



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, D.C.

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# Master Minimum Equipment List

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Revision: 14b  
Date: 08/27/2010

Hawker Beechcraft Corporation

Beechcraft Model 200 and F90

Applicable Models:

200 / 200C / 200CT / 200T / A100-1 / A200 / A200C / A200CT  
B200 / B200C / B200CT / B200T / B200GT / B200CGT  
and  
F90

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## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

Beechcraft Model 200 and F-90

REVISION NO: 10

DATE: 04/08/2002

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1	11/04/1981	Pen & Ink change to add Beech B200C after the 200CT	
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AIRCRAFT:

Beechcraft Model 200 and F-90

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## HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 14a**.

Definitions	Revised to reference the source document for definitions to avoid duplication of changes published to definitions policy letter.
Preamble	Revised to reference the source document for Preambles, both certificated operators and Part 91 operators, to discontinue publication of duplicate MMELs for differences in the Preambles.
21-8	Delete duplicate relief for Instrument Air Bleed Shutoff Valves and add cross-reference to Chapter 37.
22-2	Yaw Damper (F-90 with STC SA4130NM) correct error for Number Required to "0"
22-3	Add applicability for Garmin GFC-700 AFCS to maintain at least 1 Control Wheel Disconnect Button for Garmin autopilot system.
34-13	Specify applicability of Remarks to Class A TAWS and TCAS II only.
37-2	Instrument Air Valves Remarks changed to add an (M) procedure per duplicate 21-8 relief to secure valve because a malfunctioning valve is unreliable to simply switch OFF.

The following changes are the Highlights of Changes for **Revision 14b**.

	Revision 14b incorporates Model 200 HDC MMEL Revision 2.
22-2	Yaw Damper (200 HDC) Added model.
22-6	Flight Director relief relocated to chapter 22
22-6-a	Flight Director Mode Selection Panel Annunciator Lamps become Sub-Item
27-4	Add RVSM NOTE
28-1	Add applicability for 200HDC to Standby Boost Pump
30-2	Revise Ice Vane Annunciator Remarks to verify operative.
30-5	Revise Pitot Heat Remarks to correct format and separate relief criteria.

## HIGHLIGHTS OF CHANGE

34-1 & 2	Revised Remarks to stipulate Electronic Air Data System instead of EFIS to correct unnecessary exclusion of Proline 2 equipped aircraft.
34-4	Revised Turn/Slip Remarks to remove EFIS restriction because not applicable for right side instruments and Day VFR is mitigation for left side.
34-8	Navigation Equipment reformatted into sub items and Remarks revised to address operational considerations: VOR/ILS TACAN Systems, Glide Slope, Marker Beacon System, DME, RNAV, ADF, RMI and FMS are Navigation Equipment sub items.
34-9-1	Add relief for Radar Stabilization to WX Radar.
34-11	Radar Altimeter relief renumbered and Remarks changed to accommodate variable installations.
34-12	Altitude Alerting System relief renumbered
34-13	Gyro-magnetic Compass System relief renumbered
34-14	Non-Stabilized Magnetic Compass relief renumbered
34-15 & 16	Traffic Alert Collision Avoidance System relief renumbered
34-17	TAWS/GPWS relief renumbered
34-18	Traffic Awareness System (TCAD/TAS) relief renumbered
34-19	Ground Proximity Altitude Advisory System (GPAAS) relief renumbered
34-20	Standby Attitude Indicator relief renumbered and Remarks revised to account for Standby Attitude Indicator required by Type Design Approvals.
34-21	Flight Profile Advisory System relief renumbered
34-22	Independent Multi-Function Display relief renumbered
34-23 & 24	Windshear relief renumbered
34-25	ADS-B relief renumbered and undated per PL-105
37-2	Instrument Air Valves Remarks changed to (O) procedure because no mechanical means to secure valve closed. Valve must be powered closed.
46-3	XM Weather System is renumbered to 3. to allow relief to be used for non-IFIS-5000 independent systems and changed to Category D.
52-6	Added 200 HDC Baggage Pod Door Warning Light
61-1	Add applicability to Reverse not Ready to exclude A200CT.

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DEFINITIONS		

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS in accordance with current FAA MMEL Policy Letter PL-70, DEFINITIONS REQUIRED IN MELs.

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PREAMBLE		

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE or PL-36, FAR PART 91MEL APPROVAL AND PREAMBLE.

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

21-1	(O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-2	(M) Maintenance procedure to ensure the Safety Valve (Dump) is secured in the open position.  (O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-3	(M) Maintenance procedure to ensure the Safety Valve (Dump) is secured in the open position.  (O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight
21-4,5,6	(O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-7	(M) Maintenance procedure to determine Bleed Air Shutoff Valve(s) are secure in the closed position.  (O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-9	(M) Maintenance procedure to determine Bleed Air Shutoff Valve(s) are secure in the closed position.  (O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-14	(M) Maintenance procedure to deactivate and secure Air Conditioner.
21-16-1	(O) Procedure to verify affected Environmental and Instrument Bleed Air Valves are selected OFF and verified closed prior to each flight.

## Guidelines for (O) &amp; (M) Procedures

21-16-2	(O) Procedure to verify affected Environmental and Instrument Bleed Air Valves are selected OFF and verified closed prior to each flight.
21-18 & 19	(O) Procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
22-1	(M) Maintenance procedure to deactivate the autopilot and ensure no electrical or mechanical fault exists that will have an adverse affect on any Flight Control function.
22-2	(M) Maintenance procedure to deactivate the Yaw Damper and ensure no electrical or mechanical fault exists that will have an adverse affect on any Flight Control function.
22-3	(M) Maintenance procedure to deactivate & secure autopilot and electric trim.
22-4	(O) Procedure to establish alternate method to accomplish a go-around.
22-5	(O) Operations procedure to verify prior to departure, the proper Autopilot Mode Annunciation is displayed on the pilot's panels(s).
22-6-a	(O) Operations procedure to verify, prior to departure, the proper Autopilot Mode Annunciation is displayed on the pilot's panels(s).
22-7	(O) Operations procedure to verify, prior to departure, the proper Autopilot Mode Annunciation is displayed on the pilot's panel(s).
23-2-1	(O) Operations procedure to specify how passengers will be briefed for normal and emergency operation.
23-3	(O) Operations procedure to ensure aural warnings are available. NOTE: An acceptable test would be to activate the Stall Warning System.
23-10	(O) Operations procedure to ensure SATCOM Data Link System operates normally.
23-11	(O) Operations procedure to ensure passengers are briefed prior to departure.
23-16	(O) Procedure to provide alternate means to maintain contact with aircraft.
23-16-1	(O) Procedure to provide alternate means to maintain contact with aircraft.
24-7	(M) Maintenance procedure to deactivate and secure the Cabin AC Power System.

