



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

Master Minimum Equipment List (MMEL)

Revision: 9a
Date: 02/13/2014

Cessna 500 **CE-500, 501, 550, S550, 551, 552, 560**

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DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CESSNA 500

REVISION NO. 9a

DATE: 02/13/2014

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9a	02/13/2014	Highlights of Change, Definitions, Preamble	
9a	02/13/2014	Guidelines for (O) & (M) Procedures, ALL PAGES	

HIGHLIGHTS OF CHANGE

Cover page updated to current format.

Revised definitions to current MMEL format referenced to PL-25.

Revised Preamble to current MMEL format reference to PL-34 and PL-36.

Revised (O) & (M) Guidelines.

Changed System Sequence Numbers to follow JASC Code for Sub System Numbering affecting all pages with Systems Sequence Number changes. Items with System Sequence Number changes only do not have Change Bars.

21-50-01 Add Item applicability for 1 or 2 ACMs and Remark for suitable temperature to Air Cycle Machine Relief.

21-50-02 Add new relief Item for Second Air Cycle Machine with three separate reliefs and three (O) Procedures for unpressurized flight, suitable temperature, and WX Radar.

21-50-02-01 Add new Item for ACM Selector Switch #1 when 2 ACMs are installed and (O) Procedure to verify ACM #1 is OFF and for suitable cabin temperature.

21-50-02-02 Add new Item for ACM Selector Switch #2 when 2 ACMs are installed and (O) Procedure for flight planning without WX Radar and ACM #2 is off.

21-50-02-03 Add new Item for ACM #2 Overheat Light and (O) procedure to flight plan without weather radar.

22-10-03 Add Remarks to address Autopilot Disconnect Yoke Switch trim interrupt and yaw damper functions.

23-10-02 Add new Item for VP-200 Voice Privacy Unit.

23-11-01 Add new Item for C-5000 UHF-VHF Transceiver.

23-11-02 Add new Item for ARC -210 UHF-VHF-FM SATCOM Transceiver.

23-20-01 Add new item for SELCAL per PL-117

23-50-01 Update Headset/Boom Mic per PL-58.

23-70-01-01 Add CVR Independent Power Supply relief per PL-29.

23-70-02-01 Add CVR Independent Power Supply relief per PL-29.

HIGHLIGHTS OF CHANGE

25-20-01 Update Passenger Seat Relief per PL-79

25-20-01-03 Change Repair Category and clarified remark for consistency.

25-60-01 Change Remarks as applicable to aircraft per PL-73.

25-60-02 Update System per PL-129.

30-00-02 Change Number Required for Dispatch.

34-10-01 Update aircraft serial number applicability.

34-16-01 Update Altitude Alerting System per PL-39.

34-25-03 Remark to determine MFD Functions lost and changed (O) Procedure to include alternate procedures for lost functions.

34-25-04 Add Remark to determine MFD Functions lost and changed (O) Procedure to include alternate procedures for lost functions.

34-25-05 Added System applicability to Honeywell Primus 1000 EFIS System

34-25-06 Removed, "Note: Autopilot may be inoperative" and add Remarks to clarify operational status of autopilot.

34-44-04 Add separate Item relief for GPWS to allow relief for non TAWS GPWS.

34-44-05 Changed Remark on Radio Altimeter System to reflect that only TCAS II is affected.

35-00-01 Clarified Remark concerning servicing of bottle.

46-00-03 Add Class 3 EFB and Class 2 EFB Provisions Relief per PL-121.

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DEFINITIONS

The required definitions listed are listed in Appendix B of MMEL Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of [PL-025](#) does not require revision to the operator's MEL.

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PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter [PL-34](#) or Policy Letter [PL-36](#).

GUIDELINES FOR (O) & (M) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures.

21-00-01	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-00-03	(O) Operations procedure to verify flow control valves are closed, and to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-00-04	(M) Maintenance procedure to ensure the Emergency Pressurization System is operative. (O) Operations Procedure to verify Emergency Pressurization System is operative.
21-20-02	(O) Operations procedure to verify Ground Flow Control valve is closed.
21-30-01, and 21-31-03	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-30-02	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-32-01	(O) (Unpressurized) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below. (O) (Pressurized) Operations procedure to determine Cabin Altitude Selector setting to not exceed Maximum Differential using Chart.
21-32-02	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
21-32-03	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.

