navigation.
(Continued)					

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ATA 31 INDICATING/ RECORDING SYSTEMS					
-60-03 Display Unit Controller (Continued)					
-06 Push-To-Test / Dim Knob					
-01 Push-To-Test Mode		C	2	0	One or both may be inoperative.
-02 Bright / Dim Mode		C	4	0	May be inoperative provided lighting intensity is acceptable to the crew.  <u>NOTE:</u> If lighting intensity is unacceptable to the flight crew, the Display Unit shall be considered inoperative.
-60-04 MINIMUMS Knob		C	2	0	(O) May be inoperative provided alternate procedures are established and used.
-60-05 RA / BARO Switch		C	2	0	(O) May be inoperative provided alternate procedures are established and used.
-60-06 Barometric STD Switch		C	2	0	One or both may be inoperative.

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ATA 32 LANDING GEAR			
-40-01 Brake System	A	-	- (O) May be dispatched with White BRAKE FAULT CAS Message provided: a) Procedures referenced in Section V, Performance, of the AFM for increased takeoff and landing distances are complied with, and b) Repairs are made within five (5) flights.
-41-01 Anti-Skid System	C	1	0 May be inoperative provided aircraft is operated in accordance with AFM.



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ATA 33 LIGHTS					
-10-01	Flight Deck Annunciator and / or Instrument Panel Light Dimming Function	C	1	0	May be inoperative for daylight operations ONLY.
-10-02	Landing Gear Control Panel Assembly / Position Light				
-01	Nose Transit (White & Black Lamp)	C	2	1	One (1) may be inoperative provided the adjacent Lamp illuminating the same Nomenclature / Function is operative.
-02	Nose DOWN (Green Lamp)	C	2	1	One (1) may be inoperative provided the adjacent Lamp illuminating the same Nomenclature / Function is operative.
-03	Left Transit (White & Black Lamp)	C	2	1	One (1) may be inoperative provided the adjacent Lamp illuminating the same Nomenclature / Function is operative.
-04	Left DOWN (Green Lamp)	C	2	1	One (1) may be inoperative provided the adjacent Lamp illuminating the same Nomenclature / Function is operative.
(Continued)					

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ATA 33 LIGHTS					
-10-02 Landing Gear Control Panel Assembly / Position Light (Continued)					
-05	Right Transit (White & Black Lamp)	C	2	1	One (1) may be inoperative provided the adjacent Lamp illuminating the same Nomenclature / Function is operative.
-06	Right DOWN (Green Lamp)	C	2	1	One (1) may be inoperative provided the adjacent Lamp illuminating the same Nomenclature / Function is operative.
-10-03	Flight Crew Compartment Lighting	C	-	0	May be inoperative for daylight operations:
-01		C	-	-	Individual Lights may be inoperative provided that : a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided easily readable, b) Sufficient flight crew compartment emergency lighting is operative, and c) Lighting configuration at dispatch is acceptable to the flight crew.

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ATA 33 LIGHTS					
-10-04	EFIS Display Controller Backlighting	C	2	0	May be inoperative provided lighting configuration is acceptable to the flight crew.
-10-05	Flight Deck Map Light	C	2	0	One or both may be inoperative.
-10-06	Flight Deck Push Button Switch / Annunciator (PBS / PBA) Light	B	-	-	Each independent module may have one (1) bulb inoperative provided the nomenclature remains legible.
-20-01	Entry Light	C	1	0	May be inoperative provided sufficient ambient lighting illuminates the Steps.
-20-02	Cabin Interior Lighting System (Excludes Cabin Emergency Lighting System)	C	-	0	May be inoperative provided lighting configuration is acceptable to the flight crew.
-20-03	Passenger Lighted Information Sign	C	-	-	(O) May be inoperative and associated Passenger Seat or Lavatory may be occupied provided: a) PA System operates normally, and b) PA System is used to notify passengers and Cabin crew when associated Sign(s) are placed ON or OFF.
-01	Operations Not Requiring Use Of PA System	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify Cabin occupants.

