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

MASTER MINIMUM EQUIPMENT LIST
Bombardier
BD-100-1A10

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

BD-100-1A10

REVISION: 4

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Control Page

System

Page No.

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[HIGHLIGHTS OF CHANGE](#)**SECTION 1 - LRU /COMPONENT ORIENTED MMEL RELIEF**

ITEM NO.	TYPE OF CHANGE	HIGHLIGHT OF CHANGE
21-53-02	Effectivity	Ram Air Regulating Valve (RARV): Revise the effectivity to add aircraft that have the change from production: 20001 to 20005, 20034 and subsequent. Ram Air Regulating Valve (RARV)
23-71-01	Technical	Cockpit Voice Recorder (CVR) System Including the Recorder Independent Power Supply (RIPS): To introduce the Recorder Independent Power Supply.
25-61-01	Technical	Emergency Locator Transmitter (ELT): To apply Rev 1 of Policy Letter 120.
28-41-01	Technical	High Level Sensors: To remove the Maintenance (M) procedures.
29-12-02	Technical	Power Transfer System: To clearly indicate that the AFM supplement for flight with Landing Gear Down must be used.
32-60-01	Technical	Nose Gear Door Systems To give a dispatch relief when NOSE GEAR DOOR caution message is displayed and maintenance action is required before dispatch.
33-23-01	Technical	Passenger Notice System (No Smoking / Fasten Seat Belt): To apply Policy Letter 123, Passenger Notice System (Lighted Information Signs), and Policy Letter 125, Revision 0 Equipment Relief without Passengers.
33-50-02	Technical	Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System): To add the following applicable aircraft for the EMTEQ LED type. Aircraft, 20139, 20143, 20146, 20148 and up.
34-17-01	Technical	Altitude Alerting System: <ul style="list-style-type: none"> - To apply FAA MMEL Policy Letter 39. - To make sure that each pilot has altitude indication when the altitude alerting system is inoperative.

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<u>HIGHLIGHTS OF CHANGE</u>		

ITEM NO.	TYPE OF CHANGE	HIGHLIGHT OF CHANGE
34-21-01	Technical	Attitude Heading Reference System (AHRS): To give dispatch relief for the Attitude Heading Reference System (AHRS).
46-10-01	Editorial	Integrated Flight Information System (IFIS): <ul style="list-style-type: none"> - To move this item to chapter 46 – Information Systems. Change the item number from 23-20-02 to 46-10-01. - To break down the aircraft applicability.
49-11-02	Technical	APU Hour Meter: <ul style="list-style-type: none"> - To give dispatch relief when the APU hour meter is inoperative. - To add a maintenance (M) procedure to provide alternate method for checking APU hours.

SECTION 2 - MESSAGE-ORIENTED MMEL RELIEF

ITEM NO.	TYPE OF CHANGE	HIGHLIGHT OF CHANGE
AIR COND FAULT (Advisory)	Technical	To dispatch with AIR COND FAULT (Advisory) message.
AUTO PRESS FAIL (Caution)	Technical	To dispatch with AUTO PRESS FAIL (Caution) message.
MANUAL PRESS FAIL (Advisory)	Technical	To dispatch the aircraft with MANUAL PRESS FAIL (Advisory) message
CABIN PRESS FAULT (Caution)	Technical	To dispatch the aircraft with CABIN PRESS FAULT (Caution) message.
TRIM AIR FAIL (Caution)	Technical	To dispatch the aircraft when the TRIM AIR FAIL (Caution) message is displayed.
ELECTRICAL FAULT (Advisory)	Technical	To dispatch the aircraft with an ELECTRICAL FAULT (Advisory) message.
L AUX BUS FAIL (Advisory)	Technical	To dispatch the aircraft with the L AUX BUS FAIL (Advisory) message.
STBY INST BATT FAULT (Advisory)	Technical	To dispatch the aircraft with a STBY INST BATT FAULT (Advisory) message.

HIGHLIGHTS OF CHANGE

ITEM NO.	TYPE OF CHANGE	HIGHLIGHT OF CHANGE
AUX HYD PUMP FAIL ON (A)	Technical	To dispatch the aircraft with the AUX HYD PUMP FAIL ON (Advisory) message.
ICE DETECTOR FAIL (Caution)	Technical	To dispatch with the ICE DETECTOR FAIL (Caution) message displayed.
ICE DETECTOR FAULT (Advisory)	Technical	To dispatch with the ICE DETECTOR FAULT (Advisory) message displayed.
L WSHLD HEAT FAIL (Caution)	Technical	To dispatch the aircraft with the L WSHLD HEAT FAIL (Caution) message.
R WSHLD HEAT FAIL (Caution)	Technical	To dispatch the aircraft with the R WSHLD HEAT FAIL (Caution) message.
R WINDOW HEAT FAIL (Caution)		To dispatch the aircraft with the R WINDOW HEAT FAIL (Caution) message.

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[HIGHLIGHTS OF CHANGE](#)

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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 time specified by repair category.

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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DEFINITIONS		

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 which has a type design approval for ER operations 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 or in the engine(s).
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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DEFINITIONS		

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 affect airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

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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. DOUGLAS (MD-11)

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

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

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

c. AIRBUS (A-300-600, A-310, A-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-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-320/319/321, 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-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant; however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

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.

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DEFINITIONS		

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.

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.

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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DEFINITIONS		

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, 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 manufacture'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.
31. As used in MMELs, Heavy Maintenance Visit (HMV) is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.

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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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SECTION 1

LRU /COMPONENT ORIENTED MMEL RELIEF

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING				
00-01 Integrated Air System Controller (IASC)				
1) Aircraft <u>without</u> SB 100-21-05				
a) IASC 1 Channel B	B	1	0	(O) May be inoperative provided: a) IASC 2 Channel B is operative, b) Left Bleed Loop is considered inoperative (36-20-01). c) Left High Pressure Valve is considered inoperative (30-10-01), and d) Operational status of Pre-cooler Cross Over Valve is verified once each flight day.
b) IASC 2 Channel B	B	1	0	(O) May be inoperative provided: a) IASC 1 Channel B is operative, b) Trim Air System is considered inoperative (21-61-03), c) Right Bleed Loop is considered inoperative (36-20-01), d) Right High Pressure Valve is considered inoperative (30-10-01), and e) Operational status of Pre-cooler Cross Over Valve is verified once each flight day.
2) Aircraft <u>with</u> SB 100-21-05				
a) IASC 1 Channel B	C	1	0	(O) May be inoperative provided: a) IASC 2 Channel B is operative, b) Left Bleed Loop is considered inoperative (36-20-01). c) Left High Pressure Valve is considered inoperative (30-10-01), and d) Operational status of Pre-cooler Cross Over Valve is verified once each flight day.

(Cont'd)

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING				
00-01 Integrated Air System Controller (IASC) (Cont'd) 2) Aircraft <u>with</u> SB 100-21-05 (Cont'd) b) IASC 2 Channel B	C	1	0	(O) May be inoperative provided: a) IASC 1 Channel B is operative, b) Trim Air System is considered inoperative (21-61-03), c) Right Bleed Loop is considered inoperative (36-20-01), d) Right High Pressure Valve is considered inoperative (30-10-01), and e) Operational status of Pre-cooler Cross Over Valve is verified once each flight day.
23-02 Avionics Cooling Valve (AVV)	C	1	0	(M) May be inoperative provided: a) Valve is secured CLOSED, b) Avionics cooling fan is verified operative before each flight, and c) One Avionics Ventilation Temperature Sensor Element on each side is verified operative once each flight day.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
21 AIR CONDITIONING					
23-03 Avionics Ventilated Temperature Sensors					
1) L/H Avionics Ventilated Temperature Sensor Elements	C	2	1		
	C	2	0	(M) Any or all may be inoperative provided: a) One R/H Avionics Ventilated Temperature Sensor Element is verified operative once each flight day, b) Avionics Cooling Valve is verified operative before each flight, and c) Avionics cooling fan is verified operative before each flight.	
2) R/H Avionics Ventilated Temperature Sensor Elements	C	2	1		
	C	2	0	(M) Any or all may be inoperative provided: a) One L/H Avionics Ventilated Temperature Sensor Element is verified operative once each flight day, b) Avionics Cooling Valve is verified operative before each flight, and c) Avionics cooling fan is verified operative before each flight.	
31-02 Safety Valves	C	2	0	(O) Any or all may be inoperative provided: a) PRESSURIZATION EMER DEPRESS switch is selected ON, and b) Operations are conducted unpressurized at or below 9000 ft. MSL.	

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

31-03 PRESSURIZATION
MANUAL "ON" Switch
Light (light function
only)

C 1 0

31-04 PRESSURIZATION
EMER DEPRESS "ON"
Switch Light (light
function only)

C 1 0

31-05 PRESSURIZATION
DITCHING "ON" Switch
Light (light function
only)

C 1 0

51-01 Flow Control Valves
(FCV)

1) Aircraft without
SB 100-21-05

B 2 1

(M)(O) Left may be inoperative provided:
a) Valve is secured CLOSED,
b) Trim Air System is operative,
c) AIR COND/BLEED AIR SOURCE
rotary selector switch is selected
to NORM,
d) Trim Air Inlet Temperature
Sensor is operative,
e) Right Bleed Loop is operative,
f) Operational status of L/H
Environmental Control Bleed
Pressure Indication System is
verified before each flight,
g) Ram Air Valve is verified
operative,
h) Operations are conducted at or
below FL250, and
i) Operations are conducted within
one hour from a suitable airport.

(Cont'd)

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21 AIR CONDITIONING

51-01 Flow Control Valves
(FCV)
(Cont'd)

1) Aircraft without
SB 100-21-05
(Cont'd)

B

2

1

(M)(O) Right may be inoperative provided:
a) Valve is secured CLOSED,
b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM,
c) Pack Inlet Temperature Sensor is operative,
d) Left Bleed Loop is operative,
e) Operational status of R/H Environmental Control Bleed Pressure Indication System is verified before each flight,
f) Ram Air Valve is verified operative,
g) Operations are conducted at or below FL 250, and
h) Operations are conducted within one hour from a suitable airport.

C

2

0

(M)(O) Any or all may be inoperative provided:
a) Affected valve is secured CLOSED,
b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF,
c) Ram Air Valve is selected OPEN,
d) PRESSURIZATION EMER DEPRESS switch is selected ON, and
e) Operations are conducted unpressurized at or below 9000 ft. MSL.

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

51-01 Flow Control Valves
(FCV)
(Cont'd)
2) Aircraft with
SB 100-21-05

C

2

1

(M)(O) Left may be inoperative provided:
a) Valve is secured CLOSED,
b) Trim Air System is operative,
c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM,
d) Trim Air Inlet Temperature Sensor is operative,
e) Right Bleed Loop is operative,
f) Operational status of L/H Environmental Control Bleed Pressure Indication System is verified before each flight,
g) Ram Air Valve is verified operative,
h) Operations are conducted at or below FL250, and
i) Operations are conducted within one hour from a suitable airport.

C

2

1

(M)(O) Right may be inoperative provided:
a) Valve is secured CLOSED,
b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM,
c) Pack Inlet Temperature Sensor is operative,
d) Left Bleed Loop is operative,
e) Operational status of R/H Environmental Control Bleed Pressure Indication System is verified before each flight,
f) Ram Air Valve is verified operative,
g) Operations are conducted at or below FL 250, and
h) Operations are conducted within one hour from a suitable airport.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
51-01 Flow Control Valves (FCV) (Cont'd)				
2) Aircraft <u>with</u> SB 100-21-05 (Cont'd)	C	2	0	(M)(O) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.
52-01 Compressor Discharge Temperature Sensor (CDTS)	C	1	0	May be inoperative provided left and right Flow Control Valves are considered inoperative (21-51-01).
1) Compressor Discharge Temperature Sensor Elements	C	2	1	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.
50-02 Pack Temperature Sensor (PTS)	C	1	0	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.

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REPAIR CATEGORY

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4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
52-03 Pack Discharge Temperature Sensor (PDTs)	C	1	0	May be inoperative provided left and right Flow Control Valves are considered inoperative (21-51-01).
1) Pack Discharge Temperature Sensor Elements	C	2	1	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.
52-04 Air Conditioning Pack	C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.
53-01 Ram Air Valve (RAV)	C	1	0	(M) (O) May be inoperative provided: a) Valve is secured OPEN, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

53-02 Ram Air Regulating
Valve (RARV)

1) Aircraft 20006 to
20033 without
SB 100-21-01

C

1

0

(M)(O) May be inoperative provided:
a) Valve is secured CLOSED,
b) Ram Air Valve is verified
operative,
c) Operations are conducted at or
below FL 250, and
d) Operations are conducted within
one hour from a suitable airport.

C

1

0

(O) May be inoperative provided:
a) AIR COND/BLEED AIR SOURCE
rotary selector switch is selected
to OFF,
b) Ram Air Valve is selected OPEN,
c) PRESSURIZATION EMER
DEPRESS switch is selected ON,
and
d) Operations are conducted
unpressurized at or below 9000
ft. MSL.

2) Aircraft
20006 to 20033
with
SB 100-21-01,
20001 to 20005,
20034 and
subsequent.

C

1

0

(M)(O) May be inoperative provided:
a) Valve is secured in DISPATCH
position,
b) Ram Air Valve is verified
operative,
c) Operations are conducted at or
below FL 250, and
d) Operations are conducted within
one hour from a suitable airport.

C

1

0

(O) May be inoperative provided:
a) AIR COND/BLEED AIR SOURCE
rotary selector switch is selected
to OFF,
b) Ram Air Valve is selected OPEN,
c) PRESSURIZATION EMER
DEPRESS switch is selected ON,
and
d) Operations are conducted
unpressurized at or below 9000
ft. MSL.

