



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

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# Master Minimum Equipment List

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Revision: 11b  
Date: 07/30/2010

Hawker Beechcraft Corporation

Beechcraft Model 90 Series

Applicable Models:

65-90 / 65-A90 / B90 / C90 / E90 / C90A / C90GT / C90GTi

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## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

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II

## Log of Revisions

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1	01/08/1982	ALL PAGES	
2	02/27/1985	ALL PAGES	
3	02/11/1986	Pen & Ink Correction on 28-1	
4	03/09/1989	Complete Revision	
5	06/26/1989	HIGHLIGHTS OF REV., DEFINITIONS	
5	06/26/1989	PREAMBLE	
6	04/11/1991	HIGHLIGHTS OF REV., DEFINITIONS	
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11	06/16/2008	GUIDELINES FOR (O) & (M) PROCEDURES	
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11a	08/27/2008	III, IV, V, VI, VII, VII, XIX, 34-2	
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61	61-1	11	06/16/2008
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## HIGHLIGHTS OF CHANGE

	<b>Revision 11b</b> is issued with the following changes.
Definitions Preamble	Revised to reference the source document for definitions to avoid duplication of changes published to definitions policy letter.
22-2	Add applicability to Yaw Damper for STC # SA02054SE altitude limit.
23-1-1	VHF & UHF Communication System reformat to sub-items
23-1-2	HF Communication System relocated to sub-item of Comm Equipment
23-1-3	Ground Communication Power relocated to sub-item of Comm Equipment
23-1-4	Cockpit Speakers relocated to sub-item of Comm Equipment
23-1-5	Add Radio Tuning Unit relief for Proline 21 only to Comm Equipment
23-1-6	Add Third Audio Panel relief to Comm Equipment
23-1-7	Add FM Communications System to Comm Equipment
23-2	Add relief for optional Flight Phone System sub-item automatic position rpt.
23-6	Reformat Static Wick relief and allow 3 total wicks to be deferred.
28-6	Add applicability to Fuel Totalizer item as (Foxboro System Only)
31-1	Add second relief to Clock with second time.
32-1	Add *** for optional equipment to Brake Deice.
34-8	Radar Alt. Remarks changed format to accommodate variable installations.
34-13	Update Navigation Equipment and reformat into sub-items.
34-14	DME Remarks updated for current regulatory requirement.
34-15	RMI Remarks changed to address operating requirements.
34-16	ADF Remarks changed to address operating requirements.
34-17	Revised Altitude Alerter relief per PL-39.
34-24	Revised Moving Map Display to Independent MFD and Add (O) procedure.

## HIGHLIGHTS OF CHANGE

	Items 34-24, 34-25, 34-26, 34-27 & 34-28 renumber for removal of database
35-1	Oxygen System relief changed to clarify crew oxygen is always required and only individual passenger oxygen masks may be inoperative.
46-3	Separate XM Weather Satellite System relief from IFIS-5000 to allow other XM WX systems relief and change to Category D.

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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	(M)	Requires operator to develop a maintenance procedure to determine failure mode will have no adverse affect on aircraft operation.
	(O)	Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-2-1	(M)	Requires operator to develop a maintenance procedure to ensure bleed air shutoff valve is secured in closed position.
21-2-2	(M)	Requires operator to develop a maintenance procedure to ensure bleed air shutoff valve(s) are secured in closed position.
	(O)	Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-2-3	(M)	Requires the operator to develop a maintenance procedure to ensure the effected valve(s) is secured in the closed position.
21-4	(M)	Requires the operator to develop a maintenance procedure to ensure safety valve is secured open.
	(O)	Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.
21-5	(O)	Requires operator to develop an operational procedure to ensure
21-6		compliance with regulations, operational requirements and
21-8		passenger briefing information for unpressurized flight.
21-9		