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ATA 33    LIGHTS					
-20-04    Lavatory Reading Light	C	1	0	May be inoperative.	
-20-05    Lavatory Vanity Light	C	2	0	One or both may be inoperative.	
-30-01    Service Light					
-01        Baggage	C	-	0	May be inoperative.	
-02        Tailcone	C	-	0	May be inoperative.	
-03        Maintenance	C	-	0	May be inoperative.	
-40-01    Baggage Door / Pylon ***        External Light	C	2	0	One or both may be inoperative.	
-40-02    Position (NAV) Light System	C	1	0	May be inoperative provided aircraft is not operated at night.	
				<u>NOTE:</u> On aircraft equipped with LED Navigation Light System, if any LEDs are inoperative, the entire assembly is considered inoperative.	

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ATA 33 LIGHTS					
-40-03	Recognition Light	C	2	0	One or both may be inoperative.
-40-04 ***	Pulse Light System	C	-	0	May be inoperative.
-40-05	Anti-Collision Light System				<u>NOTE</u> : This guidance may be subject to additional restrictions in accordance with the applicable Rules of the Air.
	Fuselage Lights				<u>NOTE</u> : If the fuselage anti-collision light is inoperative, alternate procedures are established and used when the aircraft is on the ground with engine(s) running
-01	Dual Function Fuselage Anti Collision Lights (Red)	C	2	1	(O) Either the upper or the lower red fuselage lights may be inoperative provided that the white strobe lights are operative.
		C	2	0	(O) The upper and lower red fuselage lights may be inoperative for daylight operations provided that the white strobe lights are operative.
-02	Dual Function Fuselage Anti Collision Lights (White Strobe)	C	2	0	One or both may be inoperative.

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ATA 33 LIGHTS					
-40-06 Taxi Light	C	2	0	One or both may be inoperative.	
-40-07 Landing Light	C	2	1	One (1) may be inoperative.	
	C	2	0	May be inoperative provided both Recognition Lights are operative.	
	C	2	0	May be inoperative provided both Taxi Lights are operative.	
	C	2	0	May be inoperative provided aircraft is not operated at night.	
-40-08 Landing / Recognition Light Lens	C	2	0	(M) May be inoperative provided: a) Affected Landing / Recognition Light is deactivated, and b) Affected Landing / Recognition Light Lens is covered.  <u>NOTE:</u> Refer to item 33-40-03 or 33-40-07.	
-40-09 Logo Light System ***	D	-	0	May be inoperative.	
-40-10 Wing Inspection Light	C	1	0	May be inoperative provided: a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require use of Wing Inspection Light.	

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ATA 33 LIGHTS					
-50-01 Flight Deck Flashlight and Holder Assembly					
-01 Flashlight (torch)		C	2	0	One or more may be inoperative provided that each required crew member assigned to affected position has an operative torch (flashlight)
-02 Flashlight Holder		D	2	0	One or both may be inoperative.
-50-02 Exterior Emergency Lighting System		C	1	0	May be inoperative provided aircraft is not operated at night.

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ATA 34 NAVIGATION					
-00-01 MFD Joystick		C	1	0	May be inoperative.
-00-02 Heading Selector Knob		B	1	0	May be inoperative.
-00-03 Course Selector Knob		B	2	1	One (1) may be inoperative.
-00-04 Speed Selector / Vertical Speed Knob		C	1	0	May be inoperative.



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ATA 34 NAVIGATION					
-16-01 Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within three (3) flight days.  <u>NOTE:</u> RVSM not authorized.	
-01 Aural Alert	C	-	0	May be inoperative provided: a) Visual Alert operates normally, and b) Autopilot with Altitude Hold and Altitude Capture operates normally.	
-02 Visual Alert	C	-	0	May be inoperative provided: a) Aural Alert operates normally, and b) Autopilot with Altitude Hold and Altitude Capture operates normally.	
-18-01 PFD Low Speed Awareness (LSA) Cue/Bar	C	2	1	One (1) may be inoperative.	
	C	2	0	Both may be inoperative provided both Angle-Of-Attack Indicators are installed and OPERATIVE.	