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21 AIR CONDITIONING					
60-01 AIR COND/BLEED RAM AIR "ON" Switch Light (light function only)	C	1	0		
60-02 AIR COND/BLEED MAN TEMP "ON" Switch Light (light function only)	C	1	0		
61-01 Cockpit/Cabin Ventilated Temperature Sensors	C	2	0	(O) Any or all may be inoperative provided cockpit and cabin temperatures are controlled manually.	
1) Cockpit/Cabin Ventilated Temperature Sensor Elements	C	4	2	(O) One sensor element per sensor may be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
61-02 Duct Temperature Sensors (DTS)					
1) Aircraft <u>without</u> SB 100-21-05	B	2	0	Any or all may be inoperative provided Trim Air System is considered inoperative (21-61-03).	
a) Duct Temperature Sensor Elements	B	4	2	(O) One sensor element per sensor may be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
2) Aircraft <u>with</u> SB 100-21-05	C	2	0	Any or all may be inoperative provided Trim Air System is considered inoperative (21-61-03).	
a) Duct Temperature Sensor Elements	C	4	2	(O) One sensor element per sensor may be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	

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4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING 61-03 Trim Air System 1) Aircraft <u>without</u> SB 100-21-05	B	1	0	(M)(O) May be inoperative provided: a) Right Flow Control Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to PACK ONLY, c) Pre-cooler Cross Over Valve is operative, d) Left Flow Control Valve is operative, e) Pack Inlet Temperature Sensor is operative, f) Left Bleed Loop is operative, g) Ram Air Valve is verified operative, h) R BLEED is selected OFF, i) Operations are conducted at or below FL250, and j) Operations are conducted within one hour from a suitable airport.
	C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.
2) Aircraft <u>with</u> SB 100-21-05	C	1	0	M)(O) May be inoperative provided: a) Right Flow Control Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to PACK ONLY, c) Pre-cooler Cross Over Valve is operative, d) Left Flow Control Valve is operative,

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

61-03 Trim Air System
(Cont'd)

2) Aircraft with
SB 100-21-05
(Cont'd)

C

1

0

(Cont'd)

- e) Pack Inlet Temperature Sensor is operative,
- f) Left Bleed Loop is operative,
- g) Ram Air Valve is verified operative,
- h) R BLEED is selected OFF,
- i) Operations are conducted at or below FL250, and
- j) Operations are conducted within one hour from a suitable airport.

C

1

0

- (O) May be inoperative provided:
 - a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF,
 - b) Ram Air Valve is selected OPEN,
 - c) PRESSURIZATION EMER DEPRESS switch is selected ON, and
 - d) Operations are conducted unpressurized at or below 9000 ft. MSL.

61-04 Pre-cooler Cross Over
Valve (PCV)

C

1

0

- (M)(O) May be inoperative provided:
 - a) Valve is secured OPEN,
 - b) Trim Air System is operative,
 - c) Ram Air Valve is verified operative,
 - d) Operations are conducted at or below FL250, and
 - e) Operations are conducted within one hour from a suitable airport.

C

1

0

- (O) May be inoperative provided:
 - a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF,
 - b) Ram Air Valve is selected OPEN,
 - c) PRESSURIZATION EMER DEPRESS switch is selected ON, and
 - d) Operations are conducted unpressurized at or below 9000 ft. MSL.

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING					
61-05 Pack Inlet Temperature Sensor (PITS)					
1) Aircraft <u>without</u> SB 100-21-05	B	1	0	(M)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	
	C	1	0	(M)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.	
a) Pack Inlet Temperature Sensor Elements	C	2	1	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

61-05 Pack Inlet Temperature
Sensor (PITS)
(Cont'd)

2) Aircraft with
SB 100-21-05

C

1

0

(M)(O) May be inoperative provided:

- a) L/H Bleed Valve is secured CLOSED,
- b) XBLEED valve is selected CLOSED,
- c) R/H Bleed Valve is operative,
- d) R/H Environmental Control Bleed Pressure Indication System is operative,
- e) Right Bleed Loop is operative,
- f) Right Flow Control Valve is operative,
- g) Trim Air System is operative,
- h) Trim Air Inlet Temperature Sensor is operative,
- i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM,
- j) Ram Air Valve is verified operative,
- k) Operations are conducted at or below FL 250, and
- l) Operations are conducted within one hour from a suitable airport.

C

1

0

(M)(O) May be inoperative provided:

- a) L/H Bleed Valve is secured CLOSED,
- b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF,
- c) Ram Air Valve is selected OPEN,
- d) PRESSURIZATION EMER DEPRESS switch is selected ON, and
- e) Operations are conducted unpressurized at or below 9000 ft. MSL.

a) Pack Inlet
Temperature
Sensor Elements

C

2

1

(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

61-06 Trim Air Inlet
Temperature Sensor
(HATS)

1) Aircraft without
SB 100-21-05

B

1

0

(M)(O) May be inoperative provided:

- a) R/H Bleed Valve is secured CLOSED,
- b) XBLEED valve is selected CLOSED,
- c) L/H Bleed Valve is operative,
- d) L/H Environmental Control Bleed Pressure Indication System is operative,
- e) Left Bleed Loop is operative,
- f) Left Flow Control Valve is operative,
- g) Pack Inlet Temperature Sensor is operative,
- h) APU bleed is used for engines start only,
- i) Ram Air Valve is verified operative,
- j) Operations are conducted at or below FL 250, and
- k) Operations are conducted within one hour from a suitable airport.

C

1

0

(M)(O) May be inoperative provided:

- a) R/H Bleed Valve is secured CLOSED,
- b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF,
- c) Ram Air Valve is selected OPEN,
- d) PRESSURIZATION EMER DEPRESS switch is selected ON, and
- e) Operations are conducted unpressurized at or below 9000 ft. MSL.

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4. REMARKS AND EXCEPTIONS

21 AIR CONDITIONING

61-06 Trim Air Inlet
Temperature Sensor
(HATS)

2) Aircraft with
SB 100-21-05

C

1

0

(M)(O) May be inoperative provided:
a) R/H Bleed Valve is secured
CLOSED,
b) XBLEED valve is selected
CLOSED,
c) L/H Bleed Valve is operative,
d) L/H Environmental Control Bleed
Pressure Indication System is
operative,
e) Left Bleed Loop is operative,
f) Left Flow Control Valve is
operative,
g) Pack Inlet Temperature Sensor is
operative,
h) APU bleed is used for engines
start only,
i) Ram Air Valve is verified
operative,
j) Operations are conducted at or
below FL 250, and
k) Operations are conducted within
one hour from a suitable airport.

C

1

0

(M)(O) May be inoperative provided:
a) R/H Bleed Valve is secured
CLOSED,
b) AIR COND/BLEED AIR SOURCE
rotary selector switch is selected
to OFF,
c) Ram Air Valve is selected OPEN,
d) PRESSURIZATION EMER
DEPRESS switch is selected ON,
and
e) Operations are conducted
unpressurized at or below 9000
ft. MSL.

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21 AIR CONDITIONING					
61-07 Temperature Control Valve (TCV)	C	1	0	May be inoperative provided L/H and R/H Flow Control Valves are considered inoperative (21-51-01).	
61-08 Baggage Compartment Heaters	C	2	0	(M)(O) Any or all may be inoperative provided affected heater is deactivated.	

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4. REMARKS AND EXCEPTIONS

22 AUTO FLIGHT					
10-01 Autopilot System	B	1	0	Except where enroute operations or approach procedures require its use, may be inoperative provided Altitude Alerting System is operative. NOTE 1: Autopilot is required for RVSM Operations. NOTE 2: Relief for inoperative individual flight guidance operational modes is provided by MMEL Item 22-10-02 Flight Directors.	
10-02 Flight Directors	C	2	1	(O) Except where enroute operations or approach procedures require its use, may be inoperative provided Autopilot System is considered inoperative (22-10-01).	
	C	2	0	Except where enroute operations or approach procedures require its use, may be inoperative provided: a) Autopilot System is considered inoperative (22-10-01), b) TO/GA Switches are considered inoperative (22-11-02), and c) Operations are conducted in accordance with AFM Supplement.	
1) Flight Director Modes	C	-	-	Except when enroute operations or approach procedures require its use, individual flight director modes may be inoperative provided Altitude Alerting System is operative. NOTE 1: Flight director altitude hold mode is required for RVSM Operations. NOTE 2: Any flight director mode which operates normally may be used.	
11-01 Autopilot/Flight Director Sync Switches	C	2	0	Any or all may be inoperative in Non-SYNC mode.	

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4. REMARKS AND EXCEPTIONS

22 AUTO FLIGHT				
11-01 Autopilot/Flight Director Sync Switches (Cont'd)	B	2	0	Any or all may be inoperative in SYNC mode provided: <ul style="list-style-type: none"> a) Autopilot is disengaged and considered inoperative (22-10-01), b) Flight Directors are selected off and considered inoperative (22-10-02), and c) TO/GA switches (22-11-02) are considered inoperative.
11-02 Take-Off/Go-Around (TO/GA) Switches	C	2	1	(O) May be inoperative provided alternate procedures are established and used.
	C	2	0	Any or all may be inoperative provided operations are conducted in accordance with AFM Supplement (Flight Directors inoperative).

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

11-01 VHF Communication
Systems

D

-

2

VHF 3 may be inoperative.

11-02 HF Communication
*** Systems

D

-

-

Any in excess of those required by Regulations may be inoperative.

13-01 Satellite Communication
*** (SATCOM) System

C

1

0

(O) May be inoperative provided alternate procedures are established and used.

D

1

0

May be inoperative provided routine procedures do not require its use.

20-01 Datalink System

C

1

0

(O) May be inoperative provided alternate procedures are established and used.

D

1

0

May be inoperative provided routine procedures do not require its use.

20-02 Integrated Flight
Information System
(IFIS)

Changed to item 46-10-01 at Rev. 4

22-01 Selective Call System
*** (SELCAL)

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

D

-

0

May be inoperative provided procedures do not require its use.

1) Channels

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.

41-01 Passenger Address
System (PA)

B

1

0

(O) May be inoperative provided alternate, normal, and emergency procedures, and/or operating restrictions are established and used.

NOTE: Any station that operates normally may be used.

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23 COMMUNICATIONS				
41-02 Alerting System				
1) Cabin Chimes	C	-	0	May be inoperative provided Passenger Address System is operative. NOTE: Passenger to Flight Crew Call System (Cabin/Lavatory Call) is considered a Passenger Convenience Item (25-70-01).
	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Passenger to Flight Crew Call System (Cabin/Lavatory Call) is considered a Passenger Convenience Item (25-70-01).
51-01 Hand Held Microphones	C	2	1	May be inoperative provided associated Boom Microphone is operative and used.
	C	2	0	Any or all may be inoperative provided: a) Boom Microphones are operative and used, and b) Spare Boom Microphone is available in flight compartment.
51-02 Flight Compartment Speakers	C	2	0	Any or all may be inoperative provided: a) All flight crew members on flight deck duty utilize headsets, and b) Spare headset is readily available.
51-03 Boom Microphones	A	-	0	May be inoperative provided: a) Associated Hand Held Microphone is operative and used, and b) Repairs are made within three flight days.

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23 COMMUNICATIONS				
51-04 Headsets	D	-	-	Any in excess of those required for each flight crewmember on flight deck duty may be inoperative.
51-06 Cabin/Lavatory Speakers	B	-	0	May be inoperative provided: a) Passenger Address System (23-41-01) is considered inoperative, b) Alerting System is considered inoperative (23-41-02), and c) Pre-recorded Announcement System is considered inoperative (23-70-01).
1) Lavatory Speaker	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
51-07 Control Wheel TX/INPH Switches	A	2	1	(O) May be inoperative in non-transmit mode provided: a) Boom Microphones on affected side is considered inoperative (23-51-03), b) Crew interphone using O2 mask and hot mike is verified operative before each flight, and c) Repairs are made within three flight days. NOTE: Pilot with inoperative TX/INPH Switch will not be able to transmit when wearing the O2 mask.
51-08 Cockpit Speaker Mute System ***				
1) Cockpit Speaker Mute Pushbutton	C	1	0	May be inoperative in the mute state provided Flight Compartment Speakers (23-51-02) are considered inoperative.
	D	1	0	(O) May be inoperative provided the system is not failed in the mute state.
2) Cockpit Speaker Mute Annunciators	D	2	0	

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23 COMMUNICATIONS

70-01 Pre-recorded
*** Announcement System
(Airshow Custom
Passenger Briefings)

C

1

0

(O) May be inoperative provided alternate procedures are established and used.

D

1

0

May be inoperative provided routine procedures do not require its use.

71-01 Cockpit Voice Recorder
(CVR) System
Including the Recorder
Independent Power
Supply
(RIPS)

A

1

0

May be inoperative provided:
a) Flight Data Recorder (FDR)
operates normally, and
b) Repairs are made within three
flight days.

a) Recorder
Independent
Power Supply
(RIPS)
(20292 and
Subs Post
SB
100-23-20)

C

1

0

(M)

2) No Flight Data
Recorder (FDR)
installed

Deleted at Rev. 4

3) Operators other
than a holder of an
air carrier or
commercial
operator certificate

A

1

0

May be inoperative provided repairs are made in accordance with applicable FARs.

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23 COMMUNICATIONS

71-01 Cockpit Voice Recorder
(CVR) System
Including the Recorder
Independent Power
Supply (RIPS)
(Cont'd)

- a) Recorder
Independent
Power Supply
(RIPS)
(20292 and
Subs Post
SB
100-23-20)

C 1 0 (M)

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24 ELECTRICAL POWER					
20-01 APU Generator Channel	C	1	0	(M) May be inoperative provided: a) APU generator is disabled, and b) Engine Driven Generator Channels are operative.	
20-02 ELECTRICAL APU GEN "ON" Switch Light (light function only)	C	1	0	(O)	
30-01 ELECTRICAL L/R BATT "OFF" Switch Light (light function only)	C	2	0		
30-02 ELECTRICAL STBY INST "OFF" Switch Light (light function only)	C	1	0		
31-01 Engine Driven Generator Channels	B	2	1	(M)(O) May be inoperative provided: a) Affected generator is disabled, b) APU is operative, c) APU Generator Channel is operative and used throughout flight, d) AFM performance corrections for APU ON are applied, and e) Operations are conducted at or below FL 300.	
31-02 ELECTRICAL L/R GEN "OFF" Switch Light (light function only)	C	2	0		
31-03 Hydraulic Motor Driven Generator (HMDG) System ***	D	1	0	(M) May be inoperative provided system is deactivated.	

