

Revision: 15  
Date: 03/01/2007

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WASHINGTON, D.C.

MASTER MINIMUM EQUIPMENT LIST

BRITISH AEROSPACE JETSTREAM 3101

BRITISH AEROSPACE JETSTREAM 3201

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DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

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HIGHLIGHTS OF CHANGE		

Definitions	Updated in accordance with Policy Letter 25, Global Change 142.
Guidelines [(O) &(M)]	Updated IAW applicable Policy Letter Provisos and/or Industry requests.
ATA 22-1-1, 1-2 & 1-3	Autopilot relief updated to conform to PL-101 (GC-103).
ATA 22-4	Auto Pilot Disconnect relief added per PL-93.
ATA 23-1	HF removed from this item IAW PL-95 (GC-111) and put in ATA 23-14. [Separate HF item required for HF relief to comply with PL-106 (GC-135)].
ATA 23-1-1	Item changed to comply with PL 95 R1 (GC-111).
ATA 23-2-1	Changed to comply with PL-09 (GC-119).
ATA 23-2-2	Changed to comply with PL-09 (GC-119).
ATA 23-7 & 7-1, -2, & -3	Cockpit Voice Recorder relief updated to comply with PL-29 (GC-128).
ATA 23-8 (All)	Boom Microphone relief updated to comply with PL-58 (GC-100).
ATA 23-9 & 9-1	Selective Call Systems relief updated to comply with PL-117 (GC-137).
ATA 23-13	Electronic Checklist relief added.
ATA 23-14	HF relief updated to comply with PL-106 (GC-135).
ATA 23-15	ELT relief relocated to Item 23-15 and updated to comply with PL-120 (GC-147).
ATA 25-2 & 2-1 & -2	Repair category changed to comply with PL-79 (GC-134).

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- ATA 25-2-3            Armrest relief added IAW PL-79 (GC-134).
- ATA 25-5 &  
5-1 & -2            Passenger Convenience Items and Non-Essential Equipment &  
Furnishings (NEF) updated to comply with PL-116 (GC-138).
- ATA 25-6            ELT relief relocated to Item 23-15 to comply with PL-120  
(GC-147).
- ATA 25-7-1            Observer Seat relief updated IAW PL-56 (GC-127).
- ATA 25-8-1            Flight Attendant Seat(s) relief updated IAW PL-97 (GC-124).
- ATA 25-8-2            Flight Attendant Seat(s) relief updated IAW PL-97 (GC-124).
- ATA 25-8-3            Flight Attendant Seat(s) relief updated IAW PL-97 (GC-124).
- ATA 25-10            Lavatory relief moved to ATA 38-2.
- ATA 25-15  
-1, -2 & -3            Emergency Medical Equipment updated IAW PL-73 (GC-144).
- ATA 25-17  
& 17-1 & -2            Exterior Lavatory Door Ashtray relief updated IAW PL-85  
(GC-80).
- ATA 25-18            Galley Waste Receptacles Access Doors/Covers relief added to  
comply with PL-96 (GC-98).
- ATA 25-19            Cabin and Galley Storage Compartments and Closets relief added  
to comply with PL-104 (GC-129).
- ATA 25-20            Seat Belt Sign relief added to comply with PL-89.
- ATA 25-21            Cargo Restraint Systems relief added to comply with PL-100  
(GC-114).
- ATA 26-4            Cargo Compartment Fire Detection/Suppression System(s) relief  
added IAW PL-102 (GC-77).
- ATA 26-5            Lavatory Fire Extinguisher System relief added IAW PL-24  
(GC-106).

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- ATA-26-6 Lavatory Smoke Detection System added to comply with PL-24 (GC-106).
- ATA 31-3 Flight Data Recorder relief updated to comply with PL-87  
3-1, -2 & -3 (GC-136).
- ATA 33-1 Title changed to comply with PL-77 (GC-63).
- ATA 33-3 Wing Illumination Light relief updated to comply with PL-72  
(GC-54).
- ATA 34-3 Transponder relief updated IAW PL-76 (GC-133).  
& 3-1
- ATA 34-13 Distance Measuring Equipment (DME) relief updated IAW PL-03.
- ATA 34-14 Standby Attitude Indicator relief updated IAW PL-111.
- ATA 34-17 Altitude Alerting System relief updated to comply with PL-39.
- ATA 34-20 "O" (Operations procedure required) added to the provisos  
to comply with PL-10.
- ATA 34-21 Relief updated to comply with PL-32 (GC-145) for TCAS I.
- ATA 34-22 & Relief updated to comply with PL-32 (GC-145) for TCAS II.  
22-1 through -5
- ATA 34-23 GPWS/TAWS relief updated IAW PL-54 (GC-139).  
(All)
- ATA 34-25 Windshear Warning and Flight Guidance System (required by  
FAR) relief added to comply with PL-67 (GC-140).
- ATA 34-26 Windshear Detection and Avoidance System (required by FAR)  
relief added to comply with PL-67 (GC-140).
- ATA 34-27 Windshear Warning and Flight Guidance System (not required by  
FAR) relief added IAW PL-67 (GC-140).

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- ATA 34-28 Windshear Detection and Avoidance System (not required by FAR) relief added IAW PL-67 (GC-140).
- ATA 34-29 & 29-1 Flight Management System Navigation Databases updated IAW PL-98 (GC-71).
- ATA 34-30 & 30-1 Navigation Management System Navigation Databases updated IAW PL-98 (GC-71).
- ATA 34-31 & 31-1 through -5 Automatic Dependent Surveillance-Broadcast (ADS-B) System relief added to comply with PL-67 (GC-140).
- ATA 34-32 Relief added for Multifunction Display (MFD).
- ATA 34-33 Relief added for Multifunction Display Cooling Fan.
- ATA 34-34 Relief added for GPS Switching Unit Base (both provisos).
- ATA 35-6 Protective Breathing Equipment relief added to comply with PL-43.
- ATA 38-1 Relief added for Potable Water System in accordance with PL-83 (GC-108).
- ATA 38-2 Relief added for Lavatory Waste System in accordance with PL-83 (GC-108).

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DEFINITIONS		

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for the time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

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5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane (ETOPS) which has a type design approval for ER operations (ETOPS) and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

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

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

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

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

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22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

### 23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS) provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

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

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

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These aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS)

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Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-318/320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-318/320/319/ 321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-318/319/320/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-318/319/320/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant. For A-318/319/320/321, MAINTENANCE STATUS (Class II) do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for:

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- BLUE RSVR MAINTENANCE status: If applicable, and

- AIR BLEED MAINTENANCE status: As applicable.

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

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d. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built in Test Evaluation (BITE) of systems.