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ATA 34 NAVIGATION						
-21-01 Standby Attitude Indicator  Other than commercial air transport operation		D	-	0	May be inoperative provided that flight is conducted under VFR with a visual horizon.	
		B	-	0	May be inoperative provided that flight is conducted under day VFR with a visual horizon.	
-23-01 Non-Stabilized Magnetic Compass		B	1	0	May be inoperative provided that:  a) Operations are conducted under day VFR, and Two independent stabilized direction indicators are operative	
		B	1	0	May be inoperative provided that:  a) Two independent stabilized direction indicators are operative, and b) Another source of magnetic heading is available and visible by the pilot-in-command	
-31-01 VHF Omni-Directional Range (VOR)		C	-	0	As required by operational requirements.	

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		(5) REMARKS AND EXCEPTIONS				
ATA 34 NAVIGATION						
-31-02	ILS Localizer (LOC)	C	-	0	As required by operational requirements.	
-32-01	ILS Glide Slope (GS)	C	-	0	As required by operational requirements.	
-33-01	Microwave Landing System (MLS)	D	-	0	As required by operational requirements.	
-34-01	Marker Beacon System	C	-	-	May be inoperative provided approach procedures do not require its use.	
-41-01	Inertial Navigation System (INS)	D	-	0	As required by operational requirements.	
-42-01	Weather Radar System	C	1	0	May be inoperative provided that operations are conducted in Daylight VMC.	
		C	1	0	May be inoperative provided that no thunderstorm or other potentially hazardous conditions, regarded as detectable with the airborne weather detection system, are forecasted along the intended route.	

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		(3) NUMBER INSTALLED			
		(4) NUMBER REQUIRED FOR DISPATCH			
		(5) REMARKS AND EXCEPTIONS			
ATA 34 NAVIGATION					
-44-01	Radio Altimeter	A	-	-	(M)(O) May be inoperative provided:  a) Altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, and, c) Repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.  <u>NOTE:</u> CAS Takeoff and Landing Inhibits, Decision Height (DH) value, Low Altitude Awareness on Altitude Tape, Gear warning System, TCAS System and GPWS System will be affected.
-44-02	Terrain Awareness and Warning System (TAWS)				
	Class A TAWS Equipment Required				
-01	Ground Proximity Warning System (GPWS)	A	1	0	May be inoperative for a maximum of 6 flights or 25 flight hours or 2 calendar days, whichever occurs first.
(continued)					

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	(3) NUMBER INSTALLED			
	(4) NUMBER REQUIRED FOR DISPATCH			
	(5) REMARKS AND EXCEPTIONS			
ATA 34 NAVIGATION				
-01 Ground Proximity Warning System (GPWS) (continued)				
-01 Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
-02 Test Mode	A	1	0	May be inoperative for a maximum of 6 flights or 25 hours or 2 calendar days, whichever occurs first.
(Continued)				

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(1) SYSTEM, SEQUENCE NUMBERS & ITEM	(2) REPAIR CATEGORY			
	(3) NUMBER INSTALLED			
	(4) NUMBER REQUIRED FOR DISPATCH			
	(5) REMARKS AND EXCEPTIONS			
ATA 34 NAVIGATION				
-44-02 Ground Proximity Warning -01 System (GPWS) (Continued)				
-03 Glideslope Deviation (Mode 5)	C	-	1	One (1) must be operative.
	B	-	0	May be inoperative.
-04 Advisory Callout	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by operational requirements, and b) Alternate procedures are established and used.
-05 Windshear Mode (Reactive) ***	B	1	0	(O) May be inoperative provided alternate procedures are established and used.  <u>NOTE:</u> Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
				(Continued)

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(1) SYSTEM, SEQUENCE NUMBERS & ITEM	(2) REPAIR CATEGORY			
				(3) NUMBER INSTALLED
				(4) NUMBER REQUIRED FOR DISPATCH
				(5) REMARKS AND EXCEPTIONS
ATA 34 NAVIGATION				
-05 Windshear Mode (Reactive) *** (Continued)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
-44-02 Terrain System-Forward -02 Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
-03 Terrain Display	C	-	1	One (1) must be operative.
	B	-	0	May be inoperative.
-04 Runway Awareness and *** Advisory System (RAAS)	C	-	0	May be inoperative.
				(Continued)