GUIDELINES FOR (O) & (M) PROCEDURES

21-33-01	<p>(O) (pressurized) Operations procedure to verify No Flow from inoperative side.</p> <p>(M) Maintenance Procedure to ensure both Flow Control and Shutoff Valves are verified closed.</p> <p>(O)(Unpressurized) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.</p>
21-33-02	<p>(M) Maintenance procedure to secure one Outflow Valve OPEN.</p> <p>(O) Operations Procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.</p>
21-34-01	<p>(O) Operations procedure to operate the aircraft at 10,000 feet MSL or below.</p>
21-50-01	<p>(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below and ensure cabin temperature will remain suitable for operation for the duration of the flight.</p>
21-50-02	<p>(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below and ensure cabin temperature will remain suitable for operation for the duration of the flight.</p> <p>(O) Operations procedure to verify ACM #1 is off, configure to operate on ACM #2 only, determine WX Radar is not required for operation, and ensure cabin temperature will remain suitable for operation for the duration of the flight</p> <p>(O) Operations Procedure to verify ACM #2 is off, configure to operate on ACM #1 only, and weather radar is not required for operation.</p>
21-50-02-01	<p>(O) Operations Procedure to verify ACM #1 is off and ensure cabin temperature will remain suitable for operation for the duration of the flight.</p>
21-50-02-02	<p>(O) Operations Procedure to verify ACM #2 is off, and weather radar is not required for operation.</p>
21-50-04	<p>(M) Maintenance procedure to ensure the Freon Air Conditioning system is deactivated.</p>
23-00-01	<p>(O) Operations procedure to verify the Auxiliary Com/Nav Control Display Unit operates normally.</p>

GUIDELINES FOR (O) & (M) PROCEDURES

23-00-03-02	(O) Operations procedure to verify both fans are operative.
23-10-01	(O) Operations procedure to determine SATCOM equipment is functionally checked prior to flight and sufficient coverage exists on route of flight.
23-40-02-02	(O) Operations procedure to ensure alternate, normal and emergency procedures, and/or operating restrictions are established and used.
24-22-01	(M) Maintenance procedure to deactivate inoperative inverter.
25-00-01	(O) Operations procedure to provide alternate means of securing and displaying required documents.
25-10-03	(O) Operations procedure to ensure affected seat(s) is adjusted to correct position for pilot(s) visibility requirements.
27-31-01	(M) Maintenance procedure to deactivate the Electric Trim System.
27-41-01	(M) Maintenance procedure to mark trim or flap position pointer(s).
27-70-01	(M) Maintenance procedure to secure T-handle unlocked.
28 -41-01	(O) Operations procedures to determine and track fuel quantity.
29-30-01	(O) Operations procedure to verify adequate fluid level.
29-30-02	(O) Operations procedure to verify adequate fluid level, and to verify hydraulic system operates normally on affected side.
30-00-03	(O) Operations procedure to verify all other components of the Pitot Heat system are operative.
30-70-01	(O) Operations procedure to ensure basins are empty and not used.
31-20-02	(O) Operations procedure to record flight time.
33-10-02	(O) Operations procedure to monitor for possible ice accumulation.

GUIDELINES FOR (O) & (M) PROCEDURES

33-20-01	(O) Operations procedure to verify Cabin Emergency Lighting is operative.
33-20-02	(O) Operations procedure to ensure passengers are adequately briefed and/or notified.
34-16-01	(O) Operations procedure for crew altitude awareness.
34-25-02-01 34-25-02-02	(O) Operations procedure to provide for loss of Multi-Function Display (MFD).
34-25-03	(O) Operations procedure to provide alternative procedures for lost functions are established.
34-25-04	(O) Operations procedure to provide alternative procedures for lost functions are established.
34-25-07	(O) Operations procedure to verify aircraft has operable Flight Director Mode displays on a PFD or EADI, and mode verification procedures.
34-44-01-01	(O) Operations procedure to ensure crew awareness of aircraft altitude, performance, and terrain clearance at all times.
34-44-01-01-1	(O) Operations procedure to ensure crew awareness with inoperative modes.
34-44-01-01-4	(O) Operations procedure to ensure crew awareness with advisory callouts inoperative.
34-44-01-01-5	(O) Operations procedure to ensure crew awareness including a review of windshear avoidance and recovery procedures.
	(O) Operations procedure to ensure crew awareness using predictive windshear system.
34-44-01-02	(O) Operations procedure to ensure crew awareness of aircraft altitude, performance, and terrain clearance at all times.
34-44-02-01	(O) Operations procedure to ensure crew awareness of aircraft altitude, performance, and terrain clearance at all times.
34-44-02-01-1	(O) Operations procedure to ensure crew awareness with inoperative modes.