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

21-12	(M)	Requires the operator to develop a maintenance procedure to ensure no fuel leak or mechanical/electrical fault will cause a fire or additional damage.
21-15	(M)	Requires the operator to develop a maintenance procedure to inspect the air conditioning system to ensure there is no interference with aircraft operation and system is deactivated.
21-16	(O)	Requires an operations procedure to record heater time.
22-1	(M)	Requires the operator to develop a maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.
22-2	(M)	Requires the operator to develop a maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.
22-3	(M)	Requires the operator to develop a maintenance procedure to ensure no electrical or mechanical fault exists that will have an adverse effect on any flight control function.
23-1-2	(O)	Requires the operator to develop an operations procedure to ensure the SATCOM System operates normally.
23-1-6	(M)	Requires the operator to develop a procedure to deactivate the inoperative Audio Panel.
23-2 23-2-1	(M)	Requires the operator to develop a procedure to deactivate the affected Flight Phone or Automatic Position Reporting System.
23-3-1	(O)	Requires the operator to develop an operations procedure to specify how passengers will be briefed.
23-10-2-a	(M)	Requires the operator to develop a procedure to disconnect the remote switch from the ELT and manually arm the ELT per the manufacturer instructions.
25-6	(M)	Requires the operator to develop a maintenance procedure to deactivate and secure affected equipment.
25-9	(O)	Requires the operator to develop an operations procedure to ensure all in-flight waste is stored appropriately.
25-11	(O)	Requires the operator to develop an operations procedure to ensure affected compartment remains closed and empty.

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

25-12	(M)	Requires the operator to develop a maintenance procedure to ensure available cargo restraint is acceptable for use.
27-3	(M)	Requires the operator to develop a maintenance procedure to deactivate Electric Trim and ensure there is no interference with operation of manual trim.
28-4	(O)	Requires the operator to develop an operations procedure to ensure fuel balance and quantity on board meets the requirements for the intended flight.
28-6	(M)	Requires the operator to develop a maintenance procedure to ensure no fuel or electrical fault adversely affects aircraft operation.
28-7	(O)	Requires the operator to develop an operations procedure to ensure fuel balance and quantity on board meets the requirements for the intended flight.
28-8	(O)	Requires the operator to develop an operations procedure to ensure fuel balance and quantity on board meets the requirements for the intended flight. Flight must be planned using main wing fuel quantity only.
28-9	(O)	Requires the operator to develop an operations procedure to ensure fuel balance and quantity on board meets the requirements for the intended flight. Flight must be planned considering 28 gallons unusable fuel on associated side.
28-12	(M)	Requires the operator to develop a maintenance procedure to ensure no fuel or electrical fault adversely affects aircraft operation.
31-2	(O)	Requires an operations procedure to record flight time.
32-1	(M)	Requires the operator to develop a maintenance procedure to deactivate system & ensure no adverse affect on aircraft operation..
32-2	(O)	Requires the operator to develop an operations procedure to prevent movement of the aircraft when parked or stopped.
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.
33-10	(O)	Requires the operator to develop an operations procedure to appropriately brief the passengers.

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

34-8	(M) (O)	Procedure to deactivate and secure the Radar Altimeter System. Alternate procedures for terrain clearance awareness and approach minimums with the radar altimeter inoperative.
34-13-2-a	(O)	Operations procedure to verify status and suitability of Navigation Facilities used for route of flight.
34-19	(M) (O)	Maintenance procedure to deactivate and secure the system. Operations procedures to ensure enroute and approach procedures do not require its use.
34-20	(M)	Maintenance procedure to deactivate and secure the system.
34-20-1	(O)	Operations procedure to ensure TA and RA display and audio functions are operative.
34-20-2	(O)	Operations procedure to ensure TA ONLY mode is selected and all TA functions/elements are operative.
34-20-3	(O)	Operations procedure to ensure RA display/functions are operative.
34-21	(O)	Operations procedure to ensure pilot planning and awareness of terrain clearance.
34-21-1	(O)	Operations procedure to ensure alternate procedures are established and used for inoperative GPWS.
34-21-1-a	(O)	Operations procedure to ensure alternate procedures are established and used for inoperative mode(s).
34-21-1-b	(O)	Operations procedure to ensure alternate procedures are established and used for inoperative GPWS.
34-21-1-d	(O)	Operations procedure to ensure alternate procedures are established and used for inoperative advisory callout(s).
34-21-1-e	(O)	Operations procedure to ensure alternate procedures are established and used for inoperative windshear mode.
34-21-2	(O)	Operations procedure to ensure alternate procedures are established and used for inoperative FLTA/PDA mode.
34-24	(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.