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		(3) NUMBER INSTALLED				
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		(5) REMARKS AND EXCEPTIONS				
ATA 34 NAVIGATION						
-44-02 Terrain Awareness and Warning System (TAWS) (Continued)						
Class B TAWS Equipment Required						
-44-03 Ground Proximity Warning -01 System (GPWS)		A	1	0	May be inoperative for a maximum of 6 flights or 25 flight hours or 2 calendar days, whichever occurs first.	
-01 Modes 1 & 3		A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.	
-02 Test Mode		A	1	0	May be inoperative for a maximum of 6 flights or 25 flight hours or 2 calendar days, whichever occurs first.	
					(Continued)	



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		(5) REMARKS AND EXCEPTIONS			
ATA 34 NAVIGATION					
-44-03 Ground Proximity Warning -01 System (GPWS) (Continued)					
-03 Modes 2, 4 & 5 ***		C	3	0	May be inoperative.
-04 Advisory Callout		B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by operational requirements, and b) Alternate procedures are established and used.
-05 Windshear Mode (Reactive) ***		C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-02 Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions		B	1	0	May be inoperative.
(Continued)					

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		(3) NUMBER INSTALLED				
		(4) NUMBER REQUIRED FOR DISPATCH				
		(5) REMARKS AND EXCEPTIONS				
ATA 34 NAVIGATION						
Class B TAWS Equipment Required (Continued)						
-44-03 -03 ***	Terrain Display	C	-	0	May be inoperative.	
-04 ***	Runway Awareness & Advisory System (RAAS)	C	1	0	May be inoperative.	
-44-04 Class C TAWS Equipment						
-01 ***	TAWS / GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used.  <u>NOTE:</u> Any Mode that operates normally may be used.	
-45-01	Traffic Alert and Collision Avoidance System (TCAS I)	A	-	0	(O)(M) May be inoperative for a maximum of 10 calendar days provided that: a) TCAS is deactivated, and b) Operating procedures do not require its use.	

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		(5) REMARKS AND EXCEPTIONS			
ATA 34 NAVIGATION					
-45-02	Traffic Alert and Collision Avoidance System (TCAS II)	A	-	0	(O)(M) May be inoperative for a maximum of 10 calendar days provided that: a) TCAS is deactivated, and b) Operating procedures do not require its use.
-01	Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display System	C	-	0	May be inoperative on the non-flying pilot's side providing that:  a) TA and RA elements and audio functions are operative on the flying pilot's side b) TA and RA display indications are visible to the pilot monitoring.
-02	Resolution Advisory (RA) Display System	C	2	1	May be inoperative on non-flying pilot side.  (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA ONLY Mode is selected by the crew, and En-route or approach procedures do not require its use.
-03	Traffic Alert (TA) Display System	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) En-route or approach procedures do not require its use.
(Continued)					

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		(5) REMARKS AND EXCEPTIONS				
ATA 34 NAVIGATION						
-45-02 Traffic Alert and Collision Avoidance System (TCAS II) (Continued)						
-04 Audio Function		B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05 Airspace Selection Function ***		C	-	0	May be inoperative.	
-46-01 Weather Storm Scope ***		C	-	0	May be inoperative.	
-50-01 Area Navigation (RNAV)		D	-	0	As required by operational requirements.	
-50-02 Automatic Dependent Surveillance Broadcast (ADS-B) System		D	-	0	One or more extended squitter transmissions may be inoperative when not required for the intended route.	
		C	-	0	One or more extended squitter transmissions may be inoperative when required for the intended route.	
					(Continued)	

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		(3) NUMBER INSTALLED			
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		(5) REMARKS AND EXCEPTIONS			
ATA 34 NAVIGATION					
-50-02 Automatic Dependent Surveillance Broadcast (ADS-B) System (Continued)					
-01	Cockpit Display and Traffic Information (CDTI)	D	-	0	<u>NOTE:</u> Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.
-02	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
-03	Data Link Transmitter	D	-	0	<u>NOTE:</u> In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.
-04	Data Link Receiver	D	-	0	May be inoperative.
(Continued)					