GUIDELINES FOR (O) & (M) PROCEDURES

34-44-02-01-4	(O) Operations procedure to ensure crew awareness with Advisory Callouts inoperative.
34-44-02-01-5	(O) Operations procedure to ensure crew awareness including a review of windshear avoidance and recovery procedures.
34-44-04	(O) Operations procedure to ensure crew awareness of aircraft altitude, performance, and terrain clearance at all times.
34-45-01	(M) Maintenance procedure to deactivate and secure the system.
34-45-02-02	(O) Operations procedure to ensure TA only mode is selected and all TA functions/elements are operative.
34-45-02-03	(O) Operations procedure to ensure all RA display and audio functions are operative.
34-60-01-01	(O) Operations procedure to verify status and suitability of Navigation Facilities used to define route of flight.
35-00-01	(M) Maintenance procedure to fill bottle and determine there are no leaks.
38-10-01	(M) Maintenance procedure to deactivate or isolate system, and to verify there are no leaks. (M) Maintenance procedure to drain the system, and ensure the system is not serviced.
38-30-01	(M) Maintenance procedure to deactivate or isolate system, and to verify there are no leaks.
46-00-01	(O) Operations procedure to ensure equivalent checklists are available and used.
52-10-02	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
52-10-03	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
52-10-04	(O) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.

GUIDELINES FOR (O) & (M) PROCEDURES

52-30-03	(O) Operations procedure to physically check door.
52-30-04	(O) Operations procedure to perform preflight through other door.
52-46-01	(O) Operations procedure to physically check door.
52-60-01-02	(O) Operations procedure to verify entry step support cables or chains will not interfere with door operation, and ensure safe entry/egress.
52-70-01	(O) Operations procedure to physically check door(s).
52-70-02	(O) Operations procedure to physically check door.
52-70-03	(O) (Pressurized) Operations procedure to verify door seal inflates. (O) (Unpressurized) Operations procedure to configure and operate the aircraft unpressurized at 10,000 feet MSL or below.
52-70-04	(O) Operations procedure to physically check door.
78-30-01	(M) Maintenance procedure to secure the appropriate thrust reverser.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS	
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
21 AIR CONDITIONING						
-00-01 AIR DUCT O'HEAT Annunciator	C	1	0	(O) May be inoperative provided: a) Cabin Pressurization Source Selector switch remains OFF, b) Flight is conducted unpressurized, and c) Aircraft is operated at 10,000 feet MSL or below.		
-00-02 ACM EJECTOR ON Annunciator	C	1	0	May be inoperative provided the Pressurization Source Selector remains OFF during ground operations.		
-00-03 PRECOOL FAIL Annunciator	C	2	1	One may be inoperative provided: a) Pressurization Source Selector remains on the opposite source, and b) Flight is conducted at FL 250 or below.		
	C	2	0	(O) May be inoperative provided: a) Flow Control Valves are verified CLOSED, b) Cabin Pressurization Source Selector remains OFF, c) Flight is conducted unpressurized, and d) Aircraft is operated at 10,000 feet MSL or below.		
-00-04 Emergency Pressurization Annunciator						
-01 (500, 501, 550, S550, 551, 560 units 0001 - 0538)	C	1	0	(M) May be inoperative provided the Emergency Pressurization System is verified operative prior to each flight.		
-02 (560 units 0539 - 5000)	C	1	0	(O) May be inoperative provided the Emergency Pressurization System is verified operative prior to each flight.		

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
-20-01 Pilot Gaspers (WEMACs)	C -			0	
-20-02 Ground Flow Control Valve (500, 501, 550, S550, 551, 560 units 0001 - 0538)	C	1		0	(O) May be inoperative provided: a) Ground Flow Control Valve is verified CLOSED, and b) Bleed Air GND is not used.
-21-01 Overhead Cabin Blower	C 1			0	
-30-01 Cabin Pressurization System	C	1		0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL, and e) Cabin Rate is set to maximum.
-30-02 Emergency Pressurization Valve	C	1		0	May be inoperative provided: a) Aircraft is operated at FL 250 or below, b) Air Cycle Machine is operative, and c) Both L and R bleed sources are operative.
	C	1		0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL, and e) Cabin Rate is set to maximum.

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21 AIR CONDITIONING					
-31-01 Pressurization Control System Auto-Schedule Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	(O) May be inoperative provided: a) Isobaric Control Mode is operative, b) Manual Control Mode is operative, c) Cabin Altimeter is operative, d) Cabin Rate Indicator is operative, and e) Aircraft is operated at FL410 or below.	
-31-02 Pressurization Control System Isobaric Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	May be inoperative provided: a) Auto-Schedule Mode is operative, b) Manual Cabin Pressure Control System is operative, c) Cabin Differential Pressure Gauge is operative, d) Cabin Altimeter is operative, e) Cabin Rate Indicator is operative, and f) Aircraft is operated at FL 410 or below.	
-31-03 Pressurization Control System Manual Control Mode (550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL, and e) Cabin Rate is set to maximum.	