**Deleted:** Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.¶  
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¶

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

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

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

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

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

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

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

h. De- HAVILLAND (DASH 8 SERIES 400)

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

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

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

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

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

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

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

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30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

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PREAMBLE (06/14/1989)		

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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

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

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PREAMBLE (06/14/1989)		

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

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Guidelines for (O) & (M) Procedures		

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

21-1	(M)	Maintenance procedure to ensure that no electrical or mechanical fault exists which would have an adverse effect on any other System.
21-2	(M)	Maintenance procedure to ensure the failed Valve is in the CLOSED/OFF position.
21-11	(M)	Maintenance procedure to ensure the Discharge Valve or Safety Valve is secured OPEN.
21-13	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists.
21-14	(M)	Maintenance procedure to ensure the Discharge Valve or Safety Valve is secured OPEN.
21-15	(M)	Maintenance procedure to ensure the Discharge Valve or Safety Valve is secured OPEN.
21-18	(M)	Maintenance procedure to inspect Ground Heater to ensure no electrical or mechanical fault exists which would have an adverse effect on any other System.
21-19	(M)	Maintenance procedure to inspect Main Wheel Bay to ensure Air Conditioning Duct System integrity.
21-20	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists which could have an adverse effect on any Flight Control function.
22-1	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists which could have an adverse effect on any Flight Control function.
22-2	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists which could have an adverse effect on any Flight Control function.

22-3	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists which could have an adverse effect on any Flight Control function.
23-2-1	(O)	Operations procedure to ensure appropriate briefings are provided to the passengers. (Applies to both provisos.)
23-3	(O)	Operations procedure to ensure appropriate briefings are provided to the passengers.
23-9	(O)	Operations procedure to ensure procedures do not require SELCAL and alternate procedures are established and used when the SELCAL System is inoperative.
23-9-1	(O)	Operations procedure to ensure procedures do not require SELCAL and alternate procedures are established and used when the SELCAL System is inoperative.
23-11	(O)	Operations procedure to obtain information normally provided through the ACARS Printer.
23-12	(O)	Operations procedure to obtain information normally provided through the ACARS Printer.
23-14	(O)	Operations procedure to ensure SATCOM or Data Link operates normally, alternate procedures are established and used, SATCOM coverage is available over the intended route of flight and prior coordination with the appropriate ATS facility is conducted if Inmarsat codes are not available while using SATCOM Voice.
24-4	(O)	Operations procedure to ensure both Inverters are operative.
25-2-2	(O)	Operations procedure to alert Cabin Crew of inoperative Restraining Bar.
25-8-1	(M)	Maintenance procedure to ensure folding type Seat is stowed or secured in the RETRACTED position.
	(O)	Operations procedure to ensure Flight Attendant occupies the most appropriate Seat to fulfill his/her duties.

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25-8-2	(M)	Maintenance procedure to ensure a folding type Seat is stowed or secured in the RETRACTED position.
25-10	(O)	Operations procedure to isolate Lavatory Electrical System from Aircraft Electrical System (pulling Circuit Breaker is acceptable and secure Lavatory Door Latch (taping the Door Latch is acceptable).
25-15-1	(O)	Operations procedure to ensure Automatic External Defibrillator (AED) is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-15-2	(O)	Operations procedure to ensure Emergency Medical Kit (EMK) is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-15-3	(O)	Operations procedure to ensure First Aid Kit (FAK) is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-16	(M)	Maintenance procedure to ensure Seat is locked in the appropriate position.
25-18	(M)	Maintenance procedure to ensure Container is EMPTY and Access Door is SECURED to prevent waste introduction into the Compartment.
	(O)	Operations procedure to ensure procedures are established to ensure sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.
25-19	(M)	Maintenance procedure to ensure Galley Storage Compartments and Closets are secured CLOSED.
25-21	(M)	Maintenance procedure to ensure cargo loading limits from an approved source are observed.
26-5	(M)	Maintenance procedure to ensure Lavatory Door is locked CLOSED and placarded "INOPERATIVE – DO NOT ENTER".
	(O)	Operations procedure to ensure Lavatory Waste Receptacle is EMPTY and Lavatory is used only by crewmembers.

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26-6	(M)	Maintenance procedure to ensure Lavatory Door is locked CLOSED and placarded "INOPERATIVE – DO NOT ENTER".
	(O)	Operations procedure to ensure Lavatory Waste Receptacle is empty and the Lavatory is used only by crewmembers.
27-4	(M)	Maintenance procedure to ensure Flight Control functions are not adversely affected.
27-5	(M)	Maintenance procedure to isolate Electric Trim Servo and ensure Flight Controls are not adversely affected.
28-1	(O)	Operations procedure to determine fuel on board meets regulatory requirements for the intended flight.
30-9-3	(O)	Operations procedure to ensure a satisfactory field of vision is available to the crew.
30-14	(O)	Operations procedure to verify the Engine Anti-Ice System is operative.
31-2	(O)	Operations procedure to record elapsed flight time.
32-2	(M)	Maintenance procedure to verify the Normal Brake Accumulator is checked.
33-2-1	(M)	Maintenance procedure to deactivate the Fluorescent Lighting System and ensure specific follow-up action is performed in accordance with the applicable AD.
33-3	(O)	Operations procedure to ensure ground deicing procedures do not require the use of Wing Illumination Lights.
34-17	(O)	Operations procedure to ensure Autopilot with Altitude Hold is operative and enroute operations do not require use of the Altitude Alerting System.
34-20	(O)	Operations procedures to determine, prior to departure, items required in the provisos operate normally and Positive Radar Control can be maintained by ATC on the enroute portion of the flight. (Applies to all provisos.)

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34-21	(M)	Maintenance procedure to ensure TCAS Unit is deactivated and secured. (Applies to both provisos.)
34-22	(M)	Maintenance procedure to ensure TCAS Unit is deactivated and secured. (Applies to both provisos.)
34-22-2	(O)	Operations procedures established to ensure the non-flying pilot monitors the pilot's display, TA ONLY mode on the Resolution Advisory (RA) Display System is selected and all TA functions/elements are operative.
34-22-3	(O)	Operations procedure to ensure all RA display and audio functions are operative.
34-23A-1	(O)	Operations procedure to establish and ensure use of alternate procedures.
34-23A-1(a)	(O)	Operations procedure to establish and ensure use of alternate procedures.
34-23A-1(d)	(O)	Operations procedure to establish and ensure use of alternate procedures. (Applies to both provisos.)
34-23A-1(e)	(O)	Operations procedure to establish and ensure use of alternate procedures. (Applies to both provisos.)
34-23A-2	(O)	Operations procedure to establish and use alternate procedures.
34-23B-1	(O)	Operations procedure to establish and use alternate procedures.
34-23B-1(a)	(O)	Operations procedure to establish and use alternate procedures.
34-23B-1(d)	(O)	Operations procedure to establish and use alternate procedures. (Applies to both provisos.)
34-23B-1(e)	(O)	Operations procedure to establish and use alternate procedures.
34-23C-1	(O)	Operations procedure to establish and use alternate procedures.
34-25	(O)	Operations procedure to establish and use alternate procedures. (Applies to both provisos.)
34-26	(O)	Operations procedure to establish and use alternate procedures. (Applies to both provisos.)