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		(5) REMARKS AND EXCEPTIONS			
ATA 34 NAVIGATION					
-52-01 ATC Transponder and Automatic Altitude Reporting System (Continued)					
-01 Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required By Operational Requirements		D	-	0	May be inoperative provided operations do not require its use.
-02 *** ADS-B Squitter Transmissions		D	-	0	May be inoperative provided operations do not require its use.
-53-01 Long Range Navigation (LORAN)		D	-	0	As required by operational requirements.
-55-01 Automatic Direction Finder (ADF)		C	-	0	As required by operational requirements.
-57-01 Global Positioning System (GPS)		D	-	0	As required by operational requirements.

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		(5) REMARKS AND EXCEPTIONS				
ATA 34 NAVIGATION						
-60-01 ***	Flight Management System (FMS)	C	-	0	(O) May be inoperative provided operations do not require FMS use.	
-01	Tune Function	C	-	-	May be inoperative provided both RMUs are operative.	
-02	Fuel Planning and Indicating Function	C	-	-	May be inoperative provided fuel quantity indicating systems are operative.	
-60-02 ***	Flight Management System Data Transfer Unit (FMS DTU)	C	1	0	May be inoperative.	
-61-01	Navigation Database	C	-	-	(O) One or more may be inoperative for the intended route where conventional (non-RNAV/RNP) navigation is sufficient, provided:  a) Current aeronautical information (e.g. charts) is available for the entire route and the aerodrome to be used, and b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified. <u>NOTE:</u> A database which is out of date is considered to be inoperative.	



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		(3) NUMBER INSTALLED			
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		(5) REMARKS AND EXCEPTIONS			
ATA 35 OXYGEN					
-00-02	Oxygen Bottle Pressure Gauge (Mechanical Pressure Gauge)	C	1	0	May be inoperative provided Remote Oxygen Indicator is installed and operative.
-00-03 ***	Remote Oxygen Indicator	D	-	0	May be inoperative provided all other System Indicators are operative and used for servicing.
-00-04	Oxygen System Discharge Indicator (Oxygen Blowout Disc)	C	-	0	(O) May be missing provided there is an adequate supply of oxygen for passengers and crew for the intended flight.
-20-01	Passenger Oxygen System	C	1	0	May be inoperative provided: a) Aircraft is operated without cabin occupants, and b) Crew oxygen system is operative.
-01	Mask	C	-	0	Individual oxygen masks or dispensers may be inoperative or missing provided associated seats are placarded "DO NOT OCCUPY".
(Continued)					

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		(5) REMARKS AND EXCEPTIONS				
ATA 35 OXYGEN						
-20-01 Passenger Oxygen System (Continued)						
-02 Drop Out Panel		C	-	0	(M) Individual panels may be out of normal position provided: a) Oxygen masks and drop out panel are removed, and b) Associated seat(s) or lavatory is placarded "DO NOT OCCUPY".  <u>NOTE:</u> These conditions are not intended to prohibit lavatory use or inspections by crewmembers.	
-03 Cargo Configuration		D	1	0	May be inoperative.	
-30-01 Protective Breathing Equipment (PBE)		D	-	-	(M) (O) Any in excess of those required may be inoperative or missing provided that:  a) Required distribution is maintained, b) Inoperative PBE and its installed location are placarded inoperative, c) Inoperative PBE unit is secured out of sight in an approved stowage, and d) Procedures are established and used to alert crew members of inoperative or missing equipment.  <u>NOTE:</u> Inoperative PBE units may be subject to dangerous goods requirements.	

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	(5) REMARKS AND EXCEPTIONS			
ATA 35 OXYGEN				
-30-02 Portable Oxygen Dispensing Unit	D	-	-	(M) (O) Any portable oxygen dispensing unit in excess of those required may be inoperative or missing provided that:  a) Required distribution of operative units is maintained throughout the aircraft.  b) The inoperative portable oxygen dispensing unit is placarded inoperative, removed from the installed location (if portable) and placed out of sight so that it cannot be mistaken for a functional unit, and  c) Procedures are established and used to alert crew members of inoperative or missing equipment.