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

- |        |     |  |
|--------|-----|--|
| 34-28  | (O) | Operations procedure to verify the MPU is operative.   |
| 46-1   | (O) | Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station.   |
| 46-1-1 | (O) | Procedure to ensure adequate backup or Battery Power Supply is available to operate the EFB for the entire flight duration.  |
| 46-1-2 | (M) | Procedure to secure Mounting Device in an acceptable location or remove it from the aircraft.  |
|        | (O) | Procedure for alternate means to provide flight operating information in current and appropriate form accessible for each flight at the pilot station if the normal use of the EFB is not available. |
| 46-1-3 | (O) | Procedures for alternate means to operate the EFB without automatic data input.  |
| 46-2-1 | (O) | Operations procedure to ensure alternate procedures are established and used for aeronautical information.   |
| 46-2-2 | (O) | Operations procedure to ensure alternate procedures are established and used for aeronautical information.   |
| 46-2-3 | (O) | Operations procedure to ensure alternate procedures are established and used for information from inoperative data link.   |
| 46-2-4 | (O) | Operations procedure to ensure alternate procedures are established and used for information from inoperative data link.   |
| 52-1   | (O) | Requires operator to develop an operational procedure to ensure compliance with regulations, operational requirements and passenger briefing information for unpressurized flight.                   |

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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. Cabin Supercharger (65-90, 65-A90, B90)	C	1	0	(M)(O) May be inoperative for unpressurized flight.	
2. Bleed Air Shutoff Valve(s)					
1) Model B-90	C	1	0	(M) May be inoperative in the closed position.	
2) Models C-90, C-90A, C-90GT, E-90, C-90GTi	C	2	1	(M) One may be inoperative in the closed position for pressurized flight.	
	C	2	0	(M)(O) May be inoperative in the closed position for unpressurized flight.	
3) Model 65-A90-1 When Modified By MRI Number 02-21-01, dated 06/01/02	C	2	0	(M) May be inoperative provided: a) Affected valve(s) is/are verified in the closed position, and b) Windshield heat is operative.	
3. Bleed Air Shutoff Valves (C90, E90)				DELETED REV. 9 (Moved to item 21-2-2).	
4. Safety Valve	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains unpressurized, and b) The dump valve is secured open.	
5. Outflow Valve	C	1	0	(O) May be inoperative provided: a) Airplane remains unpressurized, and b) The dump valve is open.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
21 AIR CONDITIONING					
6. Pressurization Controller	C	1	0	(O) May be inoperative for unpressurized flight.	
7. Cabin Rate Of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided Differential Pressure/Cabin Altitude Indicator is operative.	
8. Differential Pressure/Cabin Altitude Indicator	C	1	0	(O) May be inoperative for unpressurized flight.	
9. Cabin Altitude Warning System	C	1	0	(O) May be inoperative for unpressurized flight.	
10. Automatic Temperature Controller	C	1	0	May be inoperative provided manual control is operative.	
11. Electric Heater	C	1	0		
12. Combustion Heater	C	1	0	(M)	
13. Ventilation Blower				DELETED Revision 8.	
14. Combustion Air Blower	C	1	0	May be inoperative provided combustion heater is not operated.	
15. Air Conditioner	C	1	0	(M)	
16. Heater Hourmeter	C	1	0	(O)	

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1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTOPILOT				
1. Autopilot System	C	-	0	(M) May be inoperative provided operations do not require its use.  NOTE: RVSM is not authorized.
2. Yaw Damper (Except Winglet STC #SA02054SE)	C	1	0	(M)
(Winglet STC #SA02054SE only)	C	1	0	(M) May be inoperative provided airplane is operated at or below FL 240
3. Autopilot Disconnect (AP/YD/DISC Trim Switches)	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.
	B	2	0	May be inoperative provided: a) Autopilot is not used, and b) Second level switch trim interrupt function remains operative.  NOTE: RVSM is not authorized.
	B	2	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.  NOTE: RVSM is not authorized.