## Guidelines for (O) &amp; (M) Procedures

24-8	(M) Maintenance procedure to disconnect and remove the Standby Battery.
24-9	(M) Maintenance procedure to placard and secure access to the aircraft External Power Receptacle.
24-10	(O) Operations procedure to verify connection and disconnection of External Power Supply.
24-12	(O) Operations procedure to verify Generator Bus Tie Relay is CLOSED and both DC GEN Annunciators are operative prior to departure.
25-1-1	(M) Maintenance procedure to secure the affected Arm Rest(s) in the full up or full down position.
25-1-4	(M) Maintenance procedure to secure the affected Seat in a position acceptable to the flight crew allowing for full Flight Control movement and normal pilot visibility.
25-2-1	(M) Maintenance procedure to secure Seat in the full upright position.
25-5-2-a	(M) Maintenance procedure to disconnect Remote Switch and verify ELT is armed.
25-10	(M) Maintenance procedure to ensure the affected Receptacle is empty and secured to prevent use.  (O) Operations procedure to ensure a sufficient number of Receptacles are available for the flight.
25-11	(M) Maintenance procedure to ensure inoperative Cargo Restraints are isolated from use and Cargo Loading Limits are observed for remaining restraints.
25-12	(M) Maintenance procedure to secure the affected compartment closed.  (M) Maintenance procedure to remove the affected compartment door(s)  (O) Operations procedure to ensure crew awareness and passenger briefing regarding use of affected storage compartment.
25-12-1	(M) Maintenance procedure to ensure door latch is operable.
25-13	(M) Maintenance procedure to remove or deactivate/secure inoperative System or equipment.  (O) Operations procedure to ensure crew awareness of inoperative equipment.

## Guidelines for (O) &amp; (M) Procedures

25-14	(M) Maintenance procedure to deactivate and secure the inoperative System.
25-18	(M) Maintenance procedure to secure the Cockpit and/or Cabin Partition Doors / Curtains in the full open position or to remove Doors / Curtains.
26-4	(O) Operations procedure to ensure Lavatory is locked closed and accessed only by crewmembers.  (M) Maintenance Procedure to ensure Lavatory Waste Receptacle is empty and Door is placarded.
27-1	(O) Procedure to provide method to check trim tab for full range of motion and ensure there is no restriction to movement.
27-2	(O) Procedure to provide method to verify full flap travel and correct intermediate flap settings.
27-4 27-4-3	(M) Maintenance procedure to deactivate the Electric Trim and ensure Manual Trim is operative.
28-1	(M) Procedure to deactivated and secure affected Standby Fuel Boost Pump.
28-5	(M) Maintenance procedure to ensure there are no fuel leaks or restrictions to fuel flow associated with the Fuel Counter / Totalizer malfunction.
28-6	(O) Operations procedure to ensure the quantity and balance of fuel on board meets the regulatory requirements for the intended flight and fuel balance is maintained throughout flight.
28-9	(O) Operations procedure to ensure Standby Electric Boost Pump is turned on and verified operative.  (M) Procedure to determine there is no fuel leak, the Low Pressure Pump has disconnected (shaft has sheared), pump failure did not introduce debris into the fuel system, and the Fuel Pressure Low annunciator is extinguished by use of the Standby Electric Fuel Pump with the engine operating at takeoff power.
30-2	(O) Operations procedure to verify operation of the Anti-Ice Vanes prior to each departure. (M) Maintenance procedure to secure Anti-Ice Vanes in the full extended position. (O) Operations procedure to ensure that Surface Temperatures and Ice Vane Extended Performance Charts are considered. (M) Maintenance procedure to secure the Anti-Ice Vanes in the full extended position.

## Guidelines for (O) &amp; (M) Procedures

- 30-5-1 (O) Procedure to verify each pitot mast heat is operative prior to each flight.
- 30-10-1-a (O) Operations procedure to ensure aircraft is not operated in visible moisture 5 degrees Celsius or below.
- (M) Maintenance procedure to manually extend and secure the Anti-Ice Vanes in the fully extended position.
- (O) Operations procedure to ensure Ice Vanes Extended performance data is used.
- 30-10-1-b (O) Operations procedure to ensure that is not operated in visible moisture 5 degrees Celsius or below.
- 30-10-2-a & -b (M) Maintenance procedure to ensure the Anti-Ice Vanes are secured in the fully extended position.
- (O) Procedure to ensure that Surface Temperatures and Performance Charts with Ice Vanes Extended are considered.
- 30-10-2-c (M) Maintenance procedure to manually extend and secure the Anti-Ice Vanes in the fully extended position.
- 31-2 (O) Operations procedure to record flight time.
- 31-7 (O) Establish alternate procedure to collect engine trend monitoring data.
- 32-1 (O) Operations procedure to prevent movement of aircraft when stopped or parked.
- 32-2 (M) Maintenance procedure to deactivate Brake Deice and ensure Rudder Boost remains operative.
- 32-5 (M) Maintenance procedure to verify proper hydraulic fluid level prior to first flight of each day.
- 32-6 (O) Operations procedure to ensure flight crew awareness of the requirement to manually release the Down Lock Latch.
- 33-1 (O) Operations procedure to identify minimum sufficient operative lighting for the crew to perform required duties and for passengers to locate items and move safely about the cabin during night operations.

## Guidelines for (O) &amp; (M) Procedures

- |           |  |
|-----------|--|
| 33-4      | (O) Operations procedure to appropriately brief the passengers.  |
| 34-2-1    | (O) Operations procedure to ensure crew awareness of specific airspeed information.  |
| 34-8-3-a  | (O) Procedure to ensure current navigation charts are available and used, status of applicable Navigation Facilities are verified, Navigation Radios are tuned manually, and flight planning is not predicated on use FMS guidance in the terminal area. |
| 34-10-1&2 | (O) Procedure to determine the Multi-Function Processing Unit is operative.  |
| 34-11     | (M) Procedure to deactivate and secure the Radar Altimeter System.<br><br>(O) Alternate procedure for terrain clearance awareness and approach minimums awareness with the radar altimeter inoperative.  |
| 34-12     | (O) Operations procedure to verify Autopilot with Altitude Hold is operative.  |
| 34-13     | (O) Operations procedure to ensure equipment configuration and flight crew awareness of the need to manually slave Directional Gyro.   |
| 34-14     | (O) Operations procedure that identifies the required sources of magnetic heading information needed to be available and operative.  |
| 34-15     | (M) Maintenance procedure to deactivate and secure the TCAS II System.   |
| 34-15-2   | (O) Operations procedure to ensure TA ONLY Mode is selected by the crew and TA visual display and audio functions are operative.   |
| 34-15-3   | (O) Operations procedure to ensure RA visual display and audio functions are operative.  |
| 34-16     | (M) Maintenance procedure to deactivate and secure the TCAS I System.  |
| 34-17     | (O) Procedure to ensure pilot planning and awareness of terrain clearance.   |

## Guidelines for (O) &amp; (M) Procedures

- |           |  |
|-----------|--|
| 34-17-1   | (O) Procedure to ensure alternate means of terrain awareness with inoperative GPWS.  |
| 34-17-1-a | O) Procedure to ensure alternate means of crew awareness with inoperative Mode(s).   |
| 34-17-1-b | (O) Procedure to ensure alternate means of terrain awareness with inoperative GPWS.  |
| 34-17-1-d | (O) Procedure to ensure alternate means of crew awareness with inoperative advisory callout(s).  |
| 34-17-1-e | (O) Procedures for windshear avoidance when Windshear Warning and Flight Guidance System is inoperative. Procedure should include a review of windshear avoidance and windshear recovery procedures.     |
| 34-17-2   | (O) Procedure to ensure alternate means of terrain awareness with inoperative FLTA/PDA Modes.  |
| 34-22     | (O) Operations procedure must identify all systems and functions affected by the inoperative MFD specific to each installation and provide for MEL deferral of those affected systems.                   |
| 34-23     | (O) Establish alternate procedures for use when Windshear Warning and Flight Guidance System is inoperative. Procedure should include a review of windshear avoidance and windshear recovery procedures. |
| 34-24     | (O) Establish alternate procedures for use when Windshear Detection and Avoidance System is inoperative. Procedure should include a review of windshear avoidance and windshear recovery procedures.     |
| 35-2      | (M) Maintenance procedure to ensure a qualified crew member is stationed inside the aircraft to monitor the Internal Oxygen Gauge during servicing.  |