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		(3) NUMBER INSTALLED			
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		(5) REMARKS AND EXCEPTIONS			
ATA 36 PNEUMATICS					
-00-01 Bleed Air Control System	C	2	1	(O) One (1) may be inoperative in the OFF Position provided: a) Emergency Pressurization Valve on operative Bleed Air Control System must be operative, b) Aircraft is operated at 25,000 feet MSL or below, and c) Aircraft is not operated in known or forecast icing conditions.	

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		(5) REMARKS AND EXCEPTIONS	
ATA 38 WATER / WASTE			
-10-01 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 leak.  <u>NOTE:</u> Any portion of the System which operates normally may be used.
	C	-	- (M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that System is not serviced.
-30-01 Lavatory Waste 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 which operates normally may be used.

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		(5) REMARKS AND EXCEPTIONS			
ATA 46 INFORMATION SYSTEMS					
-00-01 *** Electronic Flight Bag System (EFB)					
-01 *** Class 3 EFB		C	-	-	(O) May be inoperative provided alternate procedures are established and used.  <u>NOTE:</u> Any function, program or document which operates normally may be used.
		D	-	0	May be inoperative provided procedures do not require its use.
-02 *** Data Connectivity (Class 2)		C	-	1	(M) (O) Any in excess of one may be inoperative provided that an alternative means of data connectivity is used.
		C	-	0	(M) (O) May be inoperative provided that an alternative procedures are established and used where operating procedures are dependent upon the use of the effected EFB.

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		(5) REMARKS AND EXCEPTIONS							
ATA 46 INFORMATION SYSTEMS									
-00-01 Electronic Flight Bag *** Systems (EFBs) (Continued)									
-03 Power Connection *** (Class 1 & 2)		C	-	1	(M) (O) Any in excess of one may be inoperative provided that an alternative power source is available and can be used for the planned duration of use of the affected EFB.				
		C	-	0	(M) (O) May be inoperative provided that alternate procedures are established and used.				
-04 Mounting Device *** (Class 2)		C	-	1	(M) (O) Any in excess of one may be inoperative provided that the affected EFB is secured by an alternative means.				
		C	-	0	(M) (O) May be inoperative provided that: a) The associated EFB is used in accordance with Class 1 EFB stowage criteria, and b) Alternate procedures are established and used where operating procedures are dependent upon the use of the affected EFB.				

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			(5) REMARKS AND EXCEPTIONS		
ATA 49 AIRBORNE AUXILIARY					
-00-01 *** Auxiliary Power Unit (APU) (LR-45)	D	-	0	(M) May be inoperative provided Auxiliary Power Unit (APU) is deactivated.	



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		(5) REMARKS AND EXCEPTIONS			
ATA 52 DOORS					
-00-01	Keyable Door Lock	C	-	0	May be inoperative provided the Door opens and closes normally and can be secured CLOSED.
-10-01	Lower Cabin Door Damper (Gas Strut)	C	2	0	May be inoperative provided: a) Cabin Door is verified to operate normally, and b) Crewmember assists in Door opening and closing.
-10-02	Upper Cabin Door Assist Strap	C	1	0	May be inoperative.
-10-03	Lower Cabin Door Retract Cable	C	1	0	May be inoperative.
-30-01	Baggage Compartment Door Strut Assembly (Locking Arm)	C	1	0	May be inoperative provided the Strut does not interfere with Door operation.
-48-01	Tailcone Access Door Cable Assembly	C	1	0	May be inoperative provided the Cable does not interfere with Door operation.