34-27	(O)	Operations procedure to establish and use alternate procedures.
34-28	(O)	Operations procedure to establish and use alternate procedures.
34-29-1	(O)	Operations procedure established to ensure use of current aeronautical charts, status of facilities used to define route of flight verified suitable and Radios are manually tuned and identified.
34-30-1	(O)	Operations procedure established to ensure use of current aeronautical charts, status of facilities used to define route of flight verified suitable and Radios are manually tuned and identified.
34-32	(O)	Operations procedure to ensure alternate procedures are used and the MFD Circuit Breaker is pulled and collared.
34-33	(O)	Operations procedure to ensure the MFD is considered inoperative and the MFD Fan Circuit Breaker is pulled and collared.
34-34	(O)	Operations procedure to ensure GPS is not used for navigation and the Captain's Switching Unit Circuit Breaker is pulled and collared.
	(O)	Operations procedure to ensure Captain's GPS Switching Unit is operational and the First Officer's Switching Unit Circuit Breaker is pulled and collared.
35-3	(M)	Maintenance procedure to ensure Flight Deck Gauge is operative. This procedure should also ensure the person charging the Oxygen System is continuously aware of the pressure reading of the Flight Deck Gauge.
38-1	(M)	Maintenance procedure to ensure components are deactivated or isolated and System has no leaks.
	(M)	Maintenance procedure to ensure System is drained and not serviced.
38-2	(M)	Maintenance procedure to ensure components are deactivated or isolated and System has no leaks.
	(M)	Maintenance procedure to ensure components are deactivated or isolated, the Pilot-In-Command determines the flight duration is acceptable with Lavatory unusable and the Door is secured CLOSED and placarded.

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52-1	(O)	Operations procedure for flight crew members to confirm by visual inspection that the Door is latched prior to departure.
52-4	(M)	Maintenance procedure to secure Cargo Bay Door.
52-6	(O)	Operations procedure to ensure the Door is supported externally and only one passenger is on the Door at a time.
74-2	(O)	Operations procedure to ensure Continuous Ignition is operative.
79-1	(O)	Operations procedure to verify proper Oil Cooler Flap operation prior to departure.
79-3	(M)	Maintenance procedure to deactivate the System.
	(O)	Operations procedure to ensure AFM limitations and performance are complied with.
	(M)	Maintenance procedure to deactivate the System.
	(O)	Operations procedure to ensure AFM limitations are complied with.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
21 AIR CONDITIONING					
1. Air Conditioning Group	C	2	1	(M) One may be inoperative provided the opposite side System provides adequate heating and cooling.	
2. Flow Control Valves	C	2	1	(M) One may be inoperative provided: a) Components of the opposite side System provide adequate heating, cooling and pressurization, b) Failed Valve is in CLOSED/OFF position and c) Cabin Altitude Warning Caption is operative.	
3. Temperature Controllers (Automatic and Manual)	C	4	2	May be inoperative provided one Temperature Controller (Automatic or Manual) is operative on each side.	
4. Recirculation Fan	C	1	0		
5. Cabin Differential Pressure Indicator	C	1	0	May be inoperative for unpressurized flight.	
	C	1	0	May be inoperative for pressurized flight provided: a) Cabin Altitude Indicator is operative, b) Cabin Altitude Warning System is operative and c) A Cabin Altitude Conversion Chart is available to the Cockpit Crew in flight.	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
6. Cabin Altitude Indicator	C	1	0	May be inoperative for unpressurized flight.
	C	1	0	May be inoperative for pressurized flight provided: a) Cabin Differential Pressure Indicator is operative, b) Cabin Altitude Warning System is operative and c) A Cabin Altitude Conversion Chart is available to the Cockpit Crew in flight.
7. Cabin Altitude Warning Caption	C	1	0	May be inoperative for unpressurized flight.
	C	1	0	May be inoperative for pressurized flight provided: a) Aircraft is operated at or below 10,000 feet MSL, b) Cabin Differential Pressure Indicator is operative and c) Cabin Altitude Indicator is operative.
8. Cabin Pressure/Rate of Change Indicator	C	1	0	May be inoperative for unpressurized flight.
	C	1	0	May be inoperative for pressurized flight provided all other Pressurization Indicating and Warning Systems are operative.

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21 AIR CONDITIONING				
9. Pressurization Controller (Automatic Function)	C	1	0	May be inoperative for unpressurized flight provided the Discharge Valve or Safety Valve is OPEN.
	C	1	0	May be inoperative for pressurized flight provided: a) Pressurization can be adjusted using the Manual System and b) All other Pressurization Indicating and Warning Systems are operative.
10. Manual Pressurization Control (Rotating Knob)	C	1	0	May be inoperative for unpressurized flight.
	C	1	0	May be inoperative for pressurized flight provided: a) Automatic function of the Pressurization Controller is operative and b) All other Pressurization Indicating and Warning Systems are operative.
11. Pressurization Dump Control (Toggle Switch)	C	1	0	(M) May be inoperative for unpressurized flight provided the Discharge Valve or Safety Valve is secured OPEN.
12. Absolute Air Pressure Regulator	C	1	0	May be inoperative for unpressurized flight.
13. Freon Air Conditioner *** System	D	1	0	(M)
14. Discharge Valve	C	1	0	(M) May be inoperative for unpressurized flight provided the Discharge Valve or Safety Valve is secured OPEN.

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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
15. Safety Valve	C	1	0	(M) May be inoperative for unpressurized flight provided the Discharge Valve or Safety Valve is secured OPEN.
16. Cabin Punka Louvres				DELETED REVISION 12.
				NOTE: These are considered Passenger Convenience Items.
17. Cabin Temperature Indicator	C	1	0	
18 Cabin Ground Heater ***	D	1	0	(M)
19. Over Temperature Caption (Main Wheel Bay)	C	2	1	(M) One may be inoperative provided: a) Associated Air Conditioning Group is selected OFF and b) Opposite side provides adequate heating and cooling.
20. Duct Over Temp Caption	C	2	1	(M) One may be inoperative provided: a) Associated Air Conditioning Group is selected OFF and b) Opposite side provides adequate heating and cooling.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
1. Autopilot				
1) Transport Category Aircraft With Only One Autopilot Installed	B	1	0	(M) As required by FAR.
2) Transport Category Aircraft With Two or More Autopilots Installed	C	-	1	
	B	-	0	(M) As required by FAR.
3) Non Transport Category Aircraft	C	-	0	May be inoperative provided operations do not require its use.
2. Yaw Damper (As a *** Component of Autopilot)	C	1	0	(M) May be inoperative provided Autopilot is OFF.
3. Yaw Damper (Not a *** Component of Autopilot)	C	1	0	(M)
4. Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One 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.