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

23	COMMUNICATIONS				
1.	Communications Equipment				
1)	VHF and/or UHF Communication System	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by an emergency power source and not required for emergency procedures.
2)	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.
3)	Ground Communications Power	D	-	0	
***					NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facility.
	(Continued)				

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
1. Communications Equipment (Continued)					
4) Cockpit Speaker System (includes audio amp.)	C	2	0	May be inoperative provided an operative headset is provided for each crewmember.	
5) Radio Tuning Unit (RTU) (Proline 21 Only)	C	1	0	May be inoperative provided: a) CDU TUNE page is selected and used to tune radios, and b) EMER TUNE switch is installed and operative.	
6) Audio Panel *** (Third Panel Only)	D	3	2	(M)	
7) FM Communications System (TDFM-136) ***	D	-	0	May be inoperative provided affected FM Radio remains OFF.	
2. Flight Phone System ***	D	-	0	(M)	
1) Automatic Position Reporting Functions ***	D	-	0	(M)	
3. Passenger Address System					
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		

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23 COMMUNICATIONS					
4. Cockpit Voice Recorder (CVR)					
1) With FDR Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR is operative, and b) Repairs are made within three (3) flight days.	
2) Without FDR Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
3) CVR for other than Air Carrier or Commercial Operator Certificate Holder	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.	
5. Audio Amplifiers				Deleted, Rev. 6, see Cockpit Speakers	
6. Static Discharge Wicks	C	-	-	Total of three static wicks may be missing or broken with one wick on: a) Each wing (includes aileron) b) Each side of horizontal stabilizer, or c) Vertical Stabilizer (includes tail cone and ventral fin(s).	
7. Voice Activated Interphone	C	-	0		
8. HF Communications System				MOVED to Communications Sub-Item	

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23 COMMUNICATIONS					
9. Boom Microphone (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.	
10. 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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4. REMARKS AND EXCEPTIONS

24 ELECTRICAL POWER

1. DC Volt/Loadmeters  
(65-90, A90, B90)

DELETED, REV 6

2. DC Loadmeters (C90  
and E90)

DELETED, REV 6

3. DC Generator Caution  
Lights

DELETED, REV 6

4. Inverters

B

2

1

One may be inoperative for day VFR.

5. Inverter Warning Light

DELETED, REV 6

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25 EQUIPMENT/ FURNISHINGS					
1. Cockpit Shoulder Harness	B	-	1		May be inoperative on right side provided the seat is not occupied.
2. Passenger Seats	C	-	-		May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
1) Recline Mechanism	C	-	-		May be inoperative and seat occupied provided seat is secure in the upright position.
2) Armrest	C	-	-		May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the Main Aircraft Aisle, and c) For an Armrest with a Recline Mechanism, Seat is secure in the UPRIGHT position.
3. Flotation Equipment *** (Life Vest)	D	-	-		Any in excess of those required by FAR may be inoperative or missing.
4. ELT					DELETED Rev.11 See Chapter 23

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25	EQUIPMENT/ FURNISHINGS				
5. ***	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, and procedures, are outlined in the (insert name) Manual. (M) & (O) procedures, if required, must be available to flight crew.  NOTE: Exterior Lavatory Door Ash Trays are not considered NEF items.
6. ***	EMS Equipment	C	-	0	(M) May be inoperative provided the inoperative system/component is deactivated and secured.
7.	Emergency Medical Equipment				
1)	Automatic External Defibrillator (AED) And/Or Associated Equipment	D	-	0	May be incomplete, missing, or inoperative
2)	Emergency Medical Kit (EMK) And/Or Associated Equipment	D	-	0	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 or missing provided required distribution is maintained.
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.	Waste Receptacles Access Doors/Covers	C	-	-	(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 Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.
10.	Exterior Lavatory Door Ashtrays	A	1	0	May be missing provided it is replaced within three calendar days.
11.	Storage Compartments / Closets	C	-	-	(O) May be inoperative provided: a) Procedures are established to secure Compartment closed, b) Any Emergency Equipment located in affected compartment is considered inoperative, and c) Affected Compartment is not used for storage of any item(s) except for those permanently affixed.
12.	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
13.	Pyrotechnic Signal	D	-	0	Any in excess of those required by FAR may be inoperative or missing.