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24 ELECTRICAL POWER					
41-01 External Power System	C	1	0		
41-02 ELECTRICAL EXT PWR "AVAIL/ON" Switch Light (Pedestal) (light function only)	C	1	0	(O)	
41-03 EXTERNAL POWER "AVAIL/IN USE" Indicator (Service Panel)	C	1	0		
41-04 Ground Service Power System	C	1	0	(O) May be inoperative provided ground service contactor is verified open.	
41-05 GND SERVICE "ON" Switch Light (Service Panel) (light function only)	C	1	0		
50-01 Bus Tie Contactors	B	2	1	May be inoperative CLOSED.	
50-02 ELECTRICAL BUS TIE "-" Switch Light (light function only)	C	1	0	(O)	
64-01 Auxiliary Buses					
1) Left Auxiliary Bus	C	1	0	(O)	

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24 ELECTRICAL POWER

64-01 Auxiliary Buses
(Cont'd)

2) Right Auxiliary Bus

B

1

0

(O) May be inoperative provided:
 a) Passenger Address System is considered inoperative (23-41-01),
 b) Altering System is considered inoperative (23-41-02),
 c) Pre-recorded Announcement System (if installed) is considered inoperative (23-70-01),
 d) Windshield & Side Window Heating System right Side Window Heating Channel is considered inoperative (30-41-01),
 e) Cabin Lighting System is considered inoperative (33-20-01),
 f) Water System is considered inoperative (38-00-01), and
 g) Lavatory Waste System is considered inoperative (38-30-01).

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25 EQUIPMENT/ FURNISHINGS				
11-01 Pilot seats				
1) Headrests	C	2	0	Any or all may be inoperative or missing provided seat is acceptable to the affected crewmember.
2) Lumbar supports	C	2	0	Any or all may be inoperative in the lowest position provided seat is acceptable to the affected crewmember.
3) Arm rests	C	4	0	(M) Any or all may be inoperative or missing provided: a) Affected armrest is secured in upright position, b) Egress is not impaired, and c) Seat is acceptable to the affected crewmember.
4) Seat adjustments	C	-	-	Vertical, recline, and fore/aft adjustment may be inoperative provided seat is secured in a position to meet individual pilot requirements.
11-02 Belted Toilet Seat ***	D	1	0	May be inoperative provided it is not occupied. NOTE: An inoperative seat belt renders the seat inoperative for taxi, take-off and landing.
11-03 Forward Pull Out In *** Flight Seat	D	1	0	(M) May be inoperative provided it is secured in the STOWED position or removed.
13-01 Pilots Heated Mats ***	C	2	0	(M) Any or all may be inoperative provided affected mat is deactivated.

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25 EQUIPMENT/ FURNISHINGS					
14-01 Cockpit Sunvisors					
1) Sunvisors (Headliner)	C	2	0		Any or all may be inoperative provided affected sunvisor does not obstruct either pilot's field of view for take-off and landing.
	C	2	0		(O) Any or all may be inoperative (missing) provided: a) Affected sunvisor is removed, b) Affected sunvisor is disposed in a secure stowage location, and c) It is acceptable to flight crew for intended flight conditions.
2) Glareshield Retractable Visors	C	2	0		(M) Any or all may be inoperative or missing provided: a) Affected visor is secured in the retracted position or removed, and b) It is acceptable to flight crew for intended flight conditions
14-02 Control Wheel Chart Holders	C	2	0		
14-03 Cockpit Writing Tables ***	D	2	0		Any or all may be inoperative (missing) provided affected table does not impede associated crewmember to perform his duties.
14-04 Lavatory Entry Area Ashtray	A	1	0		May be missing provided it is replaced within three calendar days.

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25 EQUIPMENT/
FURNISHINGS

14-05 Galley Waste
Receptacles Access
Doors/Covers

C

-

-

(M)(O) May be inoperative provided:
a) The container is empty and the access is secured to prevent waste introduction into the compartment, and
b) Procedures are established to ensure that the sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

14-06 Cabin and Galley
Storage
Compartments/ Closets

C

-

-

(M) May be inoperative provided:
a) Procedures are established to secure Compartment/Closets CLOSED,
b) Associated Compartment/Closets is prominently placarded DO NOT USE,
c) Any emergency equipment located in affected Compartment/Closets is considered inoperative, and
d) Affected Compartment/Closets is not used for storage of any item(s) except for those permanently affixed.

C

-

-

(M)(O) May be inoperative provided:
a) Affected door(s) is removed,
b) Associated Compartment/Closets is not used for storage of any items, except those permanently affixed,
c) Associated Compartment/Closets is prominently placarded DO NOT USE, and
d) Passengers are briefed that associated compartment is not used.

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25 EQUIPMENT/
FURNISHINGS

14-06 Cabin and Galley
Storage
Compartments/ Closets
(Cont'd)

(Cont'd)

NOTE : Any emergency equipment
located in the associated
Compartment/Closets
(permanently affixed) is available
for use.

1) Storage
Compartment Key
Locks

D

-

0

(M) May be inoperative in the unlocked
position provided doors can be secured
by other means.

14-07 Passenger Seat Life
Vest Storage
Compartment Panels

1) If Life vests required by
Regulations

C

-

-

May be inoperative (missing) provided:
a) Associated life vest is relocated
and accessible for affected
passenger, and
b) Affected passenger is briefed
about life vest location.

C

-

-

May be inoperative (missing) provided:
a) Associated life vest is removed,
and
b) Affected Passenger Seat is
considered inoperative
(25-21-01).

2) If Life vests not
required by Regulations

D

-

-

May be inoperative (missing) provided
associated life vest is removed.

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25 EQUIPMENT/ FURNISHINGS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
14-08 Lavatory Door	C	1	0	(M) May be inoperative provided: a) Door is secured OPEN or CLOSED, and b) Baggage compartment remains empty. NOTE: Does not preclude the carriage of ballast. For ballast purposes, use of bags (made of glass fibre or kevlar) of sands or ingots of non-magnetic metals (such as lead) is acceptable.
21-01 Passenger Seats	C	-	-	(M) May be inoperative provided: a) Affected seat(s) does not block or restrict access to an emergency exit, b) Affected seat(s) does not restrict any passenger from access to the main aisle, and c) Affected seat(s) is not used and is blocked and placarded "DO NOT OCCUPY".
	C	-	-	NOTE 1: A seat(s) with an inoperative seat belt is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. NOTE 3: Seat(s) facing aft with an inoperative (missing) headrest is considered inoperative. NOTE 4: Seat provided with a 3-rd Audio System is covered by the MMEL Item 25-21-02 Passenger/Observer Seat (Including 3-rd Audio System)***.

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25 EQUIPMENT/
FURNISHINGS

21-01 Passenger Seats
(Cont'd)

1) Recline Mechanism

C

-

-

(M) May be inoperative and seat(s) occupied provided seat(s) is secured in the up-right position.

2) Lazyboy Legrest
*** Mechanism

D

-

-

(M) May be inoperative and seat(s) occupied provided legrest(s) is secured in stowed position.

3) Track/Swivel
*** Mechanism

D

-

-

(M) May be inoperative and seat(s) occupied provided:
a) Affected forward facing seat is secured in fully aft, fully outboard, forward facing position, and
b) Affected aft facing is secured in fully forward, fully outboard, aft facing position.

21-02 Observer
Seat

1) Flight Deck
Observer Seat
(including
associated
equipment)

A

-

-

(O) 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,
b) Affected seat is verified retracted prior to each flight, and
c) Repairs are made within two flight days.

(Cont'd)

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25 EQUIPMENT/
FURNISHINGS

21-02 Observer Seat

(Cont'd)

A

-

-

May be inoperative provided:
a) Required minimum safety equipment (safety belt and oxygen) is available to the FAA inspector for the performance of official duties,
b) Seat is acceptable to the FAA inspector for the performance of official duties, and
c) Repairs are made within two flight days.

NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.

NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

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<p>25 EQUIPMENT/ FURNISHINGS 21-02 Observer Seat *** (Cont'd)</p>				
<p>2) Passenger/ Observer Seat (including 3-rd Audio System) ***</p>	<p>A</p>	<p>1</p>	<p>0</p>	<p>(M) May be inoperative provided: a) Seat does not block or restrict access to an emergency exit, b) Seat does not restrict any passenger from access to the main aisle, c) Seat is not used and is blocked and placarded "DO NOT OCCUPY", d) Other passenger seat is made available to a Regulatory Authorities inspector (if required) for the performance of official duties, and e) Repairs are made within two flight days. NOTE: An inoperative seat belt renders seat inoperative</p>
<p>a) Recline Mechanism***</p>	<p>C</p>	<p>1</p>	<p>0</p>	<p>(M) May be inoperative and seat occupied provided seat is secured in the up-right position.</p>
<p>b) Lazyboy Legrest Mechanism ***</p>	<p>D</p>	<p>1</p>	<p>0</p>	<p>(M) May be inoperative and seat occupied provided legrest is secured in stowed position.</p>
<p>c) Track/Swivel Mechanism ***</p>	<p>D</p>	<p>1</p>	<p>0</p>	<p>(M) May be inoperative and seat occupied provided: a) Affected forward facing seat is secured in fully aft, fully outboard, forward facing position, and b) Affected aft facing seat is secured in fully forward, fully outboard, aft facing position.</p>
<p>3) Observer Seat not required by FAR including associated equipment) ***</p>	<p>D</p>	<p>-</p>	<p>0</p>	<p>NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p>

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25	EQUIPMENT/ FURNISHINGS				
50-01	Cargo Restraint System	C	1	0	May be inoperative provided cargo compartment remains empty.
1)	Baggage Net	C	1	0	May be inoperative provided Baggage Shelf is installed, operative and used to restrain all available baggage.
2) ***	Baggage Shelf	D	1	0	May be inoperative provided shelf is not used. NOTE: An inoperative restraining net renders shelf inoperative.
61-01 ***	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	(M) May be inoperative or missing provided : a) System is deactivated, and b) Repairs are made within 90 days.
		D	-	-	(M) Any in excess of those required by FAR may be inoperative or missing
62-01	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 can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made with-in 3 flight cycles.

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25	EQUIPMENT/ FURNISHINGS				
62-01	Emergency Medical Equipment (Cont'd)	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 3 flight cycles.
	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 3 flight cycles.
62-02	Flotation Equipment (Crew and Passengers)	D	-	-	As required by Regulations.
62-03	Flashlights/Flashlight Holders				
	1) Flashlights	C	-	0	May be inoperative (missing) provided affected crewmember has a flashlight of equivalent characteristics readily available.

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25 EQUIPMENT/ FURNISHINGS				
62-03 Flashlights/Flashlight Holders (Cont'd)				
2) Holders	C	-	0	May be inoperative (missing) provided alternate stowage provisions are provided.
70-01 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 operator's (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 ashtrays are not considered NEF items.</p>

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26 FIRE PROTECTION

11-01 FIREX System

B

1

1

System redundancy may be degraded as indicated by "FIRE SYS FAULT" advisory message provided operations are conducted within one hour from a suitable airport.

NOTE: All FIREX System failures causing "FIRE SYS FAULT" advisory message must be repaired within 3 days after appearance of this message on EICAS.

11-02 FIREX Control Unit
ARINC Communication

B

1

0

(O) May be inoperative provided FIRE DET test is performed before each flight.

13-01 APU Fire Detection
Subsystem

C

1

0

May be inoperative provided APU is considered inoperative (49-11-01).

C

1

0

(M) May be inoperative for ground operations only provided:
a) APU access panel is opened,
b) APU is continuously visually monitored, and
c) APU is shut down before taxi.

14-01 Main Landing Gear Bay
Overheat Detection
Subsystem

B

1

0

May be inoperative provided:
a) Landing gear is left extended for a minimum of 5 minutes after takeoff,
b) Takeoff performance is in accordance with the AFM Supplement (Flight with Landing Gear Down), and
c) Takeoff is not conducted in icing conditions.

NOTE: In case of engine failure after V1, performance is the prime consideration and the landing gear should be retracted normally until performance penalty with gear down is not a problem.

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26 FIRE PROTECTION					
15-01 Baggage Compartment Smoke Detection Subsystem	C	1	0	May be inoperative provided baggage compartment remains empty. NOTE: Does not preclude the carriage of ballast. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.	
21-01 APU Fire Extinguishing Subsystem	C	1	0	May be inoperative provided APU is considered inoperative (49-11-01).	
	C	1	0	(M) May be inoperative for ground operations only provided: a) APU access panel is opened, b) APU is continuously visually monitored, and c) APU is shut down before taxi.	
23-01 Portable Fire Extinguishers	D	-	-	Any in excess of those required by Regulations may be inoperative (missing) provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it can not be mistaken for functional unit, and b) Required distribution is maintained.	

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27 FLIGHT CONTROLS				
10-01 EICAS Aileron Control Surface Position Indications	C	2	0	(O) Any or all may be inoperative provided affected control surface is visually checked for full, free and correct movement before each flight.
20-01 EICAS Rudder Control Surface Position Indication	C	1	0	(O) May be inoperative provided: a) Rudder Pedal Adjustment Systems are operative, and b) Control surface is visually checked for full, free and correct movement before each flight.
20-02 Rudder Pedal Adjustment Systems	C	2	0	(M) Any or all may be inoperative provided: a) Actuators are deactivated, b) EICAS Rudder Control Surface Position Indication is operative, c) Pedals position is acceptable to the affected crewmember, and d) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations.
32-01 Stick Shakers	A	2	1	(M)(O) May be inoperative provided: a) Affected shaker is deactivated, b) Aural warnings are verified operative, and c) Repairs are made after one flight.
32-02 STALL PUSHER "OFF" Switch Light (light function only)	C	1	0	
41-01 Pitch Trim System	C	1	1	(O) System redundancy may be degraded as indicated by "STAB TRIM FAULT" advisory message provided pilot and copilot manual trim switches are verified operative before each flight. NOTE: All Pitch Trim System failures causing "STAB TRIM FAULT" advisory message must be repaired within 10 days after appearing of this message on EICAS.

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27 FLIGHT CONTROLS				
60-01 Spoiler System				
1) Ground lift Dumping AUTO Function	C	1	0	(O) May be inoperative provided: a) GND SPOILERS rotary selector switch is selected to MANUAL ARM before each take off and landing. b) GND SPOILERS rotary selector switch is selected to OFF after each landing.
61-01 ROLL SPOILERS "OFF" Switch Light (light function only)	C	1	0	

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28 FUEL				
21-01 APU fuel SOV	C	1	0	(M) May be inoperative provided: a) Valve is deactivated CLOSED, and b) APU is considered inoperative (49-11-01).
21-02 L & R Fuel Boost Pumps	A	2	1	(M)(O) May be inoperative provided: a) Inoperative Boost Pump is selected to OFF, b) Inoperative Boost Pump is deactivated, c) Both primary feed ejectors are operative, d) Transfer (XFER) Valve is verified operative, e) Gravity cross-flow (XFLOW) valve is verified operative, f) Operations are conducted at or below 18500 ft, g) Bulk Fuel Temperature before takeoff is below or equal to 25 ° C (77 ° F), h) Aircraft has fuel of types Jet A or Jet A1, i) A minimum fuel quantity of 2000 lbs per wing (4000 lbs total) is required for landing and any fuel quantity below this value is considered unusable, j) Cross-side Fuel Boost Pump AUTO function is operative, k) Operations are conducted within one hour from a suitable airport, and l) Repairs are made within one flight day.