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
1. Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.
1) VHF Communications Control Panels				
a) Frequency Transfer Light	C	-	0	
b) Frequency Transfer Switch	C	-	0	
c) Frequency Selector Knob	C	-	2	
d) Frequency Indication	C	-	2	
2. Passenger Address System (PA)				
1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used and b) Flight Attendant Alerting System (Audio and Visual) operates normally.
				NOTE: Any Station function(s) that operate normally may be used.
				(continued)

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
2. Passenger Address System (PA) (Continued)				
1) Passenger Configuration (Continued)	C	1	0	(O) May be inoperative provided: a) PA not required by FAR and b) 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) Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.
3. Recorded Passenger *** Address System	D	1	0	(O)
4. Static Discharge Wicks	C	12	7	No more than one Discharge Wick may be missing from: a) Left Wing, including Aileron, b) Right Wing, including Aileron and c) Each Empennage Control Surface.
5. Cockpit Speakers System	D	2	0	May be inoperative provided two operative Headsets are available to the flight crew.
6. Audio Amplifiers Required by FAR				DELETED REVISION 10.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
7. Cockpit Voice Recorder (CVR)				
1) With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.
2) Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.
3) For Operators Other Than Air Carriers and Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.
8. Boom Microphones				
COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER INSTALLED				
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 121.359(g), 135.151(d) or 125.227(e)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.
2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.
				(continued)

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
8. Boom Microphones (Continued)				
COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER INSTALLED				
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 121.359(g), 135.151(d) or 125.227(e)	A	-	0	May be inoperative provided repairs are made within three flight days.
2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.
9. Selective Call Systems (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.
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and use.
	D	-	0	May be inoperative provided procedures do not require its use.
10. Touchtone Microphones *** (DTMF)	D	-	0	
11. ACARS System ***	D	-	0	(O)

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
12. ACARS Printer ***	D	-	0	(O)
13. Electronic Checklists	D	1	0	
14. High Frequency (HF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.
	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight and d) If Inmarsat codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.
				NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
15. Emergency Locator Transmitter (ELT) ***				
1) Survival Type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
2) Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.
	D	-	-	Any in excess of those required by FAR may be inoperative or missing.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER				
1. Ammeters	B	2	1	One may be inoperative provided the corresponding Generator (GEN) Fail Caption is operative.
2. Inverters				DELETED, REVISION 9
3. Generator (GEN) Fail Captions	B	2	1	One may be inoperative provided Ammeter corresponding to the inoperative Generator (GEN) Fail Caption is operative and monitored.
4. Amber Inverter (INV) Failure Caption	B	1	0	(O)
5. External Power Receptacle	C	1	0	
6. Voltmeter Function Selector Switch				
1) Main Bus Position	C	1	0	May be inoperative provided Battery Bus Position is operative.
2) Ground Power Position	C	1	0	May be inoperative provided Battery Bus Position is operative.

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
1. Cockpit Crewmember Shoulder Harness				DELETED REVISION 10.
2. Passengers Seat(s)	C	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main aircraft Aisle and</li> <li>c) The affected Seat(s) are blocked and placarded "DO NOT OCCUPY".</li> </ul> <p>NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.</p> <p>NOTE 2: Inoperative Seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.</p>
1) Recline Mechanism	C	-	-	<p>May be inoperative and Seat occupied provided Seat is secured in the UPRIGHT position.</p> <p>(continued)</p>

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25 EQUIPMENT/ FURNISHINGS				
2. Passenger Seats (Continued)				
2) Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under Seat with inoperative Restraining Bar, b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT" and c) Procedures are established to alert Cabin Crew of inoperative Restraining Bar.
3) Armrest	C	-	-	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.
3. Seat Tray ***				DELETED REVISION 10.  NOTE: Seat Tray is considered a Passenger Convenience Item.
4. Cockpit Folding Door/Curtain	C	1	0	May be inoperative provided Door/Curtain is secured OPEN and does not block egress to exit.

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25 EQUIPMENT/ FURNISHINGS			
5. Passenger Convenience/ NEF Items			
1) Passenger Convenience *** Items (Expires on December 31, 2007)	-	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, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) or (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.</p> <p>NOTE: Exterior Lavatory Door Ash Trays are not considered Passenger Convenience Items.</p>
2) Non-Essential Equipment *** & Furnishings (NEF)	-	0	<p>May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.</p> <p>NOTE: Exterior Lavatory Door Ash Trays are not considered NEF items.</p>

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25 EQUIPMENT/ FURNISHINGS				
6. Emergency Locator Transmitter				RELOCATED TO ITEM 23-15, REVISION 15.
7. Observer Seat(s)				
1) Primary Observer Seat (Including Associated Equipment)	A	-	-	May be inoperative provided: a) A Passenger Seat in the Passenger Cabin is made available to an FAA Inspector for the performance of official duties and b) Repairs are made within two flight days.
	A	-	-	May be inoperative provided: a) Required minimum safety equipment (Safety Belt and Oxygen) is available, b) Seat is acceptable to the FAA Inspector for performance of official duties and c) Repairs are made within two flight days.
				(continued)

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25 EQUIPMENT/ FURNISHINGS				
7. Observer Seat(s) (Continued)				
1) Primary Observer Seat (Including Associated Equipment) (Continued)				NOTE 1: These provisos are intended to provide for occupancy of the above Seat by an FAA Inspector when the minimum safety equipment (Oxygen and Safety Belt) is functional and the Inspector determines the conditions to be acceptable.  NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
8. Flight Attendant Seats (Single or Dual Position)				
AIRCRAFT WITH MORE THAN ONE FLIGHT ATTENDANT SEAT				
1) Required Flight Attendant Seats	B	-	-	(M) (O) One Seat position or Assembly (Dual Position) may be inoperative provided: a) Affected Seat position or Seat Assembly is not occupied,  (continued)

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	4. REMARKS AND EXCEPTIONS		
25 EQUIPMENT/ FURNISHINGS			
8. Flight Attendant Seats (Single or Dual Position) (Continued)			
1) Required Flight Attendant Seats (Continued)			<ul style="list-style-type: none"> <li>b) Flight Attendant(s) displaced by inoperative Seat(s) occupies either an adjacent Flight Attendant Seat or the passenger Seat which is most accessible to the inoperative Seat(s), so as to most effectively perform assigned duties,</li> <li>c) Alternate procedures are established and used as published in crewmember manuals,</li> <li>d) Folding type Seat stows automatically or is secured in the RETRACTED position and</li> <li>e) Passenger Seat assigned to Flight Attendant is placarded "FOR FLIGHT ATTENDANT ONLY".</li> </ul> <p>NOTE 1: An Automatic Folding Seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A Seat position with an inoperative or missing Restraint System is considered inoperative.</p> <p>(continued)</p>

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
8. Flight Attendant Seats (Single or Dual Position) (Continued)				
1) Required Flight Attendant Seats (Continued)				
2) Excess Flight Attendant Seats	C	-	-	<p>NOTE 3: Individual operators, when operating with inoperative Seats, will consider the locations and combinations of Seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.</p> <p>NOTE 4: If one side of a Dual Seat Assembly is inoperative and a Flight Attendant is displaced to the adjacent Seat, the adjacent Seat must operate normally.</p> <p>(M) May be inoperative provided:  a) Affected Seat position or Seat Assembly is not occupied and  b) Folding type Seat stows automatically or is secured in the RETRACTED position.</p> <p>NOTE 1: An Automatic Folding Seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A Seat position with an inoperative or missing Restraint System is considered inoperative.</p> <p>(continued)</p>

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	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
8. Flight Attendants Seats (Continued)					
3) All Cargo Configuration	D	-	-	May be inoperative provided affected Seat or Seat Assembly is not occupied.	
9. Pilot and Co-Pilot Armrests	C	4	0	May be inoperative provided Armrest is secured in the UPRIGHT position.	
10. Lavatory				Moved to ATA-38.	
11. Flotation Equipment	D	-	-	Any in excess of those required by FAR may be inoperative.	
12. Ground Heater				Moved to ATA 21	
13. Sunvisors	C	2	0	May be inoperative provided there are no visual restrictions to the flight crew.	
14. Cargo Net (Carry On *** Baggage Area)	C	1	0	May be inoperative provided the Carry On Baggage Area is empty.	