## Guidelines for (O) &amp; (M) Procedures

35-3	(M) Maintenance procedure to block and placard affected Seat and to block flow of oxygen from the inoperative Mask.
37-2	(O) Operations procedure to determine Bleed Air Shutoff Valve is in the closed position prior to each departure.
46-1	(O) Procedure to ensure all the aeronautical information required for the flight is available in paper form or dual redundant electronic form.
46-1-1	(O) Procedure to ensure adequate battery power supply for the EFB is available for the duration of the flight plus one hour or all the aeronautical information required for the flight is available in paper form.
46-1-2	(M) Procedure to secure the EFB in a useable position by other means and if unable to secure the EFB, then remove the EFB from the aircraft.  (O) Procedure to ensure all the aeronautical information required for the flight is available in paper form or dual redundant electronic form if the EFB is removed.
46-1-3	(O) Procedure to provide alternate source of information normally provided through EFB data connection.
46-2-1 & 2	(O) Procedure to ensure all the aeronautical information required for the flight is available in paper form or dual redundant electronic form.
46-2-3 & 4	(O) Procedure to provide any required information normally provided through the CMU or Third VHF Radio.
52-2	(O) Operations procedure to inspect the Cargo Door Latching Mechanism to ensure the Door is latched prior to each departure.
52-3	(O) Operations procedure to inspect, using adequate Light, the Cabin Door Latching Mechanism to ensure the Door is latched prior to each departure.
52-4	(O) Operations procedure to ensure crew awareness that the Cabin Door must be lowered manually to prevent damage to personnel or the aircraft.
73-1	(M) Procedure to ensure there are no fuel leaks associated with the Fuel Flow Indicator malfunction.
79-1	(O) Operations procedure to monitor corresponding Oil Pressure Gauge.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
1. Pressurization Controller	C	1	0		(O) May be inoperative for unpressurized flight.
2. Safety Valve (Dump)	C	1	0		(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) Safety Valve (Dump) is blocked open.
3. Outflow Valve	C	1	0		(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) Safety Valve (Dump) is blocked open.
4. Cabin Altitude Warning (ALT WARN)	C	1	0		May be inoperative for pressurized flight at or below 10,000 feet MSL.
	C	1	0		(O) May be inoperative for unpressurized flight.
5. Cabin Rate of Climb Indicator	C	1	0		May be inoperative for pressurized flight provided CABIN ALTITUDE/ DIFFERENTIAL PRESSURE Indicator is operative.
	C	1	0		(O) May be inoperative for unpressurized flight.
6. Cabin Altitude/ Differential Pressure Indicator	C	1	0		(O) May be inoperative for unpressurized flight provided Safety Valve (Dump) is OPEN.

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ITEM

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING				
7.	Bleed Air Shutoff Valves (Environmental) (3 Position Switch)	C	2	1	(M) One may be inoperative in the ENVIR OFF Position for pressurized flight.
		C	2	0	(M)(O) May be inoperative in the ENVIR OFF position for unpressurized flight.
8.	Bleed Air Shutoff Valves (Pneumatic Instrument Air) (3 Position Switch)				DELETED; Revision 14a, See Chapter 37
9.	Bleed Air Shutoff Valves (2 Position switch)	C	2	1	(M) One may be inoperative in the closed position for pressurized flight.
		C	2	0	(M)(O) May be inoperative in closed position for unpressurized flight.
10.	AUTOMATIC Temperature Controller	C	1	0	May be inoperative provided MANUAL Temperature Controller is operative.
11.	MANUAL Temperature Controller	C	1	0	May be inoperative provided AUTOMATIC Controller is operative.
12.	Electric Heat	C	1	0	
13.	Ventilation Blower				DELETED REVISION 9.
14.	Air Conditioner	C	1	0	(M)
15.	Aft Blower	C	1	0	

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4. REMARKS AND EXCEPTIONS

21	AIR CONDITIONING				
16.	L or R BL AIR FAIL Annunciator System				
1)	Annunciator Fails to Illuminate	C	2	1	(O) One may be inoperative provided: a) Environmental and Instrument Bleed Air Valves on the inoperative side are verified closed before each flight, and b) Aircraft is not operative into known or forecast icing conditions.  NOTE: Rudder Boost will be inoperative.
2)	Annunciator Remains Illuminated	C	2	1	(O) One may be inoperative provided: a) Environmental and instrument Bleed Air Valves on the inoperative side are verified closed before each flight, and b) Aircraft is not operated into known or forecast icing conditions.  NOTE: Rudder Boost will be inoperative.
17. ***	Ground Air Cooling System	C	1	0	
18.	Bleed Air OFF Annunciator System	C	1	0	(O) May be inoperative for unpressurized flight.
19.	Cabin Door Seal System	C	1	0	(O) May be inoperative for unpressurized flight.
20.	Cabin Temperature Indicator System	C	1	0	

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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
22 AUTO FLIGHT				
1. Autopilot System	C	-	0	(M) May be inoperative provided operations do not require its use.  NOTE: RVSM is not authorized.
2. Yaw Damper (200 Series except 200HDC, 200T with Tip Tanks or STC SA3519NM & F90 except STC SA4130NM)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 17,000 ft Pressure Altitude.
(200T with Tip Tanks)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 7,000 ft MSL.
(200 Series with STC SA3519NM)	C	1	0	(M)
(F-90 with STC SA4130NM)	C	1	0	(M)
(200 HDC Only)	C	1	0	(M) May be inoperative provided aircraft is operated at or below 25,000 ft Pressure Altitude.
3. Autopilot Control Wheel Disconnect Switches (AP/YD/TRIM DISC)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot
(Except Garmin GFC-700 AFCS equipped)	B	-	0	May be inoperative provided: a) Autopilot is not used, and b) Second level switch trim interrupt function remains operative.
(Continued)				

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

22	AUTO FLIGHT				
3.	Autopilot Control Wheel Disconnect Switches (Continued)  (Except Garmin GFC-700 AFCS equipped)	B	-	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, b) Electric Elevator Trim is considered inoperative, and c) Yaw Damper is considered inoperative.
4.	Autopilot Go-Around Switch	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used to disconnect Autopilot and establish initial pitch and wings level attitude.
5.	Autopilot Mode Selector/Annunciator (Except Collins Proline 21 equipped)	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciation is displayed on the pilot's EFIS Display or Remote Annunciator Panel.
6.	Flight Director System	C	1	0	May be inoperative provided approach procedures do not require its use.  NOTE: Any operative Mode may be used.
a)	Flight Director Mode Selector Panel Annunciator Lamps (Except Collins Proline 21 equipped)	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciator is displayed on the Pilot's EFIS Display or Remote Annunciator Panel.