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26 FIRE PROTECTION					
1. Portable Fire Extinguisher	D	-	-		Any in excess of those required by FAR may be inoperative or missing provided: a) 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		

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4. REMARKS AND EXCEPTIONS

27 FLIGHT CONTROLS

1. Trim Tab Indicators  
(Rudder And Aileron)

C

2

0

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 position is verified by visual inspection.

2. Flap Position Indicator

C

1

0

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. Electric Elevator Trim

C

1

0

(M) May be inoperative provided manual trim is operative and unaffected.

4. Rudder Boost System  
(C90A, C90GT &  
C90GTi Only)

C

1

0

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4. REMARKS AND EXCEPTIONS

28 FUEL					
1. Standby Fuel Boost Pumps (65-90, E90)	C	2	1	One may be inoperative.  NOTE: AFM limitations must be observed.	
2. Fuel Transfer Pumps (65-90, 65-A90, B90, C90, C90A, C90GT, C90GTi)	C	2	0	May be inoperative provided: a) Usable fuel is reduced by 28 gallons on the side(s) with inoperative pump, and b) Fuel Quantity Indicators are operative.	
3. Auxiliary Fuel Transfer Systems (E-90)	C	2	0	May be inoperative provided: a) All fuel contained in the auxiliary tank(s) on the inoperative side(s) is considered unusable, and b) Fuel quantity indicating system is operative.	
4. Main Fuel Quantity Indicators (65-90, 65-A90, B90)	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both Fuel Flow Indicators are operative, c) Both Auxiliary Fuel Quantity Indicators are operative, and d) Both NO FUEL XFR Annunciators are operative.	
5. NO FUEL XFR Annunciators (65-90, 65-A90, B90, C90, C90A, C90GT, C90GTi)	C	2	1	One may be inoperative provided both Fuel Quantity Indicators are operative.	
6. Fuel Totalizer (Foxboro System Only)	C	1	0	(M)	

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28 FUEL					
7. Auxiliary Fuel Quantity Indicators (65-90, 65-A90, B90)	C	2	1	(O) One may be inoperative provided: a) Both Main Fuel Quantity Indicators are operative, and b) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight.	
8. Fuel Quantity Indicators (E90)	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both AUX EMPTY Lights are operative, and c) Both Fuel Flow Indicators are operative.	
9. Fuel Quantity Indicators (C90, C90A, C90GT, C90GTi)	C	2	1	(O) One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the flight, b) Both NO FUEL XFR Annunciators are operative, and c) Both Fuel Flow Indicators are operative.	
10. Crossfeed Light				DELETED Revision 11	
11. AUX EMPTY Annunciators (E-90)	C	2	1	One may be inoperative provided both Fuel Quantity Indicators are operative.	
12. Shadin Fuel Flow Indicator ***	D	-	0	(M)	

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30 ICE & RAIN PROTECTION					
1. Surface Deice System (Wing, Vertical And Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
2. Windshield Heat	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3. 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.	
4. Pitot Heaters	B	2	0	Left heated pitot tube must be operative for IFR passenger carrying and for flight in known or forecast icing conditions. Two heated pitot tubes are required for these conditions if a second airspeed indicator is installed and operative.	
5. Propeller Deice Systems	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
6. Stall Warning Heater	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
7. Heated Fuel Vents	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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31 INDICATING/ RECORDING SYSTEMS					
1. Clock With Sweep Second Hand, Or Electric Digital Clock	C	-	0		May be inoperative for VFR.
	C	-	1		
2. Flight Hour Recorder	C	1	0		(O)
3. Flight Data Recorder *** (FDR) System  (Air Carrier and Commercial Operator Certificate Holders)	C	1	0		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.
(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.

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32 LANDING GEAR					
1. Brake Deice System ***	C	1	0	(M)	
2. Parking Brake	C	1	0	(O)	

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33 LIGHTS

1. Cabin Light System

C

-

-

(O) Individual lights may be inoperative provided:

- a) Emergency Exit Lighting System is operative, if installed,
- 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. Strobe Light System

C

1

0

4. Taxi Light

C

1

0

5. Wing Ice Light

C

1

0

May be inoperative for day operations.

C

1

0

May be inoperative provided:

- a) Aircraft is not operated in known or forecast icing conditions at night, and
- b) Ground Icing Procedures do not require its use.