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
15. Emergency Medical Equipment				
1) 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 three flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.
2) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a Unit that can not be mistaken for a fully serviceable Unit and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
(continued)				

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
15. Emergency Medical Equipment (Continued)				
3) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by FAR, only one of the required First Aid Kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a Unit that can not be mistaken for a fully serviceable Unit and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative. The number of Kits required by the FARs must contain the minimum content as required by FARs.
16. Crew Seat Adjustment	A	-	0	(M) May be inoperative provided: a) Seat(s) are locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available, c) Position of Seat is acceptable to the crew and d) Repairs are made within one flight day.

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
17. Exterior Lavatory Door Ashtrays				
1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed.	A	-	-	One may be missing provided it is replaced within 10 calendar days.
2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed.	A	1	-	May be missing provided it is replaced within 3 calendar days.
18. Galley Waste Receptacles Access Doors/Covers	C	-	-	(M) (O) May be inoperative provided: a) The Container is empty and the Access Door is secured to prevent waste introduction into the Compartment and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.
19. Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/ Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure Compartment CLOSED, b) Any emergency equipment located in affected Compartment is considered inoperative and c) Affected Compartment is not used for storage of any item(s) except for those permanently affixed.  NOTE: If no Partitions are installed, the entire Overhead Storage Compartment is considered one Bin.

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25 EQUIPMENT/ FURNISHINGS					
20. "FASTEN SEAT BELT WHILE SEATED" Sign or Placard	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.	
21. Cargo Restraint Systems	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.	
	C	-	-	May be inoperative or missing provided Cargo Compartment remains empty.	

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26 FIRE PROTECTION				
1. Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged INOPERATIVE, removed from its installed location, and placed out of sight so that it cannot be mistaken for a functional Unit and b) Required distribution is maintained.
2. Pod Smoke Detector ***	C	1	0	NOTE: Pod Smoke Detector relief and "C" repair interval are not applicable if Detector is disconnected or removed in accordance with FAA Approved Service Bulletin.
3. Fire Bottle Discharge Discs	C	4	0	May be missing provided the Bottle Pressure is verified prior to each departure.
4. Cargo Compartment Fire Detection/Suppression Systems	C	-	0	May be inoperative provided associated Cargo Compartment remains empty.  NOTE 1: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.  NOTE 2: Class E Cargo Compartments require only the installation of Smoke or Fire Detection Systems (not suppression).

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26 FIRE PROTECTION				
5. Lavatory Fire Extinguisher System	C	-	-	For each Lavatory, the Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector System operates normally.
	C	-	-	(M) (O) For each Lavatory, the Lavatory Fire Extinguisher System may be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Associated Lavatory Door is locked CLOSED and placarded "INOPERATIVE-DO NOT ENTER" and c) Lavatory is used only by crewmembers.
				NOTE 1: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.  NOTE 2: A Lavatory Fire Extinguisher System is not required for all-cargo operations.

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26 FIRE PROTECTION				
6. Lavatory Smoke Detection System	C	-	-	<p>(M) (O) For each Lavatory, the Lavatory Smoke Detection System may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Lavatory Waste Receptacle is empty,</li> <li>b) Associated Lavatory Door is locked CLOSED and placarded "INOPERATIVE-DO NOT ENTER" and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> <p>NOTE 1: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.</p> <p>NOTE 2: Lavatory Smoke Detection System is not required for all-cargo operations.</p>

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27 FLIGHT CONTROLS				
1. Trim Tab Position Indicators (Ailerons)	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not impaired and c) Tab is positioned to NEUTRAL prior to each departure and NEUTRAL is verified by visual inspection.
2. Trim Tab Position Indicators (Rudder) (BAE-3101 ONLY)	C	1	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not impaired and c) Tab is positioned to NEUTRAL prior to each departure and NEUTRAL is verified by visual inspection.
3. Flap Position Indicator	C	1	0	May be inoperative provided: a) External Flap Position Markings are present on the left and right Flap Vanes, b) Flaps are visually checked for full travel and Flap operation is not impaired and c) Flaps are visually checked for proper setting prior to each departure.
4. Control Lock System	C	1	0	(M) May be inoperative provided all Flight Control Functions are not impaired.  NOTE: See AFM limitation reference Control Lock.

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27 FLIGHT CONTROLS				
5. Electric Elevator Trim ***	C	1	0	(M)
6. Flap Lift Dump System	C	1	0	May be inoperative provided performance charts which provide data for landing distances without Lift Dump are used.

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28 FUEL				
1. Fuel Quantity Gauges	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel on board meets the regulatory requirements for the intended flight and b) Both Fuel Flow Meters are operative and monitored.
2. Fuel Counter/Consumed *** Indicator	C	-	0	
3. Fuel Cross-Feed Light	C	1	0	May be inoperative provided: a) Proper operation of Cross-Feed System is checked prior to departure, b) Both Fuel Pressure Annunciator Lights are operative and c) Both Fuel Quantity Gauges are operative.
4. Low Level Fuel Warning *** Lights	C	2	0	May be inoperative provided associated Fuel Quantity Gauge is operative.
5. Magnetic Fuel Level *** Indicators	C	8	0	May be inoperative provided: a) A reliable means is established to determine that fuel on board meets the regulatory requirements for the intended flight and b) Both Fuel Flow Meters are operative.

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28 FUEL				
6. Fuel Boost Pump	A	2	1	One may be inoperative provided: a) Opposite Pump is operative, b) Fuel Cross-Feed is operative, c) Flight is conducted at or below Flight Level 200, d) Jet A or Jet A-1 fuel is used and e) Repairs are made within three flight days.

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	4. REMARKS AND EXCEPTIONS			
29 HYDRAULIC POWER				
1. Hydraulic Pump Pressure Gauges	C	2	1	One may be inoperative provided: a) Both Pumps are confirmed operative each time Engines are started and b) Hydraulic System High Pressure Warning Caption is operative.
2. Hydraulic System High Pressure Warning Caption (HYD)	C	1	0	May be inoperative provided Hydraulic Pump Pressure Gauges are operative and monitored.