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28 FUEL					
21-03 L & R Fuel Boost Pumps Auto Function					
1) L Fuel Boost Pump AUTO Function	C	1	0	May be inoperative provided FUEL L PUMP rotary selector switch is selected to ON before left engine start and selected to OFF when engine started.	
2) R Fuel Boost Pump AUTO Function	C	1	0	May be inoperative provided: a) FUEL R PUMP rotary selector switch is selected to ON before right engine start and selected to OFF when engine started, and b) FUEL R PUMP rotary selector switch is selected to ON before APU start and selected to OFF when right engine started or APU shut down.	
22-01 XFER Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is deactivated CLOSED, b) Gravity XFLOW Valve is verified operative, and c) Operations are conducted within one hour from a suitable airport.	
22-02 FUEL XFER “-“ Switch Light (light function only)	C	1	0		
22-03 FUEL GRAVITY XFLOW “-“ Switch Light (light function only)	C	1	0		
22-04 Gravity XFLOW Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated CLOSED, b) XFER Valve is verified operative, and c) Operations are conducted within one hour from a suitable airport.	

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28 FUEL				
23-01 Pressure Refueling System (Refuel/Defuel Control Panel)	C	1	0	(O) May be inoperative provided gravity refueling procedure is used.
1) Automatic Mode	C	1	0	(O) May be inoperative provided Manual Mode is operative.
2) Manual Mode	C	1	0	(O) May be inoperative provided Automatic Mode is operative.
3) Fuel Quantity Display Indications (Left and Right)	C	2	0	(O) Any or all may be inoperative provided Manual Mode is operative and used.
23-02 Refuel/Defuel Valves	C	2	0	(M) Any or all may be inoperative provided: a) Valves are deactivated, b) Affected valve is verified CLOSED, and c) Gravity refueling procedure is used.
23-03 Pressure Relief Valves	C	2	0	(M) Any or all may be inoperative provided: a) Affected valve is verified CLOSED, and b) Pressure Refueling System Manual Mode is operative and used.
	C	2	0	(M) Any or all may be inoperative provided: a) Affected valve is verified CLOSED, and b) Gravity refueling procedure is used for affected tank.

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28 FUEL				
23-04 Refuel/Defuel Adapter Cap	C	1	0	(M) May be inoperative (missing) provided: a) Refuel/defuel adapter is visually checked for contamination before each pressure refueling, b) Check valve is verified CLOSED after each pressure refueling, and c) Refuel/Defuel Valves are verified CLOSED after each pressure refueling.
40-01 EICAS Bulk Fuel Temperature Indication System	C	1	0	(M) May be inoperative provided fuel temperature is verified to be within limits before each flight.
41-01 High Level Sensors	C	2	0	(O) Any or all may be inoperative provided: a) Pressure Refueling System Manual Mode is operative and used, and b) Maximum allowed fuel quantity in each tank is limited to 5500 lbs (2500 kg).
	C	2	0	Any or all may be inoperative provided gravity refueling procedure is used for the affected tank. NOTE: Refer to AFM fuel limitations for the maximum usable fuel load when using gravity refueling.
41-02 Fuel Quantity Gauging Computer Channels	C	2	1	May be inoperative provided Fuel Used Readout is operative.

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29 HYDRAULICS				
11-01 HYDRAULIC L/R SOV "CLOSED" Switch Light (light function only)	C	2	0	
12-01 L & R DC Motor Pumps (DCMP)				
1) AUTO Function (Aircraft 20003 to 20190 <u>without</u> SB 100-29-011)	C	2	0	
2) AUTO Function (Aircraft 20003 to 20190 <u>with</u> SB 100-29-011) Aircraft 20191 and subs.	C	2	0	(O) Any or all may be inoperative provided affected pump HYDRAULIC L/R PUMP rotary selector switch is selected to ON before each take-off and approach.
12-02 Power Transfer System	C	1	0	(M)(O) May be inoperative provided: a) Power transfer unit selector valve is deactivated CLOSED, and b) Takeoff performance is in accordance with the AFM Supplement 2 – Supplemental information for the MMEL (Flight with Landing Gear Down). NOTE: Only take-off and climb performance penalties for Landing Gear Down apply.
1) AUTO Function	C	1	0	May be inoperative provided: a) HYDRAULIC PTU rotary selector switch is selected to ON before each take off and selected to OFF during each climb, and b) HYDRAULIC PTU rotary selector switch is selected to ON before each approach and selected to OFF after each landing.

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31-01 EICAS L & R Hydraulic
Pressure Readouts

C

2

0

(O) Any or all may be inoperative provided DCMP Low Pressure Switch and EDP Low Pressure Switch on affected side are verified operative.

31-02 L & R Hydraulic Pump
Low Pressure Switches

1) DCMP Low Pressure
Switches

C

2

0

(O) Any or all may be inoperative provided:
a) EDP Low Pressure Switch on affected side is operative,
b) Affected hydraulic pump is verified operative before each flight, and
c) EICAS Hydraulic Pressure Readout and Hydraulic Reservoir Quantity Readout in affected system are operative and monitored during flight.

2) EDP Low Pressure
Switches

C

2

0

(O) Any or all may be inoperative provided:
a) DCMP Low Pressure Switch on affected side is operative,
b) Affected hydraulic pump is verified operative before each flight, and
c) EICAS Hydraulic Pressure Readout and Hydraulic Reservoir Quantity Readout in affected system are operative and monitored during flight.

NOTE: When aircraft is dispatched with right EDP Low Pressure Switch inoperative, flaps will operate at low rate.

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29 HYDRAULICS					
32-01 EICAS Hydraulic Reservoir Quantity Readouts					
1) L & R	C	2	0	(M) Any or all may be inoperative provided: a) Hydraulic Reservoir Quantity Gauge in affected system is operative, b) Quantity in associated reservoir is verified adequate on respective Hydraulic Reservoir Quantity Gauge before each flight, and c) Hydraulic Pump Low Pressure Switches (EDP and DCMP) on affected side are operative.	
2) AUX	C	1	0	(M) May be inoperative provided: a) AUX Hydraulic Reservoir Quantity Gauge is operative, and b) Quantity in auxiliary system reservoir is verified adequate on AUX Hydraulic Reservoir Quantity Gauge before each flight.	
32-02 Hydraulic Reservoir Quantity Gauges					
1) L & R	C	2	0	Any or all may be inoperative provided EICAS Hydraulic Reservoir Quantity Readout in affected system is operative.	
2) AUX	C	1	0	May be inoperative provided AUX EICAS Hydraulic Reservoir Quantity Readout is operative.	

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30 ICE AND RAIN PROTECTION				
10-01 High Pressure Valves (HPV)	C	2	0	(M) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) ANTI-ICE WING switch is selected OFF, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.
10-02 Anti-Ice Bleed Pressure Indication Systems	C	2	0	Any or all may be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.
10-03 Wing Anti-Ice Valves (WAIV)	C	2	0	(M) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) ANTI-ICE WING switch is selected OFF, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.
10-04 Wing Isolation Valve (CBW)	C	1	0	May be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.

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30 ICE AND RAIN PROTECTION	C	1	0		
10-05 ANTI-ICE WING "ON" Switch Light (light function only)					
10-06 Engine Anti-Ice Valves	C	2	1		May be inoperative CLOSED provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.
	C	2	1		(O) May be inoperative OPEN provided: a) Affected engine ITT margin is checked before each take-off, and b) Operations are conducted in accordance with AFM Performance data for engine anti-ice ON.
10-07 Engine Anti-Ice TT2 Probe Heaters	C	2	1		May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.
10-08 Engine Anti-Ice Low Pressure Switches	C	2	1		May be inoperative provided: a) Operations are conducted in accordance with AFM Performance data for engine anti-ice ON, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.
10-09 ANTI-ICE ENG L & R "ON" Switch Lights (light function only)	C	2	0		

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30	ICE AND RAIN PROTECTION				
11-01	Wing Anti-Ice Temperature Sensors	C	4	0	Any or all may be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.
1)	Outboard Wing Anti-Ice Temperature Sensor Elements	C	4	2	(M) One sensor element per sensor may be inoperative provided Anti-Ice Bleed Pressure Indication Systems operational status is verified before each flight.
31-01	Air Data Probe Heating System				
1)	Pitot/Static Probe & Base Heaters	B	4	2	(M) Except where enroute operations require its use, same side Probe and/or Base Heaters may be inoperative provided: a) Affected heater is deactivated, b) Standby Pitot Probe Heater is operative, c) Operations are not conducted in visible moisture (including standing water and slush) in any form, d) Operations are not conducted in known or forecast icing conditions, e) One Ice Detection System is operative, and f) Operations are conducted in day VMC conditions only.

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30 ICE AND RAIN PROTECTION					
31-01 Air Data Probe Heating System (Cont'd)					
2) Standby Pitot Probe Heater	B	1	0	(M) May be inoperative provided: a) Heater is deactivated, b) Pitot/Static Probe & Base Heaters are operative, c) Operations are not conducted in visible moisture (including standing water and slush) in any form, d) Operations are not conducted in known or forecast icing conditions, e) One Ice Detection System is operative, and f) Operations are conducted in day VMC conditions only.	
3) Static Port Heaters	B	2	1	(M) Except where enroute operations require its use, may be inoperative provided: a) Affected heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in day VMC conditions only.	

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30	ICE AND RAIN PROTECTION				
31-01	Air Data Probe Heating System (Cont'd)				
4)	AOA Sensor Vane & Case Heaters	B	4	2	(M) Same side Vane and/or Case Heaters may be inoperative provided: a) Affected heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in day VMC conditions only.
5)	TAT Sensor Heater	B	1	0	(M) May be inoperative provided: a) Heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in day VMC conditions only.
31-02	ANTI-ICE L/R PROBES "OFF" Switch Light (light function only)	C	2	0	

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30	ICE AND RAIN PROTECTION				
40-01	Drain Mast Heaters	C	2	0	(M) Any or all may be inoperative provided: a) Heaters are deactivated, b) Water System is considered inoperative (38-00-01), c) Galley ice drawers remain empty, and d) Lavatory sink and galley drip tray (sink) are placarded "INOPERATIVE-DO NOT USE".
41-01	Windshield & Side Window Heating System				
1)	Windshield Heating Channels	C	2	1	(M) May be inoperative provided: a) Affected channel is deactivated, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.
		C	2	0	(M) Any or all may be inoperative provided: a) Affected channel is deactivated, b) Side Window Heating Channels are operative, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.
2)	Side Window Heating Channels	C	2	1	(M) Right maybe be inoperative provided: a) Channel is deactivated, and b) One Windshield Heating Channel is operative.

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30 ICE AND RAIN PROTECTION				
80-01 Ice Detection Systems	C	2	1	(M) May be inoperative provided: a) Affected detector is deactivated, and b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.
	C	2	0	(M) Any or all may be inoperative for day operations provided: a) Affected detector is deactivated and, b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.
	C	2	0	(M) Any or all may be inoperative for night operations provided: a) Affected detector is deactivated and, b) Anti-ice systems are turned ON when SAT is between +10 degrees C and -40 degrees C.

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31	INDICATING/ RECORDING SYSTEMS				
21-01	Clock	C	1	0	May be inoperative provided a reliable and functioning timepiece is readily available to all flight compartment crewmembers.
1)	Universal Time Co-ordination Display (UTC)	C	1	0	
2)	Flight Time (FT)	C	1	0	
3)	Chronometer (CHR)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to determine elapsed time.
4)	LCD Display Segments/Mode (Annuns.)	C	-	-	Individual segments or annunciations may be inoperative provided flight crew can readily determine mode of operation.
31-01	Flight Data Recorder (FDR) ***				
1)	Holder of an air carrier or commercial operator certificate	C	-	-	Any in excess of those required by FAR may be inoperative.