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33 LIGHTS					
6. 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.	
7. Position Lights	C	3	0	May be inoperative for day operations.	
8. Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.	
9. Recognition Lights	C	2	0		
10. Passenger Notice System (Fasten Seat Belt-No Smoking)	C	1	0	(O) May be inoperative provided appropriate verbal briefings are given to the passengers.	
11. Baggage Compartment Lights	C	-	0		
12. (Reserved)					
13. Master Caution Light					DELETED, REV 6
14. Pulse Light System ***	D	1	0		
15. Logo Lights ***	D	-	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
1. Altimeter, Barometric Pressure Adjustable (Except Proline 21 equipped)	B	2	1	<p>May be inoperative on right side provided a second in command is not required for the flight.</p> <p>NOTE 1: Where a servoed electric altimeter is installed, a functioning pneumatic altimeter is required.</p> <p>NOTE 2: RVSM is not authorized.</p>
2. Airspeed Indicators (Except Proline 21 equipped)	B	2	1	<p>May be inoperative on right side provided a second in command is not required for the flight.</p> <p>NOTE: Where a servoed electric airspeed indicator is installed a functioning pneumatic airspeed indicator is required.</p>
3. Gyroscopic Pitch And Bank Indicators (Except Proline 21 equipped)	B	2	1	<p>May be inoperative on right side provided:</p> <ul style="list-style-type: none"> <li>a) Second in command is not required, and</li> <li>b) Aircraft does not have an Electronic Attitude Direction Indicator (EADI) installed on left side.</li> </ul>
4. Gyroscopic Directional Indicator Systems (Except Proline 21 equipped)	B	2	1	<p>May be inoperative on right side provided:</p> <ul style="list-style-type: none"> <li>a) Second in command is not required, and</li> <li>b) Aircraft does not have an Electronic Horizontal Situation Indicator (EHSI) installed on left side.</li> </ul>

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34	NAVIGATION				
5.	Gyroscopic Rate Of Turn/Slip Skid Indicators (Except Proline 21 equipped)	B	2	1	May be inoperative on right side.
		B	2	0	May be inoperative provided: a) Aircraft is not operated IFR or VFR Over-the-Top, and b) Aircraft is not operated at night.
6.	Vertical Speed Indicators (Except Proline 21 equipped)	B	2	1	May be inoperative on right side.
		B	2	0	May be inoperative on left side except for IFR passenger carrying operations.
7.	Flight Director (Except Proline 21 equipped)	C	1	0	May be inoperative provided approach minimums are not based on its use.
8.	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.
9.	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by FAR.

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34 NAVIGATION					
10. ATC Transponders And Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
	D	-	1	Any in excess of those required by FAR may be inoperative.	
1) Elementary And *** Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR	A	-	0	May be inoperative provided: a) 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.	
11. Marker Beacon				MOVED, See Navigation Equipment	
12. Altitude Encoder				DELETED, See ATC Transponder	

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34 NAVIGATION					
13. Navigation Equipment					
1) VOR/ILS System	D	2	1	One may be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
	C	-	0	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
a) Glide Slope System	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
b) Marker Beacon System	C	-	0	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
2) Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS)	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
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, RNAV Instrument Approaches, and published RNAV routes based on RNAV navigation are not used.	

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34	NAVIGATION				
14.	Distance Measuring Equipment (DME)	C	-	0	May be inoperative provided a suitable operative RNAV system is available.
		C	-	0	May be inoperative provided operations do not require its use.
		D	2	1	
15.	Radio Magnetic Indicator (RMI) (Except Proline 21 equipped)	C	-	-	May be inoperative provided: a) Magnetic Compass is operative, b) Any navigation source not displayed on another indicator is considered inoperative.
16.	Automatic Direction Finder (ADF)	C	-	-	May be inoperative provided operations do not require its use
17.	Altitude Alerting System (Except Proline 21 equipped)	C	-	0	May be inoperative provided operations do not require its use. NOTE: RVSM is not authorized.
18.	Nonstabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three Gyro or IRU/AHRS stabilized compass systems are operative
		B	1	0	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.