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	4. REMARKS AND EXCEPTIONS				
30	ICE AND RAIN PROTECTION				
1.	Surface Deicing System (Wing, Vertical and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
2.	Surface De-Ice System (Automatic Function Only)	C	1	0	May be inoperative provided Manual Control is operative.
3.	Airfoil De-Ice Pressure Indication Lights	C	2	0	May be inoperative provided aircraft is not operated in known or forecast conditions.
4.	Windscreen Heating System	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
5.	Windscreen Demisting System	C	1	0	May be inoperative provided both Windscreen Heaters are operative.
6.	Windshield Magnetic Heating Indicators	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
7.	Pitot Heaters (No.1 and No.2)	B	2	0	Left Unit must be operative for IFR passenger carrying and/or for flight in known or forecast icing conditions. Two heated Pitot Tubes are required for these conditions if a second Airspeed Indicator is installed and operative.
8.	Pitot Heater (No. 3)	B	1	0	May be inoperative provided Autopilot and /or Flight Director is not used.

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30	ICE AND RAIN PROTECTION				
9.	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
1)	Slow Speed	C	1	0	May be inoperative provided high speed is operative.
2)	High Speed	C	1	0	May be inoperative provided: a) Slow speed is operative and b) Slow speed is adequate to remove water from the Windshield.
3)	Park Mode	C	2	0	(O) May be inoperative provided the Wiper Blade is manually parked in a position providing a field of vision satisfactory to the flight crew.
10.	Stall Vane and Pitot Heater Indicating Lights	B	3	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
11.	Stall Warning Vane Heaters	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
12.	Elevator Horn Anti-Icing *** System	C	1	0	May be inoperative provided Autopilot is not operated during flight into known or forecast icing conditions.
13.	Propeller De-Icing System (Includes Ammeters)	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION				
14. Engine Anti-Ice Indicators	C	2	1	(O) One may be inoperative provided: a) An operational check is performed before each flight and b) Aircraft is not operated in known or forecast icing conditions.
15. Engine Inlet Anti-Icing Systems	C	2	1	One may be inoperative provided aircraft is not operated in visible moisture and OAT is less than +5 degrees Centigrade.

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	4. REMARKS AND EXCEPTIONS			
31 INDICATING/ RECORDING SYSTEMS				
1. Clocks With Sweep Second Hand or Electric Digital Clocks.	C	-	0	May be inoperative for VFR flight.
	C	-	1	One may be inoperative for IFR flight.
2. Flight Hour Recorder ***	C	-	0	(O)
3. Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by FAR may be inoperative.
	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) System operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch and d) Repairs are made within three flight days.
				(continued)

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31 INDICATING/ RECORDING SYSTEMS				
3. Flight Data Recorder (FDR) System (Continued)				
1) FDR Recording Parameters Required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally and b) Repairs are made within 20 calendar days.
2) FDR Recording Parameters Not Required by FAR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.
3) FDR System Installed For An Operator Other Than A Holder Of An Air Carrier or Commercial Operator Certificate	C	-	1	Any in excess of those required by FAR may be inoperative.
	A	-	0	May be inoperative provided repairs are made in accordance with applicable FARs.

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	4. REMARKS AND EXCEPTIONS			
32 LANDING GEAR				
1. Foot-Brake Applied Pressure Gauges	C	2	0	May be inoperative provided: a) All other Brake System Gauges are operative and b) Brakes are checked for proper operation prior to departure.
2. Main Brake Supply Pressure Gauge	C	1	0	(M) May be inoperative provided: a) Both Foot Brake Applied Pressure Gauges are operative and b) The normal Brake Accumulator is showing the correct charge.

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33 LIGHTS				
1. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes and c) Lighting configuration and intensity is acceptable to the flight crew.
2. Cabin Lights				
1) Aircraft Equipped With ALC Lighting System	A	-	-	Individual Lights may be inoperative provided: a) Lighting configuration at the time of departure is acceptable to the flight crew and b) Repairs are made within 5 flights or 10 flight hours whichever occurs first.
	C	-	-	(M)
2) All Other Aircraft	C	-	-	Individual Lights may be inoperative provided lighting configuration at the time of departure is acceptable to the flight crew.
3. Wing Illumination Lights	C	-	0	(O) May be inoperative provided ground deicing procedures do not require their use.

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33 LIGHTS				
4. "No Smoking/Fasten Seat Belt" Sign	C	1	0	May be inoperative provided appropriate verbal briefings are given to passengers.
5. Position Light(s)	C	-	0	May be inoperative for day operations.
	C	-	3	May be inoperative for night operations provided at least one Bulb is operative in each position (i.e., left Wing Tip, right Wing Tip, and Tail).
6. Upper Beacon Light				
1) BA-3101	C	-	0	May be inoperative for day operations.
2) BA-3201	C	-	0	May be inoperative for night operations provided Wing Tip Strobe Light System is operative.
	C	-	0	
7. Lower Beacon Light				
1) BA-3101	C	-	0	May be inoperative for day operations.
2) BA-3201	C	-	0	May be inoperative for night operations provided Wing Tip Strobe Light System is operative.
	C	-	0	

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33 LIGHTS				
8. Wing Tip Strobe Light System				
1) BA-3101	C	1	0	May be inoperative for day operations.
	C	1	0	May be inoperative for night operations provided both Upper and Lower Beacon Lights are operative.
2) BA-3201	C	1	0	May be inoperative for day operations.
9. Landing Lights	C	2	0	May be inoperative for day operations.
	C	2	1	One may be inoperative for night operations.
10. Taxi Light	C	1	0	May be inoperative for day operations.
	C	1	0	May be inoperative for night operations provided both Landing Lights are operative.
11. Logo Light System ***	D	1	0	
12. Spar Caution Light (With or Without Flasher)	C	1	0	May be inoperative provided passengers are appropriately briefed regarding Spar Step.
13, Baggage Compartment Light	C	1	0	
14. Pod Baggage *** Compartment Light	C	1	0	

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33 LIGHTS				
15. Recognition Light System ***	C	1	0	
16. Window Wash Lights ***	C	-	-	
17. Exterior Light Pulsing *** Systems				
a) Landing Light Pulse System	D	-	0	May be inoperative provided the normal Landing Lights' function is not impaired.
b) Navigation Light Pulse System	D	-	0	May be inoperative provided the normal Navigation Lights' function is not impaired.
c) Logo Light Pulse System	D	-	0	

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
1. Gyroscopic Rate of Turn Slip/Skid Indicators	B	2	0	May be inoperative on: a) The right side for all flights, b) The left side for all non-passenger carrying operations and c) The left side for passenger carrying day VFR flights.
2. Vertical Speed Indicator	B	2	0	May be inoperative on: a) Right side for all flights and b) Left side for all flights except for IFR passenger carrying operations.
3. ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute operations do not require its use and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
	D	-	1	Any in excess of those required by FAR may be inoperative.
1) Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by FAR	A	-	0	May be inoperative provided: a) Enroute operations do not require its use and b) Repairs are made prior to completion of the next scheduled heavy maintenance.