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<p>31 INDICATING/ RECORDING SYSTEMS</p>				
<p>31-01 Flight Data Recorder *** (FDR) (Cont'd)</p>	<p>A</p>	<p>-</p>	<p>0</p>	<p>May be inoperative provided: a) Cockpit Voice Recorder (CVR) 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.</p>
<p>a) FDR Recording Parameters required by FAR</p>	<p>A</p>	<p>-</p>	<p>-</p>	<p>May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.</p>
<p>b) FDR Recording Parameters not required by FAR</p>	<p>A</p>	<p>-</p>	<p>-</p>	<p>May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.</p>

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31	INDICATING/ RECORDING SYSTEMS				
31-01	Flight Data Recorder (FDR) (Cont'd)				

2)	Operators 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.
41-01	Cursor Control Panel (CCP) (Aircraft with Single CCP) (Aircraft 20000 to 20124)				
1)	L/R Toggle Switch	C	1	0	May be inoperative with CCP control active for right MFD provided right MFD is operative.
		C	1	0	May be inoperative with CCP control active for left MFD.
2)	Joystick	C	1	0	May be inoperative provided: a) Electronic Checklist is considered inoperative (31-60-01), and b) Maintenance Diagnostic Computer is considered inoperative (45-45-01).
3)	CKLST Pushbutton	C	1	0	May be inoperative provided Electronic Checklist is considered inoperative (31-60-01).
4)	SKIP Pushbutton	C	1	0	

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41-01	Cursor Control Panel (CCP) (Aircraft with Single CCP) (Aircraft 20000 to 20124) (Cont'd)					
5)	FRMT Pushbutton	C	1	0	May be inoperative provided Maintenance Diagnostic Computer is considered inoperative (45-45-01). NOTE: Plan Map will not be available unless PLAN pushbutton is installed and operative.	
6)	TFC Pushbutton	C	1	0	May be inoperative provided Maintenance Diagnostic Computer is considered inoperative (45-45-01).	
7)	TR/WX Pushbutton	C	1	0	May be inoperative provided Maintenance Diagnostic Computer is considered inoperative (45-45-01).	
8)	ENTER Pushbutton	C	1	0	May be inoperative provided: a) Electronic Checklist is considered inoperative (31-60-01), and b) Maintenance Diagnostic Computer is considered inoperative (45-45-01).	
9) ***	AUTO Pushbutton	D	1	0		
10) ***	PLAN Pushbutton	D	1	0		

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31	INDICATING/ RECORDING SYSTEMS				
41-01	Cursor Control Panel (CCP) (Aircraft with Single CCP) (Aircraft 20000 to 20124)(Cont'd)				
11) ***	SHLDR Pushbutton	D	1	0	
12) ***	SIDE Pushbutton	D	1	0	
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 and up)	C	2	1	(O) Right side may be inoperative.
	1) Joystick	C	2	1	
		C	2	0	May be inoperative provided: a) Maintenance Diagnostic Computer (45-45-01) is considered inoperative, b) Electronic Checklist (31-60-01) is considered inoperative, c) If installed, XM Graphical Weather function (46-10-01) is considered inoperative, and d) If installed, Electronic Charts (46-10-01) are considered inoperative.
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31	INDICATING/ RECORDING SYSTEMS				
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 and up) (Cont'd)				
2)	JSTK Pushbuttons	C	2	0	
3)	MEM Pushbuttons	D	6	0	
4)	CHART Pushbuttons	C	2	1	
		C	2	0	May be inoperative provided Electronic Charts (31-60-01) if installed, are considered inoperative.
5)	ZOOM Pushbuttons	C	2	1	
		C	2	0	May be inoperative provided: a) If installed, XM Graphical Weather function (46-10-01) is considered inoperative, and b) If installed, Electronic Charts (46-10-01) are considered inoperative.
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31 INDICATING/ RECORDING SYSTEMS				
41-02 Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 and up) (Cont'd)				
6) Orient Pushbuttons (located under the CHART pushbutton)	C	2	1	
	C	2	0	May be inoperative provided: a) If installed, XM Graphical Weather function (46-10-01) is considered inoperative, and b) If installed, Electronic Charts (46-10-01) are considered inoperative.
7) LWR FRMT Pushbuttons	C	2	0	(O)
8) UPR MENU Pushbuttons	C	2	1	
9) LWR MENU Pushbuttons	C	2	1	
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31	INDICATING/ RECORDING SYSTEMS				
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 and up) (Cont'd)				
	10) ESC Pushbuttons	C	2	0	
	11) PUSH SELECT Pushbuttons (Menu)	C	2	1	
	12) MENU ADV knobs	C	2	1	
	13) DATA knobs (Menu)	C	2	1	
	14) TFC Pushbuttons	C	2	0	(O)
	15) TR/WX Pushbuttons	C	2	0	
	16) ELEC Pushbuttons	C	2	0	
	17) FLT Pushbuttons	C	2	0	
					NOTE: The Flight Control System (FCS) diagnostics page will not be accessible.
					(Cont'd)

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31 INDICATING/
RECORDING
SYSTEMS
41-02 Cursor Control Panel
(CCP)
(Aircraft with dual
Cursor Control Panel)
(Aircraft 20000 to
20124 with STC
ST01732LA-D)
(Aircraft 20125 and up)
(Cont'd)

18) HYD
Pushbutton

C 2 0

19) A/ICE
Pushbutton

C 2 0

May be inoperative provided the
Maintenance Diagnostic Computer
(45-45-01) is considered inoperative.

NOTE: The Flight Control System (FCS)
diagnostics page will not be
accessible.

20) ECS
Pushbutton

C 2 0

May be inoperative provided the
Maintenance Diagnostic Computer
(45-45-01) is considered inoperative.

NOTE: The Flight Control System (FCS)
diagnostics page will not be
accessible.

21) FUEL
Pushbutton

C 2 0

May be inoperative provided Maintenance
Diagnostic Computer (45-45-01) is
considered inoperative.

22) CAS
Pushbutton

C 2 1

Right side may be inoperative.

23) CKLST
Pushbutton

C 2 0

May be inoperative provided Electronic
Checklist (31-60-01) is considered
inoperative.

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31	INDICATING/ RECORDING SYSTEMS				
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 and up) (Cont'd)				
	24) SKIP Pushbutton	C	2	0	May be inoperative provided Electronic Checklist (31-60-01) is considered inoperative.
		D	2	1	
	25) ENTER Pushbutton	C	2	1	
		C	2	0	May be inoperative provided: a) Maintenance Diagnostic Computer (45-45-01) is considered inoperative. b) Electronic Checklist (31-60-01) is considered inoperative, c) If installed, XM Graphical Weather function (46-10-01) is considered inoperative, and d) If installed, Electronic Charts (46-10-01) are considered inoperative.
					NOTE: Flight crew will lose the ability to select waypoint with joysticks.

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31	INDICATING/ RECORDING SYSTEMS				
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 and up) (Cont'd)				
	26) SUMRY Pushbutton	C	2	0	May be inoperative provided the Right MFD is operative.
		D	2	1	
	27) STAT Pushbutton	C	2	1	
		C	2	0	May be inoperative provided both FSU (46-10-01) are considered inoperative.
52-01	BRT/DIM System	C	1	0	May be inoperative provided lighting brightness is acceptable to flight crew for intended flight (day/night) conditions.
60-01	Electronic Checklist	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
60-02	Digital Voice Checklist ***	D	1	0	May be inoperative provided normal procedures do not require its use.

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<p>31 INDICATING/ RECORDING SYSTEMS</p>				
<p>61-01 Adaptive Flight Displays (AFD)</p>	<p>B</p>	<p>4</p>	<p>3</p>	<p>(O) Right MFD may be inoperative provided:</p> <ul style="list-style-type: none"> a) Cursor Control Panel L/R Toggle Switch is operative to select CCP control to left MFD, b) Two Control Display Units are installed and operative, c) Unaffected displays reversion capabilities are verified operative before each flight, and d) Radio tuning reversion capabilities are verified operative before each flight. <p>NOTE: If right side radio tuning is required, the RIGHT DISPLAYS reversion switch must be selected to PFD REV or the TUNE reversion switch must be selected to CDU ONLY.</p>

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32 LANDING GEAR

30-01 Landing Gear
Retraction System

A

1

0

(M) May be inoperative provided:
a) Ground lock pins are installed,
b) All flight crewmembers on flight deck duty utilize headsets,
c) Operations are not conducted in known or forecast icing conditions,
d) Extended overwater operations are prohibited,
e) Operations are conducted in accordance with AFM Supplement, and
f) Repairs are made within one flight day.

43-01 Brake Accumulator
Pressure Gauges

C

2

0

(M) Any or all may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge.

50-01 Nosewheel Steering
System

B

1

0

(M)(O) May be inoperative provided:
a) Nosewheel steering limits are not exceeded,
b) LANDING GEAR NWS switch is selected OFF,
c) Solenoid selector valve is verified CLOSED,
d) Operations are not conducted on contaminated runways, and
e) Operations are conducted in accordance with AFM Supplement.

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32 LANDING GEAR

60-01 Nose Landing Gear
Doors System

A

1

1

(M) May be inoperative as indicated by
NOSE GEAR DOOR caution message
provided:

- a) Nose Landing Gear Door mechanism is visually inspected and does not have any disconnected part, wear, excessive corrosion or cracks,
- b) Airspeed is limited to 250 KIAS,
- c) Operations are conducted at or below FL180, and
- d) Repairs are made within three flight days.

NOTE: For missing Nose Gear Door Seal, refer to the Configuration Deviation List (CDL).

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33 LIGHTS				
10-01 Cockpit and Instrument Lighting Systems				
1) Reading, Stowage Lights, and Panels' Backlighting	C	-	-	Individual lights may be inoperative provided remaining light are: a) Sufficient to clearly illuminate all instruments, controls and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew members' eyes, and c) Lighting configuration and intensity is acceptable to flight crew.
2) Dome Light LEDs	C	-	-	May be inoperative provided lighting from remaining LEDs is acceptable to flight crew.
20-01 Cabin Lighting System (Overhead & Sidewall)	C	-	-	Individual lighting sources may be inoperative provided cabin lighting is sufficient for crewmembers to perform their duties.
20-02 Floor Accent Lighting *** System	D	-	0	
21-01 Airstair Lights	D	-	0	
23-01 Passenger Notice System (No Smoking / Fasten Seat Belt)	C	1	0	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger notice system (No Smoking / Fasten Seat Belt), is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY.

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33 LIGHTS				
23-01 Passenger Notice System (No Smoking/Fasten Seat Belt) (Cont'd)				NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.
	C	1	0	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
	C	1	0	May be inoperative provided no passengers are carried.
1) Aural tone function	C	1	0	(O) May be inoperative provided alternative procedures are established and used.
31-01 Service Lighting				
1) Aft Compartment Lights	D	2	0	
2) Cargo Loading Light	D	1	0	
3) Service Panel Lights ***	D	4	0	
41-01 Landing Lights				
1) Belly Fairing Lights	C	2	1	May be inoperative for night operations provided Nose Light is operative.
	C	2	1	May be inoperative for night operations provided Taxi Light is operative.

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33 LIGHTS					
41-01 Landing Lights (Cont'd)					
1) Belly Fairing Lights (Cont'd)	C	2	0	Any or all may be inoperative for night operations provided: a) Nose Light is operative, and b) Taxi Light is operative.	
	C	2	0	Any or all may be inoperative for day operations.	
a) Belly Fairing Lights *** Pulse Function	D	2	0		
2) Nose Light	C	1	0	May be inoperative for night operations provided: a) One Belly Fairing Light is operative, and b) Taxi light is operative.	
	C	1	0	May be inoperative for night operations provided Belly Fairing Lights are operative.	
	C	1	0	May be inoperative for day operations.	
41-02 Taxi Light	C	1	0	May be inoperative for night operations provided: a) Nose Landing Light is operative, and b) One Belly Fairing Landing Light is operative.	
	C	1	0	May be inoperative for night operations provided Belly Fairing Landing Lights are operative.	
	C	1	0	May be inoperative for day operations.	

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33 LIGHTS				
42-01 Navigation Lights (Halogen or LED types)				
1) Wing Tip Navigation Lights	C	-	2	(M) One on each side must be operative and enabled for night operations.
	C	-	0	Any or all may be inoperative for day operations.
2) Tail Navigation Lights	C	-	1	(M) One must be operative and enabled for night operations.
	C	-	0	Any or all may be inoperative for day operations.
43-01 Dual Function Anti- Collision Lights				
1) White Strobes (Upper/Lower)	C	2	0	(O) Any or all may be inoperative for day operations.
2) Red Beacons (Upper/Lower)	C	2	0	(M)(O) Any or all may be inoperative provided adequate precautions are taken to clear danger areas before engine start and while engines are running.
43-02 Wing Tip Strobe Lights ***	D	2	0	
45-01 Logo Lights ***	D	2	0	

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33 LIGHTS				
45-02 Wing Inspection Lights	C	2	0	Any or all may be inoperative for night operations provided a portable lamp/light of adequate capacity for wing inspection is available for operations in icing conditions.
	C	2	0	Any or all may be inoperative for night operations provided operations are not conducted in known or forecast icing conditions.
	C	2	0	Any or all may be inoperative for day operations.
50-01 Exterior Emergency Lights	A	3	0	(O) Any or all may be inoperative for night operations provided: a) Minimum Flight Crew as defined in the AFM, are the only occupants of the aircraft. b) Alternate procedures are established and used, and c) Repairs are made within one flight day.
	C	3	0	Any or all may be inoperative for day operations.
50-02 Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System) 1) Passengers are carried		1	1	System must be operative
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33 LIGHTS				
50-02 Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System) (Cont'd)				
a) Path Marking Light Fixtures (Bruce Industries Lights STC ST01569LA)	C	-	-	A minimum of one out of two bulbs in each fixture must be operative.
b) Exit Identifiers				
I) Bruce Industries Light Model BR9661-series STC ST01569LA	C	2	2	A minimum of two out of five bulbs within each fixture must be operative.
II) EMTEQ LED type (P/N C300-ELES-001 and C300-ELES-002 only) Aircraft, 20139, 20143, 20146, 20148 and up.	C	3	3	A minimum of three full LED rows out of four within each fixture must be operative.
2) No passengers are carried	B	1	0	

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34 NAVIGATION				
10-01 Integrated Standby Instrument System (ISIS)				
1) ILS Function	C	1	0	
2) Attitude Function	B	1	0	(M) May be inoperative provided: a) Operations are conducted in day VMC, b) Operations are not conducted into known or forecast VFR-On-Top conditions, and c) Instrument attitude display is covered.
10-02 Non-stabilized Magnetic Compass (Standby Compass)	B	1	0	(O) May be inoperative provided operations are conducted under positive radar control by ATC during the enroute flight phase.
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided operations are conducted in conjunction with approved Free Gyro Navigation Techniques.
11-01 Altitude Alerting System	A	1	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) A minimum of two altitude tapes are operative on the displays, c) Enroute operations do not require its use, d) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and e) Repairs are made within three flight days.

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34 NAVIGATION				
11-01 Altitude Alerting System (Cont'd) 1) Aural Alert 2) Visual Alert				May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally. May be inoperative provided: a) Aural alert operate s normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
21-01 Attitude Heading Reference System (AHRS)	A	2	1	(M)(O) AHRS 2 may be inoperative provided: a) Integrated Standby Instrument System is operative, b) Flight Director 2 is considered inoperative (22-10-02), c) Autopilot System is considered inoperative (22-10-01), d) Reversion Switch Panel ATT/HDG rotary switch is selected to 1, e) Operations are conducted in day VMC only, f) Operations are not conducted into known or forecast VFR-On-Top conditions, g) Operations are conducted within one hour from a suitable airport, h) Operations are conducted in accordance with AFM Supplement, and i) Repairs are made within one flight day.

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34 NAVIGATION				
41-01 Weather Radar System	D	1	-	Any in excess of those required by Regulations may be inoperative.
42-01 Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (If Class A GPWS/TAWS Equipment Required)				
1) GPWS/TAWS	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/TAWS is considered inoperative, and b) Repairs are made within two flight days.
c) Glideslope Deviation (Mode 5)	C	-	1	
d) Advisory Callouts	B	-	0	
	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory callout is not required by FAR, and b) Alternate procedures are established and used.