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21 AIR CONDITIONING					
-32-01 Cabin Differential Pressure Gauge	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL, and e) Cabin Rate is set to maximum.	
(500, 501, S550, 551, 550 units 0001 - 0800, 560 units 0001 - 0538)	C	1	0	(O) May be inoperative provided: a) All other components of the pressurization system are operative, b) The Cabin Altitude Selector is set not to exceed maximum differential pressure, and c) A Chart is provided and used to convert cabin and aircraft altitude to differential pressure.	
(550 units 0801 and on, 560 units 0539 - 5000)	C	1	0	(O) May be inoperative provided: a) All other components of the pressurization system are operative, and b) A Chart is provided and used to convert cabin and aircraft altitude to differential pressure.	

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21 AIR CONDITIONING					
-32-02 Cabin Vertical Speed or Cabin Rate Indicator	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL, and e) Cabin Rate is set to maximum.	
-32-03 Cabin Altimeter	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL, and e) Cabin Rate is set to maximum.	
	C	1	0	May be inoperative provided all other components of the pressurization system are operative.	

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21 AIR CONDITIONING				
-33-01 Flow Control and Shutoff Valves	C	2	1	(O) One may be inoperative provided: a) Cabin Pressurization Source Selector remains on the opposite source, b) Failed Flow Control and Shutoff Valve is verified CLOSED, and c) Flight is conducted at FL 250 or below.
	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Both Flow Control and Shutoff Valves are verified CLOSED, c) Cabin Pressurization Source Selector remains OFF, and d) Aircraft is operated at 10,000 feet MSL or below.
-33-02 Outflow Valves	C	2	0	(M)(O) Both may be inoperative provided: a) At least one valve is secured OPEN, b) Aircraft is operated unpressurized, and c) Aircraft is operated at 10,000 feet MSL or below.
-34-01 Cabin Altitude Warning System	C	1	0	(O) May be inoperative provided aircraft is operated at 10,000 feet MSL or below.
-50-01 Air Cycle Machine (1 Installed)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Pressurization Source Selector remains OFF, c) Aircraft is operated at or below 10,000 feet MSL, and d) Cabin temperature is suitable for operation.

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21 AIR	CONDITIONING				
-50-02	Air Cycle Machine (2 Installed)	C	2	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Pressurization Source Selector remains OFF, c) Aircraft is operated at or below 10,000 feet MSL., and d) Cabin temperature remains suitable for operation.
		C	2	1	(O) ACM # 1 may be inoperative provided: a) ACM #1 is verified OFF, b) ACM #2 Switch is ON, c) Vixen 500 RADAR is OFF, d) WX RADAR is not required, and e) Cabin Temperature remains suitable for operation. NOTE: ACM #2 temperature is always full cold.
		C	2	1	(O) ACM # 2 may be inoperative provided: a) ACM #2 is verified OFF, b) Vixen RADAR is OFF, and c) WX RADAR is not required.
-01	ACM #1 Switch (ACM 1 NORM/OFF)	C	1	0	(O) May be inoperative provided: a) ACM 1 Switch remains OFF, b) ACM 1 is verified OFF, c) ACM 2 Switch is ON, and d) Cabin temperature remains suitable for operation. NOTE: ACM #2 temperature is always full cold.

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21 AIR CONDITIONING				
-50-02 Air Cycle Machine (2 Installed) (Continued)				
-02 ACM #2 Switch (ACM 2 ON/OFF)	C	1	0	(O) May be inoperative provided: a) ACM 2 Switch remains OFF, b) ACM 2 is verified OFF, c) Vixen 500 RADAR remains OFF, and d) WX RADAR is not required:
-03 Air Cycle Machine #2 Overheat Light	C	1	0	(O) May be inoperative provided: a) ACM 2 Switch remains OFF, b) Vixen 500 RADAR remains OFF, and c) WX RADAR is not required:
-50-03 Bleed Air GND or Bleed Air GND/HI Annunciator (500, 501, 550, S550, 551, 560 units 0001 - 0538)	C	1	0	May be inoperative provided Bleed Air GND or Bleed Air GND/HI is not used.
-50-04 Freon Air *** Conditioning System	C	1	0	(M) May be inoperative provided Freon Air Conditioning System is deactivated.
-60-01 Automatic Cabin Air Temperature Control System	C	1	0	May be inoperative provided Manual Cabin Air Temperature Control System is operative.
-60-02 Manual Cabin Air Temperature Control System	C	1	0	May be inoperative provided Automatic Cabin Air Temperature Control System is operative.
-62-01 Cabin Temperature *** Indicator	C 1		0	