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	4. REMARKS AND EXCEPTIONS			

22 AUTO FLIGHT					
7. Autopilot/Flight Guidance Panel Lamps (Except Collins Proline 21 equipped)	C	1	0	(O) May be inoperative provided the affected Mode(s) is/are selected momentarily prior to departure to verify that proper Mode Annunciator is displayed on pilot's EFIS Display or Remote Annunciator Panel.	

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

1. Communications System (VHF, UHF)

D

-

-

Any in excess of those required by FAR may be inoperative provided it is not powered by Emergency Power Source and not required for Emergency Procedures.

2. Passenger Address System (PA)

1) Passenger Configuration

C

1

0

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

2) Cargo Configuration

D

1

0

May be inoperative provided procedures do not require its use.

3. Cockpit Speakers System (Including Audio Amp.)

C

2

0

(O) May be inoperative provided:  
a) Two operative Headsets are available to the flight crew, and  
b) Aural warnings are available.

4. Audio Amplifiers

DELETED Rev.14, Combine with Cockpit Speakers.

5. Static Discharge Wicks

C

-

-

One Wick may be missing or broken from:  
1) Each Wing (includes Aileron),  
2) Each side of Horizontal Stabilizer, and  
3) Vertical Stabilizer

NOTE: A Maximum of three (3) Static Wicks may be broken or missing.

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	2. NUMBER INSTALLED				
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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
6. Boom Microphones (includes headset mic)					
1) With FDR and Cockpit Voice Recorder Equipped To Record Boom Microphone	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
2) With Only Cockpit Voice Recorder Equipped To Record Boom Microphone	A	-	0	May be inoperative provided repairs are made within three flight days.	
3) Without Cockpit Voice *** Recorder Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
7. Cockpit Voice Recorder (CVR)					
1) With Flight Data Recorder (FDR) Installed	A	1	0		May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
2) Without Flight Data Recorder (FDR) Installed	A	1	0		May be inoperative provided repairs are made within three flight days.
3) For Operators Other Than Air Carriers and Commercial Operators	A	1	0		May be inoperative provided repairs are made in accordance with applicable FARs.
8. Passenger Call System ***	C	1	0		
9. Voice Activated Interphone System (cockpit to cabin) ***	D	1	0		

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4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

10. High Frequency (HF)  
Communication  
System

D

-

-

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

C

-

1

(O) May be inoperative while conducting operations that require two LRCS provided:

- a) SATCOM Voice or Data Link operates normally,
- b) Alternate procedures are established and used,
- c) SATCOM coverage is available over the intended route of flight, and
- d) If INMARSAT Codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.

NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.

11. Recorded Passenger  
\*\*\* Briefing System

D

1

0

(O) May be inoperative provided passengers are appropriately briefed prior to each departure.

12. Flight Phone System  
\*\*\*

D

1

0

13. Ground  
\*\*\* Communications  
Power System

D

1

0

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
14. Push-to-Talk Switches					
1) Aircraft Equipped With Separate Hand Microphone Plug-In (Second-in-command Required)	C	2	1		One may be inoperative provided Hand Held Microphone on affected side is operative.
2) Aircraft Equipped With Separate Hand Microphone Plug-In (Second-In-Command Not Required)	C	2	1		Right side may be inoperative.
3) Aircraft Without Separate Hand Microphone Plug-In. (Second-In-Command Not Required)	C	2	1		Right side may be inoperative.
15. Hand Held Microphone	C	2	1		Right side may be inoperative.
	C	2	1		One may be inoperative provided Boom Microphone and Push-to-Talk Switch are operative on side with inoperative Microphone.

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	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
16. Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and use.	
	D	-	0	May be inoperative provided procedures do not require its use.	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER				
1. DC Generator Caution Lights	B	2	1	One may be inoperative provided corresponding Load Meter is monitored.
2. Inverters (Except SN BB-1769, BB-1834, BB-1843, BL-148 and After, BY-1 and after, and BZ-1 and after)	B	2	1	One may be inoperative for day VFR.
3. Inverters Warning Light (Except SN BB-1769, BB-1834, BB-1843, BL-148 and After, BY-1 and after, and BZ-1 and after)	B	2	1	One may be inoperative provided both Inverters are operative.
4. DC Load Meter				DELETED, Revision 14
5. AC Volt/Frequency Meter (Except SN BB-1769, BB-1834, BB-1843, BL-148 and After, BY-1 and after, and BZ-1 and after)	B	1	0	May be inoperative provided Inverter Warning Light is operative.
6. Battery Temperature *** Indicating System	C	1	0	May be inoperative provided the Standard Battery Charge Annunciator System is operative.

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4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

7. Cabin AC Power  
\*\*\* System

C

-

0

(M)

8. EFIS Standby Power

B

1

0

(M) May be inoperative provided:  
a) Airplane is operated in day  
VMC only, and  
b) Standby Battery is  
disconnected and removed.

9. External Power System

C

1

0

(M)

10. External Power  
Annunciator

C

1

0

(O)

11. L or R GEN BUS TIE  
Relay  
(Model F90 Only)

B

2

1

One may be inoperative for day VMC  
operations provided both DC GEN  
Annunciators/Caution Lights are  
operative.12. L or GEN BUS TIE  
Annunciator  
(Model F90 Only)

B

2

0

(O) May be inoperative provided:  
a) Generator Bus Tie Relay is  
verified closed prior to each  
departure, and  
b) Both DC GEN Annunciators/  
Caution Lights are operative.

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2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

25	EQUIPMENT/ FURNISHINGS				
1.	Crew Seats				
1)	Arm Rests	C	-	0	(M) May be inoperative provided the affected Arm Rest(s) is/are stowed and secured in the full up or full down position and is/are acceptable to the flight crew.
2)	Lumbar Support	C	-	0	May be inoperative provided the Seat configuration is acceptable to the flight crew.
3)	Shoulder Harness	B	2	1	Right side may be inoperative provided Seat is not occupied.
4)	Seat Adjustment	A	-	0	(M) May be inoperative provided: a) Seat(s) is/are locked in a position that permits normal pilot visibility, b) Full Flight Control movement is available, c) Position of the affected Seat(s) is/are acceptable to the flight crew, and d) Repairs are made within one flight day.

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4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/ FURNISHINGS				
2. Passenger Seat(s)	D	-	-	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main aircraft aisle, and</li> <li>c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY".</li> </ul> NOTE 1: A seat with an inoperative seat belt is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind.
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full upright position.
	D	-	-	May be inoperative and seat occupied provided seat is immovable in the full upright position
2) Armrest	D	-	-	May be inoperative or missing and Seat occupied provided: <ul style="list-style-type: none"> <li>a) Armrest does not block an Emergency Exit,</li> <li>b) Armrest does not restrict any passenger from access to the main aircraft aisle, and</li> <li>c) For an Armrest with a recline mechanism, seat is secure in the full upright position.</li> </ul>

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25 EQUIPMENT/ FURNISHINGS					
3. Floatation Equipment ***	D	-	-		Any in excess of those required by FAR may be inoperative or missing.
4. Emergency Medical Equipment					
1) Automatic External *** Defibrillator (AED) and/or Associated Equipment	D	-	-		May be incomplete, missing, or inoperative.
2) Emergency Medical Kit *** (EMK) and/or Associated Equipment	D	-	-		May be incomplete, missing or inoperative.
3) First Aid Kit (FAK) and/or Associated Equipment	D	-	-		Any in excess of those required by FAR may be incomplete, missing or inoperative.
5. Emergency Locator Transmitter (ELT)					
1) Survival Type ELTs	D	-	-		Any in excess of those required by FAR may be inoperative or missing.
2) Fixed ELTs	A	-	0		May be inoperative or missing provided repairs are made within 90 days.
	D	-	-		Any in excess of those required by FAR may be inoperative or missing.
a) Remote Switch ***	D	1	0		(M) May be inoperative provided: a) Remote switch is disconnected from the ELT, and b) ELT switch is placed in the ARM position.