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34	NAVIGATION				
42-01	Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (Cont'd) (If Class A GPWS/TAWS Equipment Required) (Cont'd)				
	1) GPWS/TAWS (Cont'd)				
	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.
	2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions ***	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance (predictive) operates normally.
	3) Terrain Displays	C	-	1	
		B	-	0	

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34 NAVIGATION					
42-01 Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (Cont'd) (If Class A GPWS/TAWS Equipment Required) (Cont'd)					
4) Runway Awareness and Advisory System (RAAS) ***	C	1	0		
(If Class B GPWS/TAWS Equipment Required)					
1) GPWS/TAWS	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/TAWS is considered inoperative, and b) Repairs are made within two flight days.	
c) Mode 2, 4 & 5 ***	C	3	0		

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34	NAVIGATION				
42-01	Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (Cont'd)				
	(If Class B GPWS/TAWS Equipment Required) (Cont'd)				
	1) GPWS/TAWS (Cont'd)				
	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 is not required by FAR, and b) Alternate procedures are established and used
	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 (FLTA) and Premature Descent Alert (PDA) Functions ***	B	1	0	
	3) Terrain Displays	C	-	0	
	4) Runway Awareness and Advisory System (RAAS) ***	C	1	0	

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<p>34 NAVIGATION 42-01 Ground Proximity Warning System (GPWS)/Terrain Awareness Warning System (TAWS) (Cont'd) If Class C TAWS/GPWS Equipment</p>				
<p>1) TAWS/GPWS ***</p>	C	1	0	<p>(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.</p>
<p>43-01 Traffic Collision Avoidance System (TCAS) TCAS II</p>	B	-	0	<p>(M) May be inoperative provided: a) The system is deactivated and secured, and b) Enroute or approach procedures do not require its use.</p>
<p>1) Combined Traffic Advisory (TA) and Resolution Advisory (RA) Dual Display Systems</p>	C	-	0	<p>(M) May be inoperative provided: a) It is not required by the regulations, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.</p>
				<p>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.</p> <p style="text-align: right;">(Cont'd)</p>

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34 NAVIGATION				
43-01 Traffic Collision Avoidance System (TCAS) TCAS II (Cont'd)				
2) Resolution Advisory (RA) Display System(s)	C	2	1	(O) May be inoperative on non-flying pilot side.
	C	-	0	(O) May be inoperative provided: a) 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) Resolution Advisory (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 TCAS use.

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34 NAVIGATION				
44-01 Radio Altimeter	A	1	0	(M)(O) May be inoperative provided: a) Radio Altimeter is deactivated, b) Spoiler system is verified operative before each flight, c) TAWS is considered inoperative (34-42-01), d) TCAS is considered inoperative (34-43-01), e) Approach minimums or operating procedures do not dependent on its use, and f) Repairs are made within two flight days.
46-01 Lightning Detection *** System	D	1	0	
51-01 VHF Navigation Systems (VOR/ILS)	C	2	1	NAV 2 may be inoperative.
51-02 Automatic Direction Finding (ADF) System	D	-	-	Any in excess of those required by Regulations may be inoperative.
51-03 Marker Beacon Systems	C	2	0	Any or all may be inoperative provided alternate procedures are established and used.
	D	2	0	Any or all may be inoperative provided routine procedures do not require its use.
53-01 Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by Regulations may be inoperative.
54-01 ATC Transponders and Automatic Altitude Reporting Systems	B	2	0	May be inoperative provided: a) 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.

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34 NAVIGATION				
54-01 ATC Transponders and Automatic Altitude Reporting Systems (Cont'd)	D	2	1	Any in excess of those required by regulations may be inoperative. NOTE: Transponder and Flight Director/ Autopilot must use same side ADC data for RVSM operations.
1) Elementary and Enhanced Downlink Aircraft Parameters not Required by FAR	A	2	0	May be inoperative provided: a) Operations do not require its use, b) Repairs are made prior to completion of the next heavy maintenance visit.
2) ADS-B Squitter Transmissions	A	2	0	May be inoperative provided: a) Operations do not require its use, b) Repairs are made prior to completion of the next heavy maintenance visit.
55-01 Global Positioning System (GPS)	D	-	1	Except where enroute operations or approach procedures require dual GPS.

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34 NAVIGATION				
61-01 Flight Management System (FMS)				
1) Flight Management Computers	C	-	1	Right Flight Management Computer (FMC) may be inoperative provided Fuel Quantity Gauging Computer Channels (28-41-02) are operative. NOTE: (Aircraft with SB 100-34-10) When operating with one FMS inoperative, FMS-computed take off and approach performance must be verified using applicable AFM data.
2) Control Display Units	C	-	1	Right may be inoperative provided Adaptive Flight Displays are operative.
3) 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.
62-01 Data Base Unit ***	D	1	0	

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34 NAVIGATION

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35 OXYGEN				
12-01 EICAS Oxygen Quantity Readout	C	1	0	(O) May be inoperative provided Ground Service Panel Pressure Gauge is operative and checked before each flight.
12-02 Oxygen Overpressure Relief Indicator	C	1	0	(O) May be inoperative (missing) provided alternate procedure is used to ensure that oxygen supply is at or above minimum requirements for flight.
13-01 Ground Service Panel Pressure Gauge	C	1	0	May be inoperative provided EICAS Oxygen Quantity Readout is operative.
13-02 Bottle(s) Pressure Gauge	C	-	0	
13-03 Filler Valve (Service Panel)	C	1	0	(M) May be inoperative provided replenished bottle(s) is installed with adequate oxygen for flight.
20-02 Passenger Oxygen Circuit	B	1	0	(O) May be inoperative provided: a) PAX OXYGEN Control Panel rotary selector switch is selected to OFF, b) Operations are conducted so that minimum enroute altitude (MEA) is at or below 13, 000 feet MSL, c) Operations are conducted at or below FL 250, d) Portable oxygen unites are provided for all crew members and for 10 percent of passengers for half an hour (supplemental oxygen), and e) Procedures are established to ensure that passengers are appropriately briefed.
	C	1	0	May be inoperative provided: a) PAX OXYGEN Control Panel rotary selector switch is selected to OFF, and b) Passengers are not carried.

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35 OXYGEN				
20-02 Passenger Oxygen Circuit (Cont'd)				
1) Automatic Presentation System	B	1	0	(M)(O) May be inoperative provided: a) Manual deployment is verified operative, and b) Operations are conducted at or below FL 300. NOTE: Flight planning has to take into account higher oxygen consumption in manual Deploy Mode.
20-03 Therapeutic Oxygen *** Circuit	C	1	0	May be inoperative provided PAX OXYGEN THERAPEUTIC switch is selected OFF.
30-01 Protective Breathing Equipment	D	-	-	Any in excess of those required by Regulations may be inoperative.

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36 PNEUMATICS

10-01 Bleed Valves
(IPV)

1) Aircraft without
SB 100-21-05

B

2

0

(M)(O) Any or all may be inoperative
provided:

- a) Valves are secured CLOSED,
- b) XBLEED valve is selected OPEN,
- c) APU is operative and used throughout flight,
- d) APU Load Control Valve is operative,
- e) Trim Air Inlet Temperature Sensor is verified operative once each flight day,
- f) Pack Inlet Temperature Sensor is verified operative once each flight day,
- g) Bleed Loops are verified operative before each flight,
- h) Ram Air Valve is verified operative,
- i) Operations are conducted at or below FL 190, and
- j) Operations are conducted within one hour from a suitable airport.

B

2

0

(M)(O) Any or all may be inoperative
provided:

- a) Valves are secured CLOSED,
- b) XBLEED valve is selected CLOSED,
- c) APU is operative and used throughout flight,
- d) APU Load Control Valve is operative,
- e) Trim Air Inlet Temperature Sensor is verified operative once each flight day,
- f) Right Bleed Loop is verified operative before each flight,
- g) Right Flow Control Valve is operative,

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36 PNEUMATICS				
10-01 Bleed Valves (IPV) (Cont'd)				
	C	2	0	<p>h) Trim Air System is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.</p>
				<p>(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft MSL.</p>
a) L/H Bleed Valve	B	1	0	<p>(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is operative,</p>
				(Cont'd)

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<p>36 PNEUMATICS</p> <p>10-01 Bleed Valves (IPV) (Cont'd)</p> <p>a) L/H Bleed Valve (Cont'd)</p>	<p>B</p>	<p>1</p>	<p>0</p>	<p>g) Pack Inlet Temperature Sensor is verified operative once each flight day,</p> <p>h) Ram Air Valve is verified operative,</p> <p>i) Operations are conducted at or below FL 250, and</p> <p>j) Operations are conducted within one hour from a suitable airport.</p> <p>(M)(O) May be inoperative provided:</p> <p>a) Valve is secured CLOSED,</p> <p>b) XBLEED valve is selected CLOSED,</p> <p>c) R/H Bleed Valve is operative,</p> <p>d) R/H Environmental Control Bleed Pressure Indication System is operative,</p> <p>e) Right Bleed Loop is operative,</p> <p>f) Right Flow Control Valve is operative,</p> <p>g) Trim Air System is operative,</p> <p>h) Trim Air Inlet Temperature Sensor is operative,</p> <p>i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM,</p> <p>j) Ram Air Valve is verified operative,</p> <p>k) Operations are conducted at or below FL 250, and</p> <p>l) Operations are conducted within one hour from a suitable airport.</p> <p style="text-align: right;">(Cont'd)</p>
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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS
10-01 Bleed Valves (IPV)
(Cont'd)
b) R/H Bleed Valve

B

1

0

(M)(O) May be inoperative provided:
a) Valve is secured CLOSED,
b) XBLEED valve is selected OPEN,
c) L/H Bleed Valve is operative,
d) L/H Environmental Control Bleed Pressure Indication System is operative,
e) Bleed Loops are verified operative before each flight,
f) Trim Air Inlet Temperature Sensor is verified operative once each flight day,
g) Pack Inlet Temperature Sensor is operative,
h) Ram Air Valve is verified operative,
i) Operations are conducted at or below FL 250, and
j) Operations are conducted within one hour from a suitable airport.

B

1

0

(M)(O) May be inoperative provided:
a) Valve is secured CLOSED,
b) XBLEED valve is selected CLOSED,
c) L/H Bleed Valve is operative,
d) L/H Environmental Control Bleed Pressure Indication System is operative,
d) Left Bleed Loop is operative,
e) Left Flow Control Valve is operative,
f) Pack Inlet Temperature Sensor is operative,
g) APU bleed is used for engines start only,
h) Ram Air Valve is verified operative,
i) Operations are conducted at or below FL 250, and
j) Operations are conducted within one hour from a suitable airport.

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36 PNEUMATICS

10-01 Bleed Valves
(IPV)

2) Aircraft with
SB 100-21-05

C

2

0

(M)(O) Any or all may be inoperative
provided:

- a) Valves are secured CLOSED,
- b) XBLEED valve is selected OPEN,
- c) APU is operative and used throughout flight,
- d) APU Load Control Valve is operative,
- e) Trim Air Inlet Temperature Sensor is verified operative once each flight day,
- f) Pack Inlet Temperature Sensor is verified operative once each flight day,
- g) Bleed Loops are verified operative before each flight,
- h) Ram Air Valve is verified operative,
- i) Operations are conducted at or below FL 190, and
- j) Operations are conducted within one hour from a suitable airport.

C

2

0

(M)(O) Any or all may be inoperative
provided:

- a) Valves are secured CLOSED,
- b) XBLEED valve is selected CLOSED,
- c) APU is operative and used throughout flight,
- d) APU Load Control Valve is operative,
- e) Trim Air Inlet Temperature Sensor is verified operative once each flight day,
- f) Right Bleed Loop is verified operative before each flight,
- g) Right Flow Control Valve is operative,

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36 PNEUMATICS				
10-01 Bleed Valves (IPV) (Cont'd)	C	2	0	(Cont'd) h) Trim Air System is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.
a) L/H Bleed Valve	C	1	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft MSL. (M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is operative,
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<p>36 PNEUMATICS</p> <p>10-01 Bleed Valves (IPV) (Cont'd)</p> <p>a) L/H Bleed Valve (Cont'd)</p> <p>(Cont'd)</p>	<p>C</p>	<p>1</p>	<p>0</p>	<p>(Cont'd)</p> <p>g) Pack Inlet Temperature Sensor is verified operative once each flight day,</p> <p>h) Ram Air Valve is verified operative,</p> <p>i) Operations are conducted at or below FL 250, and</p> <p>j) Operations are conducted within one hour from a suitable airport.</p> <p>(M)(O) May be inoperative provided:</p> <p>a) Valve is secured CLOSED,</p> <p>b) XBLEED valve is selected CLOSED,</p> <p>c) R/H Bleed Valve is operative,</p> <p>d) R/H Environmental Control Bleed Pressure Indication System is operative,</p> <p>e) Right Bleed Loop is operative,</p> <p>f) Right Flow Control Valve is operative,</p> <p>g) Trim Air System is operative,</p> <p>h) Trim Air Inlet Temperature Sensor is operative,</p> <p>i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM,</p> <p>j) Ram Air Valve is verified operative,</p> <p>k) Operations are conducted at or below FL 250, and</p> <p>l) Operations are conducted within one hour from a suitable airport.</p>
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36 PNEUMATICS 10-01 Bleed Valves (IPV) (Cont'd) b) R/H Bleed Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is verified operative once each flight day, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.
	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport.

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36 PNEUMATICS

10-02 Environmental Control
Bleed Pressure
Indication Systems

1) Aircraft without
SB 100-21-05

B

2

0

(O) Any or all may be inoperative provided:
 a) Bleed Valves are selected CLOSED,
 b) XBLEED valve is selected CLOSED,
 c) APU is operative and used throughout flight,
 d) APU Load Control Valve is operative,
 e) Right Bleed Loop is operative,
 f) Right Flow control Valve is operative,
 g) Trim Air System is operative,
 h) Trim Air Inlet Temperature Sensor is operative,
 i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM,
 j) Ram Air Valve is verified operative,
 k) Operations are conducted at or below FL 190, and
 l) Operations are conducted within one hour from a suitable airport.

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36 PNEUMATICS

10-02 Environmental Control
Bleed Pressure
Indication Systems
(Cont'd)

B

2

0

(O) Any or all may be inoperative provided:
 a) Bleed Valves are selected CLOSED,
 b) XBLEED valve is selected OPEN,
 c) APU is operative and used throughout flight,
 d) APU Load Control Valve is operative,
 e) Trim Air Inlet Temperature Sensor is operative,
 f) Pack Inlet Temperature Sensor is operative,
 g) Bleed Loops are operative,
 h) Ram Air Valve is verified operative,
 i) Operations are conducted at or below FL 190, and
 j) Operations are conducted within one hour from a suitable airport.