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22	AUTO FLIGHT				
-10-01	Autopilot	B	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Enroute operations do not require its use, b) Approach minimums do not require its use, and c) Aircraft is operated using a minimum crew of two. <p>NOTE: RVSM is not authorized</p>
-10-02	Yaw Damper	B	1	0	<p>May be inoperative provided Autopilot is considered inoperative.</p> <p>NOTE: RVSM is not authorized.</p>
-10-03	Autopilot Disconnect Yoke Switches	C	2	1	<p>One may be inoperative provided:</p> <ul style="list-style-type: none"> a) The autopilot is not used below 1500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) Autopilot Disconnect Yoke Switch trim interrupt and yaw damper disengage functions remain operative for the flying pilot.
		B	2	0	<p>May be inoperative provided</p> <ul style="list-style-type: none"> a) Autopilot is considered inoperative, b) Electric Trim is considered inoperative, and c) Yaw Damper is considered inoperative. <p>NOTE: RVSM is not authorized.</p>

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22 AUTO FLIGHT				
-13-01 Autopilot/Flight Director Touch Control Steering (TCS) or SYNC Switches	C 2		0	
-13-02 Flight Director Mode Select Panel Functions	B	-	0	Individual functions may be inoperative provided procedures do not require their use.
-13-03 Course Selector Knob(s)	B	2	1	One may be inoperative for the pilot not flying.
-13-04 Go-Around Button(s)	C	-	1	May be inoperative for pilot not flying.
	C	-	0	May be inoperative provided: a) Flight Director is not used during a go-around, and b) Autopilot is disconnected for go-around.
				NOTE: FMS Missed Approach Procedure must be activated via the FMS CDU.

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23 COMMUNICATIONS				
-00-01 Radio Management Unit (RMU) ***	C	2	1	(O) One may be inoperative provided: a) Remaining RMU operates normally, and b) Auxiliary Com/Nav Control Display Unit is verified to operate normally.
-00-02 Flight Phone ***	D	1	0	
-00-03 Radio Package Cooling Fan (Com/NAV/ XSPDR) (550 units 0801-1136) ***				
-01 Fan 1	B	1	0	May be inoperative provided Fan 2 FAIL annunciator and fan is operative.
-02 Fan 1 Fail Annunciator	C	1	0	(O) May be inoperative provided Fan 1 and Fan 2 are verified operative.
-10-01 High Frequency (HF) Communications Systems ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
	C	-	1	(O) May be inoperative while conducting extended overwater operations that require two LRCS provided: a) SATCOM (High or Low Gain) Data Link and ACARS operate normally, and b) SATCOM coverage exists for the intended route of flight.

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23 COMMUNICATIONS				
-10-02 VP-200 Voice Privacy *** Unit	D	1	0	May be inoperative provided un encrypted HF Communications Systems remain operative.
	D	1	0	May be inoperative provided HF Communications Systems are considered inoperative.
-11-01 C-5000 UHF-VHF *** Transceiver	C 2		0	
-11-02 ARC-210 *** UHF-VHF-FM SATCOM Transceiver	C 1		0	
-12-01 VHF Communications System	C	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is: a) Not powered by any Emergency Bus, and b) Not required for emergency procedures.
-20-01 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.
-01 Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
-40-01 Automatic Cabin *** Briefer	D	1	0	May be inoperative provided passengers are briefed by alternate means.

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23 COMMUNICATIONS					
-40-02 Passenger Address (PA) System					
-01 Cargo Configuration	D	1	0		
-02 Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
					NOTE: Any station function (s) that operates normally may be used.
-50-01 Headsets (Boom Mic & Earphones)					
-01 Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within three flight days.	
	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-02 Headset Ear/Headphones	C	-	1	May be inoperative provided associated flight deck speaker is operative.	
	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-03 *** Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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23 COMMUNICATIONS					
50-02 Copilot's Audio Control Panel	C	1	0		May be inoperative for operations not requiring a second in command.
-50-03 Cockpit Speakers	C	2	1		One may be inoperative provided a headset is installed, operative, and used for the affected side.
50-04 Hand Held Microphone	C	2	0		May be inoperative provided an associated headset microphone is operative and used.
-60-01 Static Wicks	C	-	-		One may be missing or broken from each of the following areas, not to exceed a total of three: a) Right wing, wingtip, or aileron (560 units 0539 - 5000 wingtip only), b) Left wing, wingtip, or aileron (560 units 0539 - 5000 wingtip only), and c) Vertical stabilizer, stinger, or rudder (560 units 0539 - 5000 stinger only).
-60-02 AFIS Antenna Static *** Wick	C	1	0		May be missing or broken.