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1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/ FURNISHINGS				
6. Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.  NOTE: Exterior Lavatory Door Ash Trays are not considered NEF Items.
7. Electric Toilet ***	C	1	0	
8. "Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.

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25 EQUIPMENT/ FURNISHINGS					
9. Exterior Lavatory Door *** Ashtrays					
1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	A	-	-		One may be missing provided it is replaced within 10 calendar days.
2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0		May be missing provided it is replaced within 3 calendar days.
10. Waste Receptacle *** 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 sufficient Waste Receptacles are available to accommodate all waste that may be generated on a flight.
11. Cargo Restraint *** Systems	C	-	-		(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
	C	-	-		May be inoperative or missing provided Cargo Compartment remains empty.

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25	EQUIPMENT/ FURNISHINGS				
12.	Cabin Storage Compartments / Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment closed, b) Associated compartment is placarded "DO NOT USE", c) Any emergency equipment located in affected Compartment is considered inoperative and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed
		C	-	-	(M)(O) May be inoperative provided: a) Affected door is removed, b) Associated compartment is not used for storage of any items, except those permanently affixed, c) Associated compartment is placarded "DO NOT USE", d) Passengers are briefed that associated compartment is not used.  NOTE: Any permanently affixed Emergency Equipment located in the associated storage compartment is available for use.
1)	Storage Compartments Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided door latch remains operative.
13. ***	EMS Equipment	C	-	0	(M)(O) May be inoperative provided the inoperative system/component is deactivated and secured.

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25	EQUIPMENT/ FURNISHINGS				
14. ***	Smartstart Security System	C	1	0	(M)
15. ***	Pyrotechnic Signal	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
16.	Protective Breathing Device				DELETED REV.14, See Chapter 35.
17. ***	Sound Management System (Active Noise Canceling System)	D	-	0	
18. ***	Cockpit and Cabin Partition Doors/Curtains	D	-	0	May be inoperative provided door/curtain is secure in the full stowed open position.
		D	-	0	(M) Curtains may be removed or secured open by an alternate means.
19.	Flashlight/ Flashlight Holder	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
20.	Cockpit Overhead Crew Assist Straps	D	-	0	
21.	Cockpit Sun Visors	C	2	0	May be inoperative or missing provided there are no visual restrictions to the flight crew.
22.	External Airspeed Indicator Bug(s)				DELETED Rev.14, See Chapter 34.
23. ***	Emergency Vision Assurance System (STC SA 1050WI)	C	2	0	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
26 FIRE PROTECTION					
1. Portable Fire Extinguisher	D	-	-		Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
2. Engine Fire *** Extinguisher Systems	C	2	0		
1) "Push To Extinguish" Guard	A	-	-		May be broken, missing or lacking Safety Wire provided: a) Broken Guard shall not interfere with the proper indication or activation of System, and b) Repairs are made within one flight day.

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26 FIRE PROTECTION					
3. Lavatory Fire *** Extinguisher System					DELETED, Revision 14
4. Lavatory Smoke *** Detection System	C	-	-		(M)(O) Lavatory Smoke Detection System may be inoperative provided: a) Lavatory Waste Receptacle is empty, b) Lavatory door is locked closed and placarded, "INOPERATIVE-DO NOT ENTER", and c) Lavatory is used only by crewmembers.  NOTE: These provisos are not intended to prohibit Lavatory use or inspections by crewmembers.
5. Cargo Compartment *** Fire Detection Suppression Systems	C	-	0		May be inoperative provided Cargo Compartment remains EMPTY.  NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.
6. Fire Extinguisher "Push To Extinguish" Guard					DELETED REVISION 12. MOVED TO ATA 26-2-1.

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4. REMARKS AND EXCEPTIONS

27 FLIGHT CONTROLS

1. Trim Tab Position Indicators (Rudder, Aileron, and Elevator)

C

3

0

(O) May be inoperative provided:  
a) Tab is visually checked for full range of operation,  
b) Tab operation is not restricted, and  
c) Tab is positioned to neutral prior to each departure and neutral is verified by visual inspection

2. Flap Position Indicator

C

1

0

(O) May be inoperative provided:  
a) Flaps are visually checked for full travel and Flap operation is not restricted, and  
b) Flaps are visually checked for proper setting prior to each departure.

3. Rudder Boost (Except 200T)

C

1

0

May be inoperative provided aircraft is not modified with STC SA2307CE.

4. Electric Elevator Trim System

C

1

0

(M) May be inoperative provided:  
a) Electric Pitch Trim is deactivated, and  
b) Autopilot is not used.

NOTE: RVSM is not authorized.

1) Trim Switches

C

-

0

NOTE: Any operative Trim Switch may be used.

2) PITCH TRIM OFF Annunciation System

C

1

0

3) PITCH TRIM ON-OFF Switch

C

1

0

(M) May be inoperative provided:  
a) Electric Pitch Trim is deactivated, and  
b) Autopilot is not used.

5. Flap System

DELETED REVISION 12

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4. REMARKS AND EXCEPTIONS

28 FUEL				
1. Standby Fuel Boost Pumps (Except 200 HDC)	C	2	1	(M) One may be inoperative provided: a) Emergency Engine Fuels are not used, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport.  NOTE: See AFM Emergency Engine Fuels Limitations.
(200 Series Only Except 200HDC)	C	2	1	(M) One may be inoperative provided: a) Aircraft remains at or below 20,000 feet Pressure Altitude, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport.
(F90 Only)	C	2	1	(M) One may be inoperative provided: a) Aircraft remains at or below 17,000 feet Pressure Altitude, b) Both Engine Driven Low Pressure Fuel Boost Pumps are operative, and c) Aircraft is not operated more than 1 hour, at one-engine-inoperative cruise, from a suitable airport.
2. Motive Flow Valves				DELETED, Revision 14, See Auxiliary Fuel Transfer System
3. Jet Transfer Pumps				DELETED, Revision 14, See Auxiliary Fuel Transfer System

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28 FUEL					
4. Crossfeed Light	C	1	0		May be inoperative provided proper operation of Crossfeed System is checked prior to departure.
5. Fuel Counter/ Fuel *** Totalizer	C	1	0		(M)
6. Fuel Quantity Indicators	C	2	1		(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets regulatory requirements for flight, b) Both Fuel Flow Indicators are operative, and c) Procedures are established to ensure fuel balance.  NOTE: Tip Tank Fuel Gauge must be operative if installed.
7. Auxiliary Fuel Transfer Systems					
1) Automatic System	C	2	0		May be inoperative provided Auxiliary Tanks do not contain fuel.
2) Override System	C	2	0		May be inoperative provided Auxiliary Tanks do not contain fuel.
8. Fuel Flow Indicators					DELETED Revision 14, See Chapter 73
9. Engine Driven Low Pressure Fuel Boost Pumps	B	2	1		(M)(O) One may be inoperative provided: a) Both Standby Electric Boost Pumps are operative, b) Associated Standby Electric Boost Pump is turned ON, and c) Aviation gasoline is not used.
10. Fuel Management Function					DELETED, Revision 14