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34 NAVIGATION				
4. Long Range Navigation *** Systems (LORAN, RNAV, INS, OMEGA/ VLF, DOPPLER)	C	-	-	As required by FAR.
5. Navigation Equipment				
a) VOR Receivers	C	-	0	As required by FAR.
b) ILS Systems				
1) Glideslope Receiver	C	-	0	May be inoperative provided approach does not require its use.
2) Localizer Receiver	C	-	0	May be inoperative provided approach does not require its use.
6. Global Positioning *** System (GPS)	D	-	0	May be inoperative provided enroute navigation and approach procedures are not dependent on its use.
7. Weather Radar/Thunderstorm Detection Equipment Systems	C	1	0	As required by FAR.
8. Radar Stabilization	C	1	0	
9. Marker Beacon	C	2	0	May be inoperative provided approach does not require its use.
10. Flight Director ***	C	1	0	May be inoperative provided landing minimums are not based on its use.

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34 NAVIGATION				
11. Radar Altimeter ***	C	1	0	May be inoperative provided landing minimums are not based on its use.  NOTE 1: GPWS may be affected.
12. Altitude Encoder				Combined with ATA 34-3.
13. Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
14. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.
	B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only and b) Operations are not conducted into known or forecast over-the-top conditions.
15. Automatic Direction Finding Systems (ADF)	C	-	0	As required by FAR.
16. RMI (Radio Magnetic Indicators)	C	2	0	As required by FAR.
17. Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Enroute operations do not require its use and c) Repairs are made within three flight days.
	C	-	0	May be inoperative provided it is not required by FAR.

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34 NAVIGATION				
18. Page Reader ***	C	1	0	
19. Externally Mounted *** Airspeed/Altimeter Bugs	C	-	0	May be inoperative, broken or missing provided there are no internal connections.
20. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.

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34 NAVIGATION				
21. Traffic Alert Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.
22. Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.
				(continued)

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34 NAVIGATION				
22. Traffic Alert and Collision Avoidance System (TCAS II) (Continued)				
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	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)	C	2	1	May be inoperative on non-flying pilot side.
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) Visual Display and Audio Functions are operative, b) TA Only Mode is selected by the crew and c) Enroute or approach procedures do not require its use.
3) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA Visual Display and Audio Functions are operative and b) Enroute or approach procedures do not require its use.
4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
5) Airspace Selection *** Function	C	-	0	

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
23. Terrain Awareness and Warning System (TAWS)				
A. Class A TAWS Equipment Required				
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
a) 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 flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative and b) Repairs are made within two flight days.
c) Glideslope Deviation(s) (Mode 5)	C	-	1	
	B	-	0	
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory Callout not required by FAR and b) Alternate procedures are established and used.
				(continued)

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
23. Terrain Awareness and Warning System (TAWS) (Continued)				
A. Class A TAWS Equipment (Continued)				
1) GPWS (Continued)				
e) Windshear Mode (Reactive) ***	B	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.
	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.
2) Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) Terrain Displays	C	-	1	
	B	-	0	
4) Runway Awareness and Advisory System (RAAS) ***	C	1	0	

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
23. Terrain Awareness and Warning System (TAWS) (Continued)				
B. Class B TAWS Equipment Required				
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
a) 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 flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative and b) Repairs are made within two flight days.
c) Modes 2, 4 & 5 ***	C	3	0	
d) Advisory Callouts	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 FAR and b) Alternate procedures are established and used.
				(continued)

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	4. REMARKS AND EXCEPTIONS			
34. NAVIGATION				
23. Terrain Awareness and Warning System (TAWS) (Continued)				
B. Class B TAWS Equipment Required (Continued)				
1) GPWS (Continued)				
e) Windshear Mode (Reactive) ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2) Terrain System-Forward Looking Terrain Avoidance (FSTA) and Premature Descent Alert (PDA) Functions	B	1	0	
3) Terrain Displays	C	-	0	
4) Runway Awareness & Advisory System (RAAS) ***	C	1	0	
C. Class C TAWS Equipment				
1) TAWS/GPWS ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
				NOTE: Any mode that operates normally may be used.

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
24. Flight Profile Advisory *** System	D	-	-	
25. Wind Shear Warning and *** Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
INSTALLATION REQUIRED BY FAR				NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedure.
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Detection and Avoidance System (Predictive) operates normally.
26. Wind Shear Detection *** and Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
INSTALLATION REQUIRED BY FAR				NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) Windshear Warning and Guidance System (Reactive) operates normally.

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
27. Windshear Warning and Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
INSTALLATION NOT REQUIRED BY FAR					
28. Windshear Detection and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
INSTALLATION NOT REQUIRED BY FAR					
29. Flight Management System					
1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight and c) Approach Navigation Radios are manually tuned and identified.	

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
30. Navigation Management System				
1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight and c) Approach Navigation Radios are manually tuned and identified.
31. Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.  Note: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
1) Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other Aircraft Systems may be used.  (continued)

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
31. Automatic Dependent Surveillance-Broadcast (ADS-B) System (Continued)				
2) Cockpit Display and Traffic Information (CDTI)	D	-	0	
				NOTE: ADS-B data transmissions may continue.
3) 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.
4) Data Link Transmitter(s)	D	-	0	
5) Data Link Receivers	D	-	0	
32. Multifunction Display (MFD)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used and b) The MFD Circuit Breaker is pulled and collared.
33. Multifunction Display (MFD) Cooling Fan	C	1	0	(O) May be inoperative provided: a) The MFD is considered inoperative and b) The MFD Fan Circuit Breaker is pulled and collared.

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
34. GPS Switching Unit Base	C	2	0	(O) Captain's side may be inoperative provided: a) GPS is not used for navigation and b) Captain's Switching Unit Circuit Breaker is pulled and collared.
	C	2	1	(O) First Officer's side may be inoperative and GPS used for navigation provided: a) Captain's GPS Switching Unit is operational and b) The First Officer's Switching Unit Circuit Breaker is pulled and collared.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
35 OXYGEN				
1. Oxygen System (Passenger)	C	-	0	As required by FAR.
	C	-	0	Individual Masks, Dispensers or associated Doors may be inoperative provided the affected Seat(s) is blocked and placarded "DO NOT OCCUPY".
2. Oxygen Pressure Gauge (Passenger Bottle)	C	1	0	May be inoperative provided Flight Deck Gauge is operative.
3. Oxygen Pressure Gauge (Charging)	C	1	0	(M) May be inoperative provided Flight Deck Gauge is operative.
4. Oxygen Pressure Gauge (Flight Deck)	C	1	0	May be inoperative provided: a) Charging Gauge is operative and b) Aircraft is operated at or below 10,000 feet MSL.
5. Bay Temperature Gauge	D	1	0	May be inoperative provided: a) Bay temperature is determined prior to servicing and b) A calibrated thermometer is used to determine temperature.
6. Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE				
1. Potable Water Systems	C	-	-	(M) Individual Components may be inoperative provided: a) Associated Components are deactivated or isolated and b) Associated System Components are verified not to have leaks.  NOTE: Any portion of a 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.
2. Lavatory Waste Systems	C	-	-	(M) Individual Components may be inoperative provided: a) Associated Components are deactivated or isolated and b) Associated System Components are verified not to have leaks.  NOTE: Any portion of a System which operates normally may be used.
(continued)				