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23 COMMUNICATIONS					
-62-00 Emergency Locator Transmitter (ELT)					
-01 Survival type ELTs	D	-	-		Any in excess of those required by 14 CFR may be inoperative or missing.
-02 Fixed ELTs	A	-	0		May be inoperative or missing provided repairs are made within 90 days.
	D	-	-		Any in excess of those required by 14 CFR may be inoperative or missing.
-70-01 Cockpit Voice Recorder (CVR) System (With Flight Data Recorder (FDR) Installed)	A	1	0		May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three flight days.
-01 Independent Power Supply	C 1		0		
-70-02 Cockpit Voice Recorder (CVR) (No Flight Data Recorder Installed)	A	1	0		May be inoperative provided repairs are made within three flight days.
-01 Independent Power Supply	C 1		0		
-70-03 Cockpit Voice Recorder (CVR) (For operators other than a holder of an Air Carrier or Commercial Operator)	A	1	0		May be inoperative provided repairs are made in accordance with 14 CFR.

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24 ELECTRI CAL POWER					
-00-01 Ground Power *** Dispatch Switch	D	1	0		
-22-01. Avionics A.C. Power Inverters (All except: 560 units 0751 - 5000).	C	2	1	(M) One may be inoperative provided: a) Inoperative inverter is deactivated, b) Flight is not conducted at night, and c) Aircraft is operated in VMC only.	
-31-01 BATT O'HEAT or BATT O'TEMP Annunciator	D	1	0	May be inoperative provided aircraft is equipped with a Lead Acid Battery.	
-31-02 Battery Temperature *** Indicator	C	1	0		
-37-01 D.C. Ammeters	C	2	1	One may be inoperative.	
-40-01 External Power Receptacle	C	1	0		

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25 EQUIPMENT/ FURNISHINGS					
-00-01 Required Documents Holder (Registration, Airworthiness Certificate etc.)	C	1	0	(O) May be missing or inoperative provided an alternate means of securing and displaying the documents is used.	
-10-01 Pilot and/or Copilot Seat					
-01 Vertical Adjustment	C	2	0	May be inoperative provided: a) Affected seat has failed in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) The crewmember can reach all necessary controls and equipment.	
-02 Lumbar Support ***	C	2	0		
-03 Armrest	C	-	0	May be inoperative provided affected armrest is stowed in the retracted position.	
-04 Recline / Tilt Function ***	C	2	0	May be inoperative provided: a) Affected seat has failed in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) The crewmember can reach all necessary controls and equipment.	
-05 Thigh Support ***	C	2	0	May be inoperative provided full flight control movement is available.	

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25 EQUIPMENT/ FURNISHINGS					
-10-02 Crew Member Shoulder Harness	B	-	-		Right side may be inoperative provided seat is not occupied.
-10-03 Pilot or Copilot Eye Reference Position Locator	C	2	0		(O) May be inoperative or missing provided alternate procedures are established and used.
-10-04 Cockpit Sunvisors	D	2	0		May be inoperative provided the sunvisor(s) can be stowed in a manner that: <ul style="list-style-type: none"> a) Does not obstruct the pilot's field of view for takeoff and landing, and b) Does not impede the quick-donning capability of the oxygen masks.
-10-05 Yoke Mounted Chart Holders	C 2		0		

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25 EQUIPMENT/ FURNISHINGS				
-20-01 Passenger Seats	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seatbelt is considered inoperative.</p> <p>NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seat(s).</p>
-01 Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the upright position.
	D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full upright position.
-02 Armrests				
-1 Armrest with Recline Mechanism	D	-	-	<p>(M) May be inoperative or missing and the seat occupied provided:</p> <ul style="list-style-type: none"> a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If the armrest is missing, seat is secured in the full upright position.
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25 EQUIPMENT/ FURNISHINGS				
-20-01 Passenger Seats (Continued)				
-2 Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.
-03 Tracking Mechanism	D	-	-	May be inoperative and seat occupied provided seat is failed outboard and is positioned to have no effect on emergency egress.
-20-02 Non-Essential Equipment and 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 operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.

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25 EQUIPMENT/ FURNISHINGS					
-60-01 Emergency Medical Equipment					
-01 *** Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-		May be incomplete, missing, or inoperative.
-02 *** Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-		May be incomplete, missing or inoperative.
-03 First Aid Kit (FAK) and/or Associated Equipment	D	-	-		Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
-60-02 *** Cockpit Smoke Vision System (CSVs)	D	-	0		May be inoperative or missing.
-61-01 Flotation Equipment (Crew and Passenger)	D	-	0		Any in excess of those required by 14 CFR may be inoperative or removed.

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26 FIRE PROTECTION				
-00-01 Fuselage Fire *** Extinguishing System (Total Flood)				DELETED, REVISION 9.
-22-01 Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR 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 can not be mistaken for a functional unit, and b) Required distribution is maintained.