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1. SYSTEM,  
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REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

34 NAVIGATION

19. Traffic Alert And  
\*\*\* Collision Avoidance  
System (TCAS I)

B

-

0

(M)(O) May be inoperative provided:  
a) System is deactivated and  
secured, and  
b) Enroute or approach  
procedures do not require its  
use.

C

-

0

(M)(O) May be inoperative provided:  
a) Not required by FAR,  
b) System is deactivated and  
secured, and  
c) Enroute or approach  
procedures do not require its  
use.

20. Traffic Alert And  
\*\*\* Collision Avoidance  
System (TCAS II)

B

-

0

(M) May be inoperative provided:  
a) System is deactivated and  
secured, and  
b) Enroute or approach  
procedures do not require its  
use.

C

-

0

(M) May be inoperative provided:  
a) Not required by FAR,  
b) System is deactivated and  
secured, and  
c) Enroute or approach  
procedures do not require its  
use.

1) Combined Traffic Alert  
\*\*\* (TA) And Resolution  
Advisory (RA) Dual  
Display

C

2

1

(O) One may be inoperative on the  
non-flying pilot side provided:  
a) TA and RA visual display is  
operative on the flying pilot  
side, and  
b) TA and RA audio function is  
operative on flying pilot side.

(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
20. Traffic Collision And *** Avoidance System II (TCAS II) (Continued)					
2) Resolution Advisory (RA) Display System(s)	C	2	1	One may be inoperative on non-flying pilot side.	
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) display elements and voice command 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) TA Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) Airspace Selection *** Function	C	-	0		

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

34	NAVIAGTION				
21.	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.
(Continued)					

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

34	NAVIGATION				
21.	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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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
21. 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		
	B	-	0		
*** Terrain Display (Class B TAWS Required)	C	-	0		
4) Runway Awareness & *** Advisory System (Class A Or B Required)	C	1	0		
22. Flight Profile Advisory *** System	D	-	-		
23. Skywatch Traffic *** Advisory System	D	-	0		
24. 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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
25. Traffic Collision *** Avoidance Device (TCAD)	D	-	-		
26. Ground Proximity Alert *** Advisory System (GPAAS)	D	-	-		
27. Automatic Dependent Surveillance Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by FAR.  NOTE: If ADS-B is installed in lieu of or as replacement for FAR required equipment, the repair category in the operator's MEL will be the same as that of the FAR required equipment.	
1) Link And Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	
2) Cockpit Display And Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.	
3) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.	
4) Data Link Transmitter(s)	D	-	0		
5) Data Link Receiver(s)	D	-	0		
28. Multifunction Display (Collins EFIS-84 Only) (3 tube or 5 tube)	C	1	0	(O) May be inoperative provided the Multifunction Processing Unit (MPU) is operative.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
35 OXYGEN					
1. Oxygen System					NOTE: Cockpit Crew Oxygen Masks must be operative for each required pilot.
1) Passenger Oxygen Masks	C	-	0		Individual oxygen masks or dispensers may be inoperative or missing provided the affected seat is placarded "DO NOT OCCUPY".
2. Protective Breathing Equipment ***	D	-	0		

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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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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
46 INFORMATION SYSTEMS					
2. Integrated Flight Information System (Pro Line 21 IFIS-5000 only)					
1) File Server Unit (FSU) (FSU INOP message)	C	1	0	(O) May be inoperative provided all information associated with the flight is available at the pilot station in current and appropriate form.	
***	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	-	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.	
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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1. SYSTEM,  
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ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

52 DOORS

1. Cabin Door Warning  
Light

C

1

0

(O) May be inoperative provided:  
a) A flight crewmember confirms  
by visual inspection that the  
door is latched prior to each  
departure,  
b) Fasten seat belt sign remains  
on, or passengers are orally  
briefed to remain seated with  
their seat belts fastened, and  
c) Aircraft must be operated  
unpressurized

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
61 PROPELLERS					
1. Autofeathering System (Except C90GT & C90GTi)	C	1	0		
2. Propeller Synchrophaser	C	1	0		
3. Propeller Synchroscope	C	1	0		
4. Reverse Not Ready Light	C	1	0		May be inoperative provided propeller levers are in high rpm position for reversing.

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1. SYSTEM,  
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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

77 ENGINE INDICATING

1. Engine Trend  
\*\*\* Monitoring System

D

1

0