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30 ICE AND RAIN PROTECTION					
1. Surface Deice System (Wing and Horizontal Stabilizer)	C	1	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
2. Green L & R Ice Vane Ext and Amber L & R ICE VANE (or L & R ENG ICE FAIL) Annunciators (200 Series Only)	C	4	2		(O) One may be inoperative on one or both sides provided the Inertial Ice Vanes are verified operative prior to each departure.
	C	4	0		(M)(O) Both may be inoperative on one or both sides provided: a) Inertial Ice Vanes are secured in the extended position, b) Where applicable, Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.
L & R ENG ANTI-ICE Annunciators (F90 Only)	C	2	0		(M) May be inoperative on one or both sides provided affected Inertial Ice Vanes are secured in the extended positions.
3. Windshield Heat	C	2	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
4. Windshield Wipers	C	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
5. Pitot Heaters	B	2	1	Right side may be inoperative provided: a) SIC is not required, and b) Aircraft is not operated in known or forecast icing conditions. NOTE: RVSM is not authorized.
	C	2	0	May be inoperative provided: a) Aircraft is operated VFR only, and b) Aircraft is not operated in known or forecast icing conditions.
1) Pitot Heat Annunciator ***	C	2	0	(O) May be inoperative provided: a) Both pitot heaters are operative, and b) Aircraft is not operated in known or forecast icing conditions.
6. Propeller Deice Systems (Automatic)	C	1	0	May be inoperative provided Manual Propeller Deice System is operative.
	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
7. Propeller Deice System (Manual)	C	1	0	May be inoperative provided Automatic Propeller Deice System is operative.
	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION					
8. Heated Fuel Vents	C	2	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
9. Stall Warning Heater	C	1	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
10. Engine Inertial Ice Vanes					
1) Engine Inertial Ice Vane Motors					
a) Dual Motors System (200 series & F90)	C	4	2		(O) One Actuator Motor on each Intake System may be inoperative provided aircraft is not operated in visible moisture at 5 degrees Celsius or below.
(200 series only)	C	4	0		(M)(O) Both Actuator Motors on each Intake System may be inoperative on one or both sides provided: a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.
(F90 LA-202, LA-205 and after)	C	4	0		(M) Both Actuator Motors on each Intake System may be inoperative on one or both sides provided Inertial Ice Vanes are secured in the extended position.
b) Single Motor System with Manual Backup	C	2	0		(O) The Actuator Motor on each Intake System may be inoperative provided the aircraft is not operated in visible moisture at 5 degree Celsius or below.
(Continued)					

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30	ICE AND RAIN PROTECTION				
10.	Engine Inertial Ice Vanes (Continued)				
2)	Engine Inertial Ice Vane Actuators				
a)	Dual Motor System (200 series only)	C	2	0	(M)(O) The Actuator on the Intake System may be inoperative provided: a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.
	(F90 LA-202, LA-205 and after)	C	2	0	(M) The Actuator on the Intake System may be inoperative provided Inertial Ice Vanes are secured in the extended position.
b)	Single Motor System with Manual Extended Backup	C	2	0	(M)(O) The Manual Extend Backup Actuator on the Intake System may be inoperative provided: a) Inertial Ice Vanes are secured in the extended position, b) Performance Data with Ice Vanes Extended is used, and c) Ambient surface temperature is 15 degrees Celsius or below for takeoff and flight operations.
c)	Manual Extend System/No Motors (F90 LA-2 thru LA-204 except LA-202)	C	2	0	(M) The Manual Extend Actuator on each Intake System may be inoperative provided the Inertial Ice Vanes are secured in the extended position.

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30 ICE AND RAIN PROTECTION					
11. Propeller Deice Ammeter	C	1	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
12. Electric Engine Air Inlet Lip Boot Heat	C	2	1		May be inoperative provided the aircraft is not operated in areas of visible moisture at temperatures less than 5 degrees Centigrade.

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

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31	INDICATING/ RECORDING SYSTEMS				
3.	Flight Data Recorder (FDR) System (Continued)				
1)	FDR Recording Parameters Required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
2)	FDR Recording Parameters Not Required by FAR	A	-	-	May be inoperative provided repairs are made prior to completion of the next heavy maintenance check.
3)	Operators Other Than Holders of Air Carrier or Commercial Operator Certificates	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.
4.	Master Caution Annunciators	B	2	1	One may be inoperative.
5.	Master Warning Annunciators	A	2	1	One may be inoperative provided: a) Left side is operational for single pilot operations, and b) Repairs are made within one flight day.
6.	Unassigned (---) Annunciators	D	-	0	
7. ***	Engine Trend Monitoring System	D	1	0	(O) May be inoperative provided alternate procedures are established and used for engine trend monitoring.

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32 LANDING GEAR					
1. Parking Brake	C	1	0	(O)	
2. Brake Deice System	C	1	0	(M) May be inoperative provided Rudder Boost is not affected.	
				NOTE: See AFM for Limitations.	
3. Landing Gear Position Indicator Lamps	A	6	3	One Lamp in each Indicator may be inoperative provided: a) One Lamp in each Indicator is operative and provides sufficient illumination for positive Down and Locked Indication, and b) Repairs are made within one flight day.	
4. Landing Gear Handle Lights	C	2	1	One Bulb may be inoperative provided all Gear Positive Lights are operative.	
5. Hydraulic Fluid Low Annunciator	C	1	0	(M) May be inoperative provided hydraulic fluid level is verified full each flight day.	
6. Landing Gear Handle Solenoid	C	1	0	(O) May be inoperative provided: a) Down Lock Latch is operative, and b) Down Lock Release Button is operative.	

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33 LIGHTS				
1. Cabin Lights Systems	C	-	-	(O) Individual lights may be inoperative provided: a) Cabin Emergency Lighting is operative, b) Sufficient Lighting is available for crew to perform required duties and c) Sufficient Lighting is operative for passenger carrying operations at night.
2. Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
3. Landing Lights	C	2	0	May be inoperative for day operations.
	C	2	1	One may be inoperative for night operations provided Taxi Light is operative.
4. Passenger Notice System (Fasten Seat Belt-No Smoking)	C	1	0	(O) May be inoperative provided appropriate verbal briefings are given to the passengers.
5. Navigation Light System	C	1	0	May be inoperative for day operations.
6. Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.
7. Strobe Light System	C	1	0	

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33 LIGHTS					
8. Taxi Light	C	1	0		May be inoperative for day operations.
	C	1	0		May be inoperative for night operations provided both Landing Lights are operative
9. Wing Ice Lights	C	-	0		May be inoperative for day operations.
	C	-	0		May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require the use of Wing Ice Lights.
***	C	2	1		One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require the use of Wing Ice Lights.
10. Recognition Lights ***	C	2	0		
11. Logo Light System ***	C	1	0		
12. Master Caution					DELETED, Rev.14, Moved Chapter 31
13. Baggage Compartment Lights	C	-	0		
14. Pulselight System ***	C	1	0		

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33 LIGHTS					
15. Master Warning Annunciator					DELETED, Rev.14, Moved Chapter 31
16. Unassigned (---) Annunciators					DELETED, Rev.14, Moved Chapter 31
17. Cabin Boarding Lighting System	C	1	0		Any operable Light may be used.
18. Emergency Instrument Lights	C	1	0		May be inoperative for day VFR operations.