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27 FLIGHT CONTROLS					
-20-01 Rudder Pedal Adjustment System	C	4	0		May be inoperative provided full control movement and brake application is available.
-30-01 Flap/Trim Interconnect System (S550, 552, 560)					DELETED, REVISION 9.
-31-01 Electric Trim	B	1	0		(M) May be inoperative provided: a) Electric Trim System is deactivated, and b) Autopilot is considered inoperative. NOTE: RVSM is not authorized.
-41-01 Trim and Flap Position Indicator Tips (All except 560 units 0751 - 5000)	C	4	0		(M) May be missing provided alternate means of marking pointer is established and used.
-70-01 Control Lock T-Handle	C	1	0		(M) May be inoperative provided the system is secured unlocked. NOTE: Appropriate measures should be taken to prevent damage from gusts while on the ground.

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28 FUEL					
-00-01 Single Point *** Refueling System	C	1		0	
-40-01 Fuel Low Level Indicating System	B	2		1	One may be inoperative provided both Fuel Quantity Indicating Systems are operative.
-41-01 Fuel Quantity Indicating Systems	B	2		1	(O) One may be inoperative provided: a) Fuel Tanks are completely filled with fuel for first flight of the day and any subsequent refueling, b) Fuel cross-feed operation is restricted to emergency use only, c) FMS Fuel Used function or Fuel Remaining Indicator is operative, d) Fuel Low Level Indicating System is operative on the affected side, and e) Fuel quantity is determined and tracked by other acceptable means.
-42-01 Fuel Remaining / *** Fuel Used Indicating System	C	1		0	May be inoperative provided both Fuel Quantity Indicating Systems are operative.
-43-01 L/R Fuel Temperature Indication (560 unit 0539 - 5000)	C	2		1	

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29 HYDR AULIC
POWER-30-01 Low Hydraulic Fluid
Annunciator / Light

C

1

0

(O) May be inoperative provided
adequate fluid level is verified before
each flight.-30-02 LO HYD FLOW L/R /
HYD FLOW LOW
LH/RH Annunciator

C

2

1

(O) May be inoperative provided:
a) Adequate fluid level is verified
before each flight, and
b) Hydraulic system operation is
verified with only the associated
side engine operating.

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30	ICE AND RAIN PROTECTION				
-00-01	ENG ANTI-ICE Annunciators	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
-00-02	WING ANTI-ICE Annunciators (560 units 0539 - 5000)	C	2	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
-00-03	Pitot/Static Heater Off Annunciators	B	-	0	(O) May be inoperative provided: a) All other components of the Pitot Heat system are verified operative before each takeoff, and b) Aircraft is not operated in known or forecast icing conditions.
-10-01	Wing and Tail De-Ice or Anti-Ice Systems				
-01	Pneumatic De-Ice Systems (500, 501, 550, 551, 560)	C	-	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
(Continued)					

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30 ICE AND RAIN PROTECTION					
-10-01 Wing and Tail De-Ice or Anti-Ice Systems (Continued)					
-02 Surface Anti-Ice Pumps (S550)	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.	
-03 Wing Electrical Systems (500, 501, 550, 551)	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.	
-04 Wing Bleed Air Anti-Ice Systems (560 units 0539 - 5000)	C	2	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.	
-05 Wing Bleed Air Anti-Ice Systems (560 units 0001 - 0538)	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with a static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.	

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30 ICE AND RAIN PROTECTION					
-20-01 Engine Anti-ice Systems	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with the static air temperature less than +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.	
-20-02 Engine Anti-Ice Valves	C	2	1	One may be inoperative provided: a) Engine Anti-Ice Valve remains OPEN, and b) Takeoff and Landing field temperatures are not in excess of +10 degrees C NOTE: See AFM Performance Data.	
-30-01 Pitot Heaters	B	-	-	One may be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, b) Flight is not conducted at night, and c) Aircraft is not operated in visible moisture. NOTE: RVSM is not authorized.	

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30 ICE AND RAIN PROTECTION					
-30-02 Static Pressure Port Heaters	B	-	-		One may be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, b) Flight is not conducted at night, and c) Aircraft is not operated in visible moisture. NOTE: RVSM not authorized.
-30-03 Angle of Attack Probe / Vane Heater	C	-	0		May be inoperative provided: d) Flight is not conducted at night, a) Aircraft is operated in VMC only, and b) Aircraft is not operated in known or forecast icing conditions.
-40-01 Windshield Anti-Ice Systems	C	2	1		One may be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, and b) Left windshield anti-ice system must be operative for single pilot operations.
-40-02 Windshield Alcohol System	C	1	0		May be inoperative provided flight is not conducted in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION				
-40-03 Rain Removal Systems	C	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport for takeoff or intended landing.
-70-01 Drain Mast Heaters	C	-	0	(O) May be inoperative provided: a) Associated basins are not used, and b) Any remaining ice or liquid is removed from the basins.
-80-01 Ice Detection Systems				
-01 Surface Ice Detection System (S550)	B	1	0	May be inoperative provided flight is not conducted at night in known or forecast icing conditions.