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE  2. Lavatory Waste Systems (Continued)	C	-	-	<p>(M) Associated Lavatory System(s) may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Associated Components are deactivated or isolated to prevent leaks,</li> <li>b) The Pilot-in-Command will determine if flight duration is acceptable with a Lavatory unusable and</li> <li>c) Associated Lavatory Door is secured CLOSED and placarded, "INOPERATIVE – DO NOT ENTER".</li> </ul> <p>NOTE: These provisions are not intended to prohibit inspections by crewmembers.</p>

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
52 DOORS				
1. Pod Door Caption ***	C	1	0	(O)
2. Entry Door Caption (Not Illuminated)	A	1	0	May be inoperative provided: a) Fasten Seat Belt Sign is operative and illuminated throughout the flight, b) Flight is conducted using minimum necessary Cabin Differential Pressure, c) Door is visually verified CLOSED and LOCKED per AFM procedures prior to each departure and d) Repairs are made within two flight days.  NOTE: If Entry Door Caption is illuminated, follow AFM procedures.
3. Pod Door Restraint Cable ***	C	1	0	
4. Aft Cargo Bay Door Latches	C	2	0	(M) May be inoperative provided Cargo Bay is empty and secured CLOSED.
5. Passenger Door Seal	C	1	0	May be inoperative provided: a) Flight is conducted in an unpressurized configuration and b) Dump Valve is selected OPEN.
6. Cabin Door Restraint Cable	C	1	0	(O) May be inoperative provided: a) Door is supported externally when OPENED and CLOSED, b) Only one passenger at a time is allowed to be on the Door and c) Handrail/Door Stay is fully serviceable.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
57 WINGS				
1. Vortex Generators	A	20	16	One or two may be missing from each Wing provided: <ul style="list-style-type: none"> <li>a) They are not adjacent,</li> <li>b) They are not located on Wing Root Fillets,</li> <li>c) Wing Surface and Wing Root Fillet are in good condition and free from damage,</li> <li>d) Aircraft is not used for stall or single-engine training and</li> <li>e) Repair is made within one flight day.</li> </ul>

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	4. REMARKS AND EXCEPTIONS			
61 PROPELLERS				
1. Synchrophase System	C	1	0	
2. Reverse (REV) Captions	C	2	1	One may be inoperative provided correct operation of Propeller is verified before takeoff.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
73 ENGINE FUEL & CONTROL				
1. Fuel Flowmeters	C	2	1	One may be inoperative provided: a) All other Engine Indicating Instruments are operative and b) Both Fuel Quantity Gauges are operative.
2. Fuel Pressure Warning Captions	C	2	1	May be inoperative provided associated Fuel Pressure Gauges and Fuel Flowmeters are operative.
3. Fuel Manifold Purge System	A	2	0	May be inoperative provided repairs are made within one flight day.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
74 IGNITION				
1. Continuous Ignition Systems	C	2	0	May be inoperative provided: a) Normal Ignition is unimpaired, b) Auto Re-Ignition System is installed and verified to be operative, c) Jetstream SB 74JM7693A for the Auto Re-Ignition System has been complied with and d) Aircraft is not operated in known or forecast icing conditions.
2. Ignition Lights	C	2	1	(O) One may be inoperative provided: a) Continuous Ignition is operative and audibly checked prior to each flight and b) Aircraft is not operated in known or forecast icing conditions.
3. Auto Re-Ignition System ***	C	2	0	May be inoperative provided: a) Normal Ignition is unimpaired and b) Continuous Ignition is operative and selected: 1) During takeoff and climbout in actual or potential icing conditions, 2) When ice is visible on or shedding from propeller(s) spinner(s) or leading edge(s), 3) Immediately anytime Engine flameout occurs as a possible result of ice ingestion,  (continued)

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	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		
74 IGNITION  3. Auto Re-Ignition System *** (Continued)			<p>4) During approach and landing while in or shortly following flight in actual or potential icing conditions and</p> <p>5) When taking off on a slush covered runway.</p> <p>NOTE: Potential icing conditions in precipitation or visible meteorological conditions:</p> <p>1) Begin when the OAT is plus 5 degrees C (plus 41 degrees F) or colder or</p> <p>2) End when the OAT is plus 10 degrees C (plus 50 degrees F) or warmer.</p>

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
76. ENGINE CONTROLS				
1. SRL System	C	2	0	May be inoperative provided: a) AFM unconditioned EGT limits are not exceeded, b) APR is in the OFF position, c) Inoperative SRL is OFF, d) Power Augmentation is not used and e) Water Methanol is not used except for aircraft with BAE Mod. 7340 installed by BAE kit 3147/2 or kit 3358, For these aircraft, refer to AFM EGT limits with SRL Computer inoperative.
2. Torque and Temperature Limiters (TTL)	C	2	0	May be inoperative provided: a) AFM EGT and torque limitations are not exceeded, b) APR/Water Methanol is OFF and c) Inoperative TTL is OFF.
3. Automatic Performance *** Reserve (APR)	C	1	0	May be inoperative provided AFM performance data "Without Power Augmentation" is used.
4. Power Augmentation *** System	C	1	0	May be inoperative provided AFM performance data "Without Power Augmentation" is used.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
79 ENGINE OIL					
1. Oil Cooler Flap OPEN/CLOSED Captions	C	2	0	(O) May be inoperative provided correct Oil Cooler Flap operation is verified prior to departure.	
2. Oil Cooler Flap Auto Function	C	2	0	May be inoperative provided the manual functions are operative.	
3. Oil Cooler Flap	A	2	1	(M) (O) One may be inoperative in the CLOSED position provided: a) Opposite side System operates normally, b) AFM performance is observed, c) Oil pressure and temperature limitations as specified in the AFM are monitored, d) Affected System is deactivated and e) Operations are limited to not more than three flight days before repair is made.	
	A	2	1	(M) (O) One may be inoperative in the OPEN position provided: a) Opposite side System operates normally, b) Maximum air speed is 150 KIAS, c) Oil pressure limitations as specified in the AFM are monitored, d) Minimum oil temperature for takeoff and flight is +55 degrees C, e) Affected System is deactivated and f) Operations are limited to not more than three flight days before repair is made.	

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

82 WATER INJECTION				
1. Water Methanol System ***	C	1	0	May be inoperative provided AFM limitations for flight without Water Methanol are used.
2. Water Methanol Quantity *** Indicator System	C	1	0	May be inoperative provided System is filled to capacity prior to each takeoff requiring Water Methanol.
3. Water Methanol Pumps ***	C	2	0	May be inoperative provided AFM limitations for flight without Water Methanol are used.