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34 NAVIGATION				
1. Altimeters, Adjustable For Barometric Pressure (Mechanical Altimeters Only)	B	2	1	May be inoperative on right side provided: a) Second In Command is not required, and b) Aircraft is not equipped with Electronic Air Data System (ADC), Air Data Display Unit(s) or Servoed Electric Altimeter(s).  NOTE: RVSM is not authorized.
2. Airspeed Indicators (Mechanical Airspeed Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second In Command is not required, and b) Aircraft is not equipped with Electronic Air Data System (ADC), or Servoed Electric Airspeed Indicator(s).
1) External Airspeed *** Indicator Bug(s)	C	-	0	(O) May be inoperative, missing, or broken provided alternate procedures are established and used for specific airspeed awareness.
3. Gyroscopic Pitch And Bank Indicator Systems (Mechanical Attitude Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS or Servoed Electric Gyroscopic Pitch and Bank Indicator.

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34 NAVIGATION					
4. Gyroscopic Rate of Turn/Slip Skid Indictors (Mechanical Turn Indicators Only)	B	2	1	May be inoperative on right side provided Second in Command is not required	
	B	2	1	May be inoperative provided aircraft is operated Day VFR.  NOTE: Yaw Damper may be inoperative on some aircraft.	
5. Gyroscopic Directional Indictor System (Mechanical Heading Indicators Only)	B	2	1	May be inoperative on right side provided: a) Second in command is not required, and b) Aircraft is not equipped with EFIS.	
6. Vertical Speed Indicators (VSI) (Mechanical VSI Only)	B	2	1	May be inoperative on right side.	
	B	2	1	May be inoperative on left side provided the aircraft is operated day VFR.	

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34	NAVIGATION				
7.	ATC Transponders and Automatic Altitude Reporting Systems	B	-	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.  NOTE: RVSM is not authorized.
		D	-	1	Any in excess of those required by FAR may be inoperative.
1) ***	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
2) ***	ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.
3)	Control Wheel Transponder Ident Switch	C	2	0	May be inoperative provided Transponder Ident Switch is operative.

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34	NAVIGATION				
8.	Navigation Equipment				
1)	VOR/ILS Systems	C	-	-	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.
	TACAN Systems	D	-	0	May be inoperative provided operations do not require its use.
a)	Glide Slope	C	-	-	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.
b)	Marker Beacon System	C	-	0	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.
2)	Distance Measuring Equipment (DME) Systems	C	-	0	May be inoperative provided a suitable operative RNAV system is available for DME substitution.
		C	-	0	May be inoperative provided operations do not require its use.
		D	2	1	
3)	Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS)	C	-	-	May be inoperative provided: a) Not required by FAR, and b) Operations do not require its use.
		D	-	1	Any in excess of those required by FAR or operations may be inoperative.
					NOTE: RNAV Systems identified as FMS must only defer FMS functions limited to navigation and not affecting operation of other aircraft systems.
	(Continued)				

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34 NAVIGATION				
8. Navigation Equipment				
3) Area Navigation (Continued)				
a) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to each departure, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, c) Approach navigation radios are manually tuned and identified, and d) RNAV Departures, RNAV Arrivals, Instrument Approaches and published RNAV Routes based on RNAV guidance are not used.
4) Automatic Direction Finder (ADF)	C	-	-	May be inoperative provided operations do not require its use.
5) Radio Magnetic Indicator (RMI)	C	-	0	May be inoperative provided: a) Magnetic Compass is operative, b) Any navigation source not displayed on another indicator is considered inoperative.
6) Flight Management System (Aircraft Integrated Systems)	C	-	1	NOTE: Systems identified as FMS that provide only navigation functions are deferred with Area Navigation. May be inoperative provided operations do not require its use.
	A	-	0	May be inoperative provided: a) Operations do not require its use, b) Affected systems are identified and considered inoperative, and c) Repairs are made within two flight cycles.

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34 NAVIGATION				
9. Weather Radar/ Thunderstorm Detection Equipment	C	1	0	As required by FAR.
1) Radar Antenna Stabilization	C	1	0	May be inoperative provided: a) Antenna sweep is parallel with lateral axis, and b) Antenna tilt control is operative.
10. Electronic Flight Instrument System (EFIS) Multifunction Display Unit (MFD) (Collins EFIS-84 & EFIS-85 equipped Only)				
1) 3 Tube System	C	1	0	(O) May be inoperative provided the Multi-Function Processing Unit (MPU) is operative.
2) 5 Tube System	C	1	0	(O) May be inoperative provided Multi- Function Processing Unit (MPU) is operative.
11. Radar Altimeter	C	-	0	(M)(O) May be inoperative provided: a) Approach procedures do not require its use, and b) Alternate procedures are established and used.  NOTE: TAWS, GPWS and/or TCAS may be inoperative

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34 NAVIAGTION				
12. Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.
	C	-	0	May be inoperative provided it is not required by FAR.  NOTE: RVSM is not authorized
13. Gyro-magnetic Compass System	C	2	1	(O) One Slaved Mode may be inoperative provided: a) DG Mode is operative, and b) Non-Stabilized Magnetic Compass is operative.
1) Compass System #1	C	1	0	May be inoperative provided: a) A Compass Switching System is installed and operative, b) Left side Heading Indicator is operative, and c) Magnetic heading information is available and provided to the #1 Directional Indicator.
2) Compass System #2	C	1	0	May be inoperative provided Second-In-Command is not required.
	C	1	0	May be inoperative provided: a) A Compass Switching System is installed and operative, b) Right side Heading Indicator is operative, and c) Magnetic heading information is available and provided to the #2 Heading Indicator.

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34 NAVIGATION				
14. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three Gyro or IRU/AHRS stabilized compass systems are operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or IRU/AHRS Stabilized Compass Systems are operative, and b) Aircraft is operated with dual independent navigation capability and under Positive Radar Control by ATC on the enroute portion of the flight.
	B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.
15. Traffic Alert Collision *** Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) System is not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
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34 NAVIGATION

15. Traffic Alert Collision  
\*\*\*  
Avoidance System  
(TCAS II) (Cont'd)1) Combined Traffic Alert  
(TA) and Resolution  
Advisory (RA) Dual  
Display

C

2

1

One may be inoperative on the non-  
flying pilot side provided:

- a) TA and RA visual display is  
operative on flying pilot side,  
and
- b) TA and RA audio function is  
operative on flying pilot side.

2) Resolution Advisory  
(RA) Display System(s)

C

2

1

May be inoperative on non-flying pilot  
side.

C

-

0

(O) May be inoperative provided:

- a) Traffic Alert (TA) visual display  
and audio functions are  
operative,
- b) TA only mode is selected by the  
crew, and
- c) Enroute or approach  
procedures do not require its  
use.