C

2

0

(O) Any or all may be inoperative provided:
 a) Bleed Valves are selected CLOSED,
 b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF,
 c) Ram Air Valve is selected OPEN,
 d) PRESSURIZATION EMER DEPRESS switch is selected ON, and
 e) Operations are conducted unpressurized at or below 9000 ft MSL.

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36 PNEUMATICS
10-02 Environmental Control
Bleed Pressure
Indication Systems
(Cont'd)

a) L/H Bleed
Pressure
Indication
System

B

1

0

(O) May be inoperative provided:
a) L/H Bleed Valve is selected
CLOSED,
b) XBLEED valve is selected OPEN,
c) R/H Bleed Valve is operative,
d) R/H Environmental Control Bleed
Pressure Indication System is
operative,
e) Bleed Loops are operative,
f) Trim Air Inlet Temperature Sensor
is operative,
g) Pack Inlet Temperature Sensor is
operative,
h) Ram Air Valve is verified
operative,
i) Operations are conducted at or
below FL 250, and
j) Operations are conducted within
one hour from a suitable airport.

(Cont'd)

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

36 PNEUMATICS
10-02 Environmental Control
Bleed Pressure
Indication Systems
(Cont'd)

a) L/H Bleed
Pressure
Indication
System
(Cont'd)

B

1

0

(O) May be inoperative provided:
a) L/H Bleed Valve is selected
CLOSED,
b) XBLEED Valve is selected
CLOSED,
c) R/H Bleed Valve is operative,
d) R/H Environmental Control Bleed
Pressure Indication System is
operative,
e) Right Bleed Loop is operative,
f) Right Flow Control Valve is
operative,
g) Trim Air System is operative,
h) Trim Air Inlet Temperature
Sensor is operative,
i) AIR COND/BLEED AIR SOURCE
rotary selector switch is selected
to NORM,
j) Ram Air Valve is verified
operative,
k) Operations are conducted at or
below FL 250, and
l) Operations are conducted within
one hour from a suitable airport.

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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS
10-02 Environmental Control
Bleed Pressure
Indication Systems
(cont'd)

b) R/H Bleed
Pressure
Indication
System

B

1

0

(O) May be inoperative provided:
a) R/H Bleed Valve is selected
CLOSED,
b) XBLEED valve is selected OPEN,
c) L/H Bleed Valve is operative,
d) L/H Environmental Control Bleed
Pressure Indication System is
operative,
e) Bleed Loops are operative,
f) Trim Air Inlet Temperature Sensor
is operative,
g) Pack Inlet Temperature Sensor is
operative,
h) Ram Air Valve is verified
operative,
i) Operations are conducted at or
below FL 250, and
j) Operations are conducted within
one hour from a suitable airport.

B

1

0

(O) May be inoperative provided:
a) R/H Bleed Valve is selected
CLOSED,
b) XBLEED valve is selected
CLOSED,
c) L/H Bleed Valve is operative,
d) L/H Environmental Control Bleed
Pressure Indication System is
operative,
e) Left Bleed Loop is operative,
f) Left Flow Control Valve is
operative,
g) Pack Inlet Temperature Sensor is
operative,
h) Ram Air Valve is verified
operative,
i) Operations are conducted at or
below FL 250, and
j) Operations are conducted within
one hour from a suitable airport.

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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS

10-02 Environmental Control
Bleed Pressure
Indication Systems
(Cont'd)
2) Aircraft with
SB 100-21-05

C

2

0

(O) Any or all may be inoperative provided:
a) Bleed Valves are selected CLOSED,
b) XBLEED valve is selected CLOSED,
c) APU is operative and used throughout flight,
d) APU Load Control Valve is operative,
e) Right Bleed Loop is operative,
f) Right Flow control Valve is operative,
g) Trim Air System is operative,
h) Trim Air Inlet Temperature Sensor is operative,
i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM,
j) Ram Air Valve is verified operative,
k) Operations are conducted at or below FL 190, and
l) Operations are conducted within one hour from a suitable airport.

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1. SYSTEM,
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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

36 PNEUMATICS				
10-02 Environmental Control Bleed Pressure Indication Systems (Cont'd)				
2) Aircraft <u>with</u> SB 100-21-05 (Cont'd)	C	2	0	(O) Any or all may be inoperative provided: <ul style="list-style-type: none"> a) Bleed Valves are selected CLOSED, b) XBLEED valve is selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is operative, f) Pack Inlet Temperature Sensor is operative, g) Bleed Loops are operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport.
	C	2	0	(O) Any or all may be inoperative provided: <ul style="list-style-type: none"> a) Bleed Valves are selected CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft MSL.
(Cont'd)				

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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS				
10-02 Environmental Control Bleed Pressure Indication Systems (Cont'd)				
a) L/H Bleed Pressure Indication System	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.
				(Cont'd)

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1. SYSTEM,
SEQUENCE NUMBERS &
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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

36 PNEUMATICS				
10-02 Environmental Control Bleed Pressure Indication Systems (Cont'd)				
a) L/H Bleed Pressure Indication System (Cont'd)	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) L/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.
				(Cont'd)

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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS
10-02 Environmental Control
Bleed Pressure
Indication Systems
(cont'd)

b) R/H Bleed
Pressure
Indication
System

C

1

0

(O) May be inoperative provided:
a) R/H Bleed Valve is selected
CLOSED,
b) XBLEED valve is selected OPEN,
c) L/H Bleed Valve is operative,
d) L/H Environmental Control Bleed
Pressure Indication System is
operative,
e) Bleed Loops are operative,
f) Trim Air Inlet Temperature Sensor
is operative,
g) Pack Inlet Temperature Sensor is
operative,
h) Ram Air Valve is verified
operative,
i) Operations are conducted at or
below FL 250, and
j) Operations are conducted within
one hour from a suitable airport.

C

1

0

(O) May be inoperative provided:
a) R/H Bleed Valve is selected
CLOSED,
b) XBLEED valve is selected
CLOSED,
c) L/H Bleed Valve is operative,
d) L/H Environmental Control Bleed
Pressure Indication System is
operative,
e) Left Bleed Loop is operative,
f) Left Flow Control Valve is
operative,
g) Pack Inlet Temperature Sensor is
operative,
h) Ram Air Valve is verified
operative,
i) Operations are conducted at or
below FL 250, and
j) Operations are conducted within
one hour from a suitable airport.

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1. SYSTEM,
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4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36 PNEUMATICS				
10-03 XBLEED Valve (CBV)	C	1	0	(M) May be inoperative provided valve is secured CLOSED. NOTE: XBLEED Valve must be manually OPEN before left engine start and secured CLOSED again after engine start.
10-04 AIR COND/BLEED L/R BLEED "OFF" Switch Light (light function only)	C	2	0	(O)
10-05 AIR COND/BLEED XBLEED "- " Switch Light (light function only)	C	1	0	
20-01 Leak Detection Loops				
1) Environmental Control System Leak Detection Loops	B	7	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) Anti-ice System Wing/Pylon Leak Detection Loops are operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, d) Ram Air Valve is selected OPEN, e) PRESSURIZATION EMER DEPRESS switch is selected ON, f) APU bleed is used for engines start only, g) Cross bleed start procedure is not used for engine start in flight and on ground, and h) Operations are conducted unpressurized at or below 9000 ft MSL.

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1. SYSTEM,
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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS				
20-01 Leak Detection Loops (Cont'd)				
1) Environmental Control System Leak Detection Loops (Cont'd)				
a) Pylon Loops	C	2	0	Any or all may be inoperative provided Anti-Ice System Wing/Pylon Leak Detection Loop on affected side is operative. NOTE: L/R Pylon loops include L/R powerplant interface to L/R Bleed Valve (IPV).
b) Bleed Loops (Aircraft without SB 100-21-05)	B	2	1	(O) Right may be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Flow Control Valve is operative, f) Pack Inlet Temperature Sensor is operative, g) APU bleed is used for engines start only, h) Cross bleed start procedure is not used for engines start in flight and on ground. i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport.

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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS

20-01 Leak Detection
Loops
(Cont'd)

b) Bleed Loops
(Aircraft without
SB 100-21-05)
(Cont'd)

(Cont'd)

NOTE: The right bleed ducting loop includes all the ducting downstream of the right Bleed Valve (IPV) down to the right Flow Control Valve (FCV) and the right ATS duct. The right bleed loop also includes the APU and high pressure ground connection ducting.

B

2

1

(O) Left may be inoperative provided:
a) L/H Bleed Valve is selected CLOSED,
b) XBLEED valve is selected CLOSED,
c) R/H Bleed Valve is operative,
d) R/H Environmental Control Bleed Pressure Indication System is operative,
e) Right Flow Control Valve is operative,
f) Trim Air System is operative,
g) Trim Air Inlet Temperature Sensor is operative,
h) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM,
i) Cross bleed start procedure is not used for engine start in flight and on ground,
j) Ram Air Valve is verified operative,
k) Operations are conducted at or below FL 250, and
l) Operations are conducted within one hour from a suitable airport.

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1. SYSTEM,
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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS

20-01 Leak Detection
Loops
(Cont'd)
b) Bleed Loops
(Aircraft without
SB 100-21-05)
(Cont'd)

B

2

1

(O) Left may be inoperative provided:
a) L/H Bleed Valve is selected
CLOSED,
b) XBLEED valve is selected
CLOSED,
c) APU is operative and used
throughout flight,
d) APU Load Control Valve is
operative,
e) R/H Environmental Control Bleed
Pressure Indication System is
operative,
f) Right Flow Control Valve is
operative,
g) Trim Air System is operative,
h) Trim Air Inlet Temperature
Sensor is operative,
i) AIR COND/BLEED AIR SOURCE
rotary selector switch is selected
to NORM,
j) Cross bleed start procedure is not
used for engine start in flight and
on ground,
k) Ram Air Valve is verified
operative,
l) Operations are conducted at or
below FL 190, and
m) Operations are conducted within
one hour from a suitable airport.

NOTE: The left bleed ducting loop
includes all the ducting
downstream of the left Bleed
Valve (IPV) down to the left Flow
Control Valve (FCV) and the left
ATS duct.

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1. SYSTEM,
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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS

20-01 Leak Detection
Loops
(Cont'd)

b) Bleed Loops
(Aircraft with
SB 100-21-05)

C

2

1

(O) Right may be inoperative provided:

- a) R/H Bleed Valve is selected CLOSED,
- b) XBLEED valve is selected CLOSED,
- c) L/H Bleed Valve is operative,
- d) L/H Environmental Control Bleed Pressure Indication System is operative,
- e) Left Flow Control Valve is operative,
- f) Pack Inlet Temperature Sensor is operative,
- g) APU bleed is used for engines start only,
- h) Cross bleed start procedure is not used for engines start in flight and on ground.
- i) Ram Air Valve is verified operative,
- j) Operations are conducted at or below FL 250, and
- k) Operations are conducted within one hour from a suitable airport.

NOTE: The right bleed ducting loop includes all the ducting downstream of the right Bleed Valve (IPV) down to the right Flow Control Valve (FCV) and the right ATS duct. The right bleed loop also includes the APU and high pressure ground connection ducting.

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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS

20-01 Leak Detection
Loops
(Cont'd)

b) Bleed Loops
(Aircraft with
SB 100-21-05)
(Cont'd)

C

2

1

(O) Left may be inoperative provided:
a) L/H Bleed Valve is selected
CLOSED,
b) XBLEED valve is selected
CLOSED,
c) R/H Bleed Valve is operative,
d) R/H Environmental Control Bleed
Pressure Indication System is
operative,
e) Right Flow Control Valve is
operative,
f) Trim Air System is operative,
g) Trim Air Inlet Temperature Sensor
is operative,
h) AIR COND/BLEED AIR SOURCE
rotary selector switch is selected
to NORM,
i) Cross bleed start procedure is not
used for engine start in flight and
on ground,
j) Ram Air Valve is verified
operative,
k) Operations are conducted at or
below FL 250, and
l) Operations are conducted within
one hour from a suitable airport.

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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS

20-01 Leak Detection
Loops
(Cont'd)

b) Bleed Loops
(Aircraft with
SB 100-21-05)
(Cont'd)

C

2

1

(O) Left may be inoperative provided:

- a) L/H Bleed Valve is selected CLOSED,
- b) XBLEED valve is selected CLOSED,
- c) APU is operative and used throughout flight,
- d) APU Load Control Valve is operative,
- e) R/H Environmental Control Bleed Pressure Indication System is operative,
- f) Right Flow Control Valve is operative,
- g) Trim Air System is operative,
- h) Trim Air Inlet Temperature Sensor is operative,
- i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM,
- j) Cross bleed start procedure is not used for engine start in flight and on ground,
- k) Ram Air Valve is verified operative,
- l) Operations are conducted at or below FL 190, and
- m) Operations are conducted within one hour from a suitable airport.

NOTE: The left bleed ducting loop includes all the ducting downstream of the left Bleed Valve (IPV) down to the left Flow Control Valve (FCV) and the left ATS duct.

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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS

20-01 Leak Detection
Loops
(Cont'd)

c) Pack Loops

C

2

1

C

2

0

NOTE: The Air Conditioning System (ACS) pack ducting loop includes all the ducting downstream of the left FCV to the left Ozone Converter, left ACS Pack and Pre-cooler Cross-over Valve.

d) Trim Loop

B

1

0

May be inoperative provided Trim Air System is considered inoperative (21-61-03).

NOTE: The trim air ducting loop includes all the ducting downstream of the left FCV to the bulkhead check valves.

2) Anti-Ice System
Leak Detection
Loops

a) Wing/Pylon
Loops

C

2

0

Any or all may be inoperative provided:

- a) Environmental Control System Leak Detection Pylon Loop on affected side is operative, and
- b) Anti-Ice System Leak Detection Fuselage/Wing Loop on affected side is operative.

NOTE: The L/R Wing/Pylon loops include the L/R powerplant interface to the IPV (part of ACS system) and HPV.