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	(5) REMARKS AND EXCEPTIONS					
ATA 52 DOORS						
-70-01	Cabin / External Door Indicating System					
-01	“ENTRY DOOR” (CAS Message / CWP Annunciation)	C	1	0	(O) May be displayed, illuminated or inoperative provided: a) Crewmember visually verifies before each departure that the Entry Door is CLOSED and LATCHED, b) All Door Latch Visual Indicators provide a SAFE Condition Indication, and c) “FASTEN SEAT BELT” Sign remains ON for the entire flight.	
-02	“ENTRY DOOR PIN” (CAS Message)	C	1	0	(O) May be displayed provided: a) Crewmember visually verifies before each departure that the Entry Door is CLOSED and LATCHED, b) All Door Latch Visual Indicators provide a SAFE Condition Indication, and c) “FASTEN SEAT BELT” Sign remains ON for the entire flight.	
-03	“EXTERNAL DOORS” (CAS Message)	C	1	0	(O) May be displayed provided: a) Crewmember visually verifies prior to every flight two (2) locking pins extend and retract on both Tailcone and Baggage Door with door latch handle operation while door is in the open position, and b) Both doors are CLOSED and LATCHED prior to engine start.	

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		(5) REMARKS AND EXCEPTIONS			
ATA 52 DOORS					
-70-01 Cabin / External Door Indicating System (Continued)					
-04 "EMERGENCY EXIT" (CAS Message)	C	1	0	(O) May be displayed provided: a) Crewmember visually verifies before each departure that the Emergency Exit is closed and LATCHED , and b) "FASTEN SEAT BELT" Sign remains ON for the entire flight.	

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		(5) REMARKS AND EXCEPTIONS			
ATA 73 ENGINE / FUEL CONTROLS					
-31-01 Fuel Flow Indicator	B	2	1	(O) One (1) may be inoperative provided: a) All other Engine parameters are operative and monitored throughout the flight, b) Fuel Quantity Indications are OPERATIVE, and c) Weight and performance calculations based on FMS computations are not used.	

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ATA 74 IGNITION					
-00-01 Igniter (White 'IGN' EICAS)	B	4	2	One (1) may be inoperative on each engine provided take-off in heavy precipitation is prohibited.	
-00-02 Ignition Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated EICAS "IGN" Message is operative.	

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		(5) REMARKS AND EXCEPTIONS				
ATA 76 ENGINE CONTROLS						
-00-01	Start Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated EICAS “START” indication is displayed.	
-00-02	APR System	C	1	0	May be inoperative provided operations are conducted in accordance with the AFM (APR OFF) Performance Data.	
-00-03	APR Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided the associated EICAS “APR” Indication is displayed.	
-01-01	Engine Synchronizer System	C	1	0	(M) May be inoperative provided: a) System is selected OFF, b) ENG SYNC is deactivated and secured, and c) AFM Limitations are complied with.	

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MASTER MINIMUM EQUIPMENT LIST					
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(1) SYSTEM, SEQUENCE NUMBERS & ITEM	(2) REPAIR CATEGORY				
	(3) NUMBER INSTALLED				
	(4) NUMBER REQUIRED FOR DISPATCH				
	(5) REMARKS AND EXCEPTIONS				
ATA 77 ENGINE INDICATING					
-00-01 Engine Condition Trend Monitoring (ECTM) System	C	2	0	One or both may be inoperative.	
-41-01 Engine Vibration Monitor System	C	1	0	(M) May be inoperative provided Engine Vibration Monitor System is deactivated and secured.	

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(1) SYSTEM, SEQUENCE NUMBERS & ITEM	(2) REPAIR CATEGORY			
				(3) NUMBER INSTALLED
				(4) NUMBER REQUIRED FOR DISPATCH
				(5) REMARKS AND EXCEPTIONS
ATA 78 EXHAUST				
-30-01 Thrust Reverser System				
-01 3 Deactivation Pins Utilized	A	2	0	(M) May be inoperative provided: a) Aircraft has complied with Service Bulletin SB45-78-8 or SB40-78-02, b) Both Thrust Reversers are secured in FORWARD THRUST position utilizing three (3) Deactivation Pins in the specified locations in the note below, c) AFM performance is not predicated on the use of Thrust Reversers, and d) Repairs are made within two (2) flight days.  <u>NOTE:</u> Thrust Reverser Deactivation Pin Fairing Locations: Outboard (upper and lower) and Inboard, (upper only).
-02 4 Deactivation Pins Utilized	C	2	0	(M) May be inoperative provided: a) Both Thrust Reversers are secured in FORWARD THRUST positions utilizing four (4) deactivation pins, and b) AFM performance is not predicated on the use of Thrust Reversers.