3) Traffic Alert Display  
System(s)

C

-

0

(O) May be inoperative provided:

- a) RA visual display and audio  
functions are operative, and
- b) Enroute or approach  
procedures do not require its  
use.

4) Audio Functions

B

1

0

May be inoperative provided enroute or  
approach procedures do not require  
use of TCAS.5) Airspace Selection  
\*\*\*  
Function

C

-

0

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

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34	NAVIGATION				
17.	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Class A or B Required)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within two (2) flight days.
	(Class C TAWS Or GPWS Not required By FAR)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any mode that operates normally may be used.
1)	GPWS (Class A or B Required)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within two (2) flight days.
a)	Modes 1-4 (Class A TAWS Required)	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
	Modes 1 & 3 (Class B TAWS Required)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
b)	Test Mode (Class A or B Required)	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
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34 NAVIGATION					
17. TAWS / GPWS					
1) GPWS (Continued)					
c) Glideslope (Mod Deviation (Mode 5) (Class A TAWS Required)	C	-	1		
Modes 2, 4, & 5 (Class B TAWS Required)	B	-	0		
***	C	3	0		
d) Advisory Callouts (Class A or B Required)	B	-	0		(O) May be inoperative provided alternate procedures are established and used.
	C	-	0		(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
e) Windshear Mode (Reactive) (Class A TAWS Required)	B	1	0		(O) May be inoperative provided alternate procedures are established and used.
***					NOTE: Alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
*** Windshear Mode (Reactive) (Class B TAWS Required)	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
					(continued)

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34 NAVIGATION					
17. TAWS / GPWS (Continued)					
2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions (Class A Or B Required)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3) Terrain Display (Class A TAWS Required)	C	-	1		
*** Terrain Display (Class B TAWS Required)	C	-	0		
4) Runway Awareness & *** Advisory System (Class A Or B Required)	C	1	0		
18. Traffic Awareness *** System (TCAD/TAS)	D	1	0		

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34 NAVIGATION					
19. Ground Proximity *** Altitude Advisory System (GPAAS)	C	1	0		
20. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by Type Design Approval (TC, STC, ATC) or 14 CFR instrument and equipment requirements.	
	B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over-the- top conditions.	
21. Flight Profile Advisory *** System	D	-	-		
22. Independent Multi- Function Display (Excludes EFIS Equipped Aircraft)	C	1	0	(O) May be inoperative provided: a) MFD system does not provide any primary flight or engine instrument display, and b) MFD integrated systems are considered inoperative. • Weather Radar • TCAS Display • Navigation Map Display • TAWS Display • Thunderstorm Detection	
23. Windshear Warning *** and Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
24. Windshear Detection *** and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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34 NAVIGATION					
25. Automatic Dependent *** Surveillance Broadcast (ADS-B) System	D	-	0		May be inoperative provided it is not required by 14 CFR.  NOTE: If ADS-B is installed in lieu of or as replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
1) Cockpit Display and Traffic Information (CDTI)	D	-	0		NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used
2) CDTI Control Panel	D	-	0		May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
3) Data Link Transmitter(s)	D	-	0		NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.
4) Data Link Receiver(s)	D	-	0		
5) ADS-B Applications	D	-	0		

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35 OXYGEN					
1. Passenger Oxygen System	C	1	0	As required by FAR.	
				NOTE: Cockpit Crew Oxygen System must be operative.	
2. External Oxygen Gauge	C	1	0	(M) May be inoperative provided the Internal Oxygen Gauge (Cockpit) is monitored while the Oxygen System is serviced.	
3. Passenger Oxygen Mask	C	-	0	(M) May be inoperative provided: a) Corresponding Passenger Seat is blocked and placarded "DO NOT OCCUPY", and b) Affected Mask does not permit flow when Cabin Oxygen System is activated.	
4. Protective Breathing Equipment (PBE) ***	D	-	0		

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4. REMARKS AND EXCEPTIONS

37 VACUUM/ PRESSURE

1. Suction Gauge

C

1

0

May be inoperative provided aircraft is not operated in known or forecast icing conditions.

2. Instrument Air Valves

C

2

1

(O) One may be inoperative provided:  
a) Affected Valve remains selected INSTR & ENVIR OFF,  
b) Affected Valve is verified closed prior to each Takeoff, and  
c) Aircraft is not operated in known or forecast icing conditions.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46 INFORMATION SYSTEMS				
1. Electronic Flight Bag *** System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.  NOTE 1: If alternate source is electronic, dual redundancy is required for operation.  NOTE 2: Any function, program or document which operates normally may be used.
1) Power Connection *** (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
2) Mounting Device *** (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft and b) Alternate procedures are established and used.
3) Data Connectivity *** (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
4) EFB Printer ***	C	-	0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.

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46 INFORMATION SYSTEMS					
2. Integrated Flight Information System (Pro Line 21 IFIS-5000)					
1) File Server Unit (FSU) (FSU INOP message)	C	1	0	(O)	
***	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.	
				NOTE: If alternate source is electronic, dual redundancy is required for operation.	
2) Cursor Control Panel (CCP)	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.	
3) Communications Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
***					
4) Third VHF Comm Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.	
***					
3. XM Satellite Weather System	D	1	0		
***					

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4. REMARKS AND EXCEPTIONS

52 DOORS					
1. Cabin Door Warning Light	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that all doors are latched prior to each departure, and b) "Fasten Seat Belt" Sign remains ON and/or passengers are orally briefed to remain seated with their seat belts fastened for the entire flight.	
2. Cargo Door Annunciator System	C	1	0	(O) May be inoperative provided a crewmember confirms, by visual inspection, the door is closed and latched prior to each departure.	
3. Cabin Door Lock and Upper Door Latch Observation Light System(s)	C	1	0	(O) May be inoperative provided the Latching Mechanism is inspected using adequate Light by a crewmember prior to each departure.	
4. Entrance Door Snubber System	C	1	0	(O)	
5. Airstair Door Cable Cover(s)	D	1	0	May be missing.	
6. (200HDC) Baggage Pod Door Warning Light	C	1	0	May be inoperative provided: a) All door latches are operative, and b) A flight crewmember confirms by visual inspection that door is latched prior to each departure.	

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61 PROPELLERS					
1. Reverse Not Ready Light (Except A200CT)	C	1	0		May be inoperative provided Propeller Control Levers are in high RPM position for reversing.
2. Propeller Synchrophase System	C	1	0		
3. Propeller Synchroscope	C	1	0		
4. Autofeathering System (200, 200C and F90 Only)	C	1	0		May be inoperative provided: a) Aircraft is not modified with STC SA2307CE, and b) Aircraft is not equipped with Four Bladed Propellers.

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73 ENGINE FUEL & CONTROL					
1. Fuel Flow Indicators	B	2	1	(M) May be inoperative provided both Fuel Quantity Indicating Systems are operative.	

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	4. REMARKS AND EXCEPTIONS			

77	ENGINE INDICATING				
1.	Digital Percent Torque Indicators	C	2	1	Digital portion only of the display may be inoperative.
2.	Digital N1 Indicators	C	2	1	Digital portion only of the display may be inoperative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

79 ENGINE OIL					
1. Oil Pressure Annunciators	C	2	1	(O) One may be inoperative provided corresponding Oil Pressure Gauge is monitored.	