(Cont'd)

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1. SYSTEM,
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4. REMARKS AND EXCEPTIONS

36 PNEUMATICS				
20-01 Leak Detection Loops (Cont'd)				
a) Wing/Pylon Loops (Cont'd)	C	2	0	<p>Any or all may be inoperative provided:</p> <ul style="list-style-type: none"> a) Environmental Control System Leak Detection Pylon Loop on the affected side is operative, b) ANTI-ICE WING switch is selected OFF, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative. <p>NOTE: The L/R Wing/Pylon loops include the L/R powerplant interface to the IPV (part of ACS system) and HPV.</p>
b) Fuselage / Wing Loops	C	2	0	<p>Any or all may be inoperative provided Anti-Ice System Leak Detection Wing/Pylon Loop on affected side is operative.</p>
	C	2	0	<p>Any or all may be inoperative provided:</p> <ul style="list-style-type: none"> a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative. <p>NOTE: The L/R Fuselage / Wing loops include the ducting downstream of the L/R HPV down to the end of the L/R piccolo (including the Cross Bleed Valve).</p>

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1. SYSTEM,
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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

38 WATER/WASTE

00-01 Water System

1) Lavatory Water System

C

1

0

(M) Individual components may be inoperative provided:
a) Affected components are deactivated or isolated, and
b) Affected components are verified not to have leaks.

NOTE: Any portion of system which operates normally may be used.

C

1

0

(M) May be inoperative provided:
a) System is drained, and
b) Procedures are established to ensure that system is not serviced.

2) Galley Water System

C

1

0

(M) Individual components may be inoperative provided:
a) Affected components are deactivated or isolated, and
b) Affected components are verified not to have leaks.

NOTE: Any portion of system which operates normally may be used.

C

1

0

(M) May be inoperative provided:
a) System is drained, and
b) Procedures are established to ensure that system is not serviced.

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1. SYSTEM,
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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

38 WATER/WASTE
30-01 Lavatory Waste System

C

1

0

(M) Individual components may be inoperative provided:
a) Affected components are deactivated or isolated, and
b) Affected components are verified not to have leaks.

NOTE: Any portion of system which operates normally may be used.

C

1

0

(M) May be inoperative provided:
a) System is drained,
b) Pilot-in-Command will determine if flight duration is acceptable, and
c) Toilet lid is secured CLOSED and placarded "INOPERATIVE-DO NOT USE".

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1. SYSTEM,
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4. REMARKS AND EXCEPTIONS

45 CENTRAL
MAINTENANCE
COMPUTER

45-01 Maintenance
Diagnostic Computer
(MDC)

C 1 0

May be inoperative provided alternate
procedures are established and used.

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1. SYSTEM,
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4. REMARKS AND EXCEPTIONS

45 CENTRAL
MAINTENANCE
COMPUTER

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1. SYSTEM,
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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

46 INFORMATION SYSTEMS

10-01 Integrated Flight Information System (IFIS)
1) File Server Unit (FSU)

a) (Aircraft 20000 to 20124 with STC ST01732LA-D)
(Aircraft 20125 to 20181 with SB 100-46-02)
(Aircraft 20182 and up with SB100-46-01)

C 2 0

(O) May be inoperative provided alternate procedures are established and used.

D 2 0

May be inoperative provided routine procedures do not require its use.

NOTE: Any function which operates normally may be used.

b) (Aircraft 20182 and up without SB100-46-01)

C 1 0

(O) May be inoperative provided alternate procedures are established and used.

D 1 0

May be inoperative provided routine procedures do not require its use.

NOTE: Any function which operates normally may be used.

(Cont'd)

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46 INFORMATION SYSTEMS				
10-01 Integrated Flight Information System (IFIS) (Cont'd)				
2) Electronic Chart Displays (Aircraft 20000 to 20124 with STC ST01732LA-D) (Aircraft 20125 to 20181 with SB 100-46-02) (Aircraft 20182 and up with SB100-46-01) (Aircraft 20182 and up without SB100-46-01)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
	D	2	0	May be inoperative provided routine procedures do not require its use.
3) XM Graphical Weather Function (Aircraft 20000 to 20124 with STC ST01732LA-D)*** (Aircraft 20125 and up with SB 100-46-03)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
(Cont'd)	D	1	0	May be inoperative provided routine procedures do not require its use.

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46 INFORMATION SYSTEMS				
10-01 Integrated Flight Information System (IFIS) (Cont'd)				
4) Enhanced Map Overlay Function (Aircraft 20000 to 20124 with STC ST01732LA-D)*** (Aircraft 20125 to 20181 with SB100-46-02) (Aircraft 20182 and up with SB 100-46-01)	C	1	0	(O) May be inoperative on either or both MFDs provided alternate procedures are established and used.
	D	1	0	May be inoperative on either or both MFDs provided routine procedures do not require its use.

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49 AIRBORNE AUXILIARY POWER					
11-01 Auxiliary Power Unit (APU)	B	1	0	(M) May be inoperative provided: a) Auxiliary Power Unit is deactivated, and b) Engine Driven Generator Channels are operative. NOTE: Appropriate bleed source performance data must be used.	
11-02 APU Hour Meter	C	1	0	(M) May be inoperative provided alternate method for checking APU hour is used.	
51-01 APU Load Control Valve	C	1	0	(M) May be inoperative provided it is deactivated CLOSED. NOTE 1: The APU is still available as source of electrical power, if required. NOTE 2: Appropriate bleed source performance data must be used.	
51-02 AIR COND/BLEED APU "ON" Switch Light (light function only)	C	1	0	(O)	

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52 DOORS				
00-01 Exterior Door Keyable *** Locks	D	-	0	May be inoperative provided affected lock does not affect associated door normal operation.
10-01 Passenger Door Power Assist System	C	1	0	(M)(O) May be inoperative provided: a) Door is verified manually operative, and b) Opening damping feature is verified operative.
30-01 Baggage Door Counterbalance systems	C	2	0	(M) Any or all may be inoperative provided: a) Baggage door is verified closed, latched and not used, and b) Baggage door is placarded "BAGGAGE DOOR INOPERATIVE-DO NOT OPEN". NOTE: Baggage compartment is accessible through the door located in cabin.
70-01 Door Indication Systems				
1) Passenger Door Indication System	C	1	0	(M) May be inoperative provided: a) Door is CLOSED and LOCKED before each departure, b) External handle is verified STOWED before each departure, c) External pressure vent flap is verified CLOSED before each departure, and d) Internal mechanism indicator flag is verified green before each departure.
2) Emergency Exit Indication system	C	1	0	(O) May be inoperative provided: a) Door is CLOSED and LOCKED before each departure, and b) External pressure vent flap is verified CLOSED before each departure.

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52 DOORS				
70-01 Door Indication Systems (Cont'd)				
3) Cargo Door Indication System	C	1	0	(O) May be inoperative provided: a) Door is CLOSED and LOCKED before each departure, b) External handle is verified STOWED before each departure, and c) External pressure vent flap is verified CLOSED before each departure.
4) Aft Equipment Bay Door Indication System	C	1	0	(O) May be inoperative provided door is CLOSED and LOCKED before each departure.
5) Battery Bay Door Indication System	C	1	0	(O) May be inoperative provided door is CLOSED and LOCKED before each departure.

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73 ENGINE FUEL & CONTROL					
00-01 Engine Control Systems	A	2	2		Left or right engine redundancy may be degraded as indicated by "L or R ENGINE MINOR FAULT" advisory message provided all Engine Control System failures causing "L or R ENGINE MINOR FAULT" advisory message must be repaired within 125 flight hours after appearance of this message on EICAS.
30-01 Fuel Flow Readouts	B	2	1		(O) May be inoperative provided Fuel Used Readout is considered inoperative (73-30-02).
30-02 Fuel Used Readout	C	1	0		May be inoperative provided Fuel Quantity Gauging Computer Channels are operative.
40-01 Fuel Filter Impending Bypass Indication Systems	C	2	1		(M) May be inoperative provided fuel filter element on affected engine is replaced before the first flight after failure occurred and ever 20 flight hours thereafter.
40-03 Fuel Low Temperature Indication Systems	C	2	1		May be inoperative provided icing inhibitor is added to the fuel.

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74 ENGINE IGNITION				
21-01 Engine Ignition Systems	B	2	2	System(s) redundancy may be degraded as indicated by "L/R ENG IGN FAULT" advisory message. NOTE: All Engine Ignition System(s) failures causing "L/R ENG IGN FAULT" advisory message must be repaired within 3 days after appearance of this message on EICAS.
31-01 ENGINE IGNITION "ON" Switch Light (light function only)	C	1	0	

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76 ENGINE CONTROLS				
11-02 FADECs Automatic Engine Control Functions				
1) SYNC Function	C	1	0	
2) MACH HOLD Function	C	1	0	
20-01 ENGINE AUTO APR "OFF" Switch Light (light function only)	C	1	0	
20-02 ENGINE MACH HOLD "ON" Switch Light (light function only)	C	1	0	

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77 ENGINE INDICATING

31-01 Engine Vibration
Indications

B

2

1

May be inoperative provided:
a) Operations are not conducted in
known or forecast icing
conditions, and
b) One Ice Detection System is
operative.

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77 ENGINE INDICATING

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78 ENGINE EXHAUST

30-01 Thrust Reverser
Systems

C

2

1

(M) May be inoperative provided:
a) Affected Thrust Reverser is
stowed and locked, and
b) Operations are conducted in
accordance with AFM
performance data.

C

2

0

(M) Any or all may be inoperative
provided:
a) Affected Thrust Reverser is
stowed and locked, and
b) Operations are not conducted on
wet contaminated runways.

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79 ENGINE OIL				
30-01 Remote Oil Level Indications (Refuel/Defuel panel)	C	2	0	Any or all may be inoperative provided associated oil tank sight gauge is used to determine oil level.
30-02 Oil Filter Impending Bypass Indication Systems	A	2	1	(M) May be inoperative provided: a) Affected oil filter element is replaced, and b) Repairs are made within three flight days.

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80 STARTING 11-01 Air Turbine Starter Valves	C	2	1	(M)(O) May be inoperative provided: a) Valve is deactivated, and b) Alternate starting procedures are established and used to start the affected engine.
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SECTION 2

MESSAGE ORIENTED MMEL RELIEF

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INTRODUCTION

Two-section MMELs are authorized by FAA Policy Letter 119. Policy Letter 119, allows the flight crews to accomplish certain operational procedures that allow the dispatch of the aircraft. The Master Minimum Equipment List (MMEL) is used in conjunction with the respective dispatch procedures manual [ie.: Operations and Maintenance Procedures (OMP); Dispatch Deviation Guide (DDG); etc], to accomplish the tasks required by the MMEL for dispatch.

Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment.

Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:

- 1) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane,
- 2) Messages that the crew can act upon with simple troubleshooting procedures without the assistance of a mechanic, and
- 3) Messages using the new self-diagnostic technology (virtual) actions.

CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

Section Two CAS message relief items may require flight crews to accomplish one or more steps to deactivate/re-configure the affected system prior to flight. The "(O)" indicates the need for these tasks, the details of which can be found in the respective dispatch procedures manual.

Tasks associated with candidate relief items are subject to verification by FOEB. They may include, but are not necessarily limited to the following duties:

- a) Procedures accomplished using cockpit (or cabin) system controls.
- b) Deactivation of affected systems (by pulling system breaker or use of remote electronic system isolation),
- c) Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators.
- d) Visual inspection behind panels (internal or external) which are accessible without tools via quick-release latches and which clearly indicate their unlocked or unsafe state; (ie.: red/green safe window; flush fit latches; etc.)

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<p>CAS Indication</p>	<p>1.</p>	<p>2. Dispatch Consideration</p>
<p>AIR COND FAULT (Advisory)</p>	<p>B</p>	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.
<p>AUTO PRESS FAIL (Caution)</p>	<p>B</p>	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.
<p>AUX HYD PUMP FAIL ON (Advisory)</p>	<p>B</p>	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) The AUX pump is verified to stop when selected to OFF, and b) The AUX pump is selected OFF after takeoff, selected to AUTO before approach and OFF after landing.
<p>CABIN PRESS FAULT (Caution)</p>	<p>B</p>	<p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) Manual pressurization is verified operative before flight, b) No other CAS messages related to air conditioning or pressurization is posted, c) Ram Air Valve is verified operative, and d) Operations are conducted at or below FL 250. <p>(O) Aircraft may be dispatched provided:</p> <ul style="list-style-type: none"> a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.

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	1.	2.
CAS Indication		Dispatch Consideration
ELECTRICAL FAULT (Advisory)	B	(O) Aircraft may be dispatched provided Battery temperature indications are verified operative before each flight.
ICE DETECTOR FAIL (Caution)	C	(O) Aircraft may be dispatched for day operations provided: <ul style="list-style-type: none"> a) Affected detector is deactivated, b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.
	C	(O) Aircraft may be dispatched for night operations provided: <ul style="list-style-type: none"> a) Affected detector is deactivated, b) Anti-ice systems are turned ON when SAT is between +10 °C and -40 °C.
ICE DETECTOR FAULT (Advisory)	C	(O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) Affected detector is deactivated, and b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.
L AUX BUS FAIL (Advisory)	C	(O)
L WSHLD HEAT FAIL (Caution)	C	(O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) None of following messages are displayed: L or R WINDOW HEAT FAIL R WSHLD HEAT FAIL ICE DETECTOR FAIL b) Left windshield channel is deactivated, and c) Operations are not conducted in known or forecast icing conditions.

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	1.	2.	
CAS Indication			Dispatch Consideration
MANUAL PRESS FAIL (Advisory)	B		(O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Manual Pressurization switch is selected OFF, c) Ram Air Valve is selected OPEN, d) Pressurization EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 ft. MSL.
R WINDOW HEAT FAIL (Caution)	C		(O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) Right Side Window Heating Channel is deactivated, and b) No more than one of the following messages is displayed: L WSHLD HEAT FAIL R WSHLD HEAT FAIL, and c) Operations are not conducted in known or forecast icing conditions.
R WSHLD HEAT FAIL (Caution)	C		(O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) None of following messages are displayed: L or R WINDOW HEAT FAIL L WSHLD HEAT FAIL ICE DETECTOR FAIL b) Right windshield channel is deactivated, and c) Operations are not conducted in known or forecast icing conditions.
STBY INST BATT FAULT (Advisory)	B		Aircraft may be dispatched provided operations are not conducted more than one hour from a suitable airport.
TRIM AIR FAIL (Caution)	B		(O) Aircraft may be dispatched provided: <ul style="list-style-type: none"> a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.