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31 INDICATI NG/ RECORDING SYSTEMS							
-00-01 Angle of Attack (AOA) System							
Angle of Attack Indicator (500,501, 550 units 0001 - 0800, 551)	C	1			0		
Angle of Attack Indicator (S550, 552, 560, 550 units 0801 - 1136)	C	1			0	May be inoperative provided the Stall Warning (Stick Shaker) System is operative.	
*** Angle-of-Attack (AOA) Indexer	C	1			0		
-00-02 N1 Reminder (Mechanical and Electric) All except: (560 units 0751 - 5000)	D	1			0		
-20-01 Clocks	C	-			-	As required by 14 CFR.	
-20-02 Flight Hour Meter	C	1			0	(O) May be inoperative provided flight time is recorded by other means.	

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31 INDICATI NG/ RECORDING SYSTEMS				
-30-01 Flight Data Recorder *** (FDR) System INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	C	-	-	Any in excess of those required by 14 CFR 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.
-01 FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) CVR is operative, and b) Repairs are made within 20 calendar days.
-02 FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.

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31 INDICATI NG/
RECORDING
SYSTEMS-30-02 Flight Data Recorder
(FDR) System
INSTALLED FOR
OTHER THAN AIR
CARRIER OR
COMMERCIAL
OPERATOR

C

-

1

Any in excess of those required by 14
CFR may be inoperative.

A

-

0

May be inoperative provided repairs are
made in accordance with 14 CFR.-50-01 Master Caution Lights
(550 units 0801 -
1136, 560 units 0539
- 5000)

C

2

1

Left side must be operative for single pilot
operations.-50-02 Master Warning
Lights

C

2

1

Left side must be operative for single pilot
operations.-50-03 Master Caution Reset
Function
(550 units 0801 -
1136, 560 units 0539
- 5000)

C

2

1

Left side must be operative for single pilot
operations.-50-04 Master Warning
Reset Function

C

2

1

Left side must be operative for single pilot
operations.

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32 LANDING GEAR					
-00-01 Landing Gear System Electrical Bonding Straps					DELETED, See CDL for available relief.
-41-01 Anti-Skid System *** (All except: 560 units 0539 - 5000)	C	1	0		NOTE: See AFM Abnormal Procedures and Section IV.
-41-02 Skid Warning System *** (500 & 501)	C 1		0		
-43-01 Power Brake System *** (500,501)					DELETED, REVISION 9.

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33 LIGHTS				
-10-01 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.
-10-02 Windshield Ice *** Detection System (Glareshield Mounted) Stalk Lights	B	2	1	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Left side must be operative for single pilot operations.
	B	2	0	May be inoperative provided aircraft is not operated at night.
-20-01 Cabin Interior Lighting System Lights (including Cabin Indirect Lighting System and Cabin Reading Lights)	C	-	-	(O) Individual lights may be inoperative provided: a) Cabin Emergency lighting is verified operative, and b) Sufficient lighting is operative for the crew to perform required duties.
-20-02 Fasten Seat Belt and No Smoking Signs	B	1	0	(O) May be inoperative provided: a) Passenger Address System is operative, and b) Alternate procedures for notifying passengers are established and used.
	B	1	0	May be inoperative provided no passengers are carried.

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33 LIGHTS					
-20-03 Light Sources for Exit Signs (LED)	C 23		7		
-20-04 Light Sources for Exit Signs (Incandescent)	C 4		1		
-30-01 Tail Cone Lights	C	-	0		
-30-02 Nose Baggage Compartment Light	C 1		0		
-40-01 Anti-Collision Light System	C	1	0		May be inoperative provided aircraft is not operated at night.
-40-02 Position Lights	C	3	0		May be inoperative provided aircraft is not operated at night.
-40-03 Wing Inspection Light					
Aircraft equipped with Pneumatic Wing De-ice Boots (500, 501, 550, 551, 560 units 0001-0538)	C	-	0		May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, b) A portable lamp / light of adequate capacity for wing and / or control surface inspection is available for night operations, and c) Ground deicing procedures do not require their use.
Aircraft not equipped with Pneumatic Wing De-ice Boots (S550, 560 units 0539 - 5000)	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 their use.
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33 LIGHTS

-40-03 Wing Inspection Light
(Continued)

C

-

1

May be inoperative provided:

- a) Ground deicing procedures do not require their use, and
- b) The left light must be operative for single pilot operations.

-40-04 Main Gear Mounted
Landing Lights

C

2

0

May be inoperative provided aircraft is not operated at night.

-40-05 Wingtip Mounted
Landing Lights

C

2

0

May be inoperative provided aircraft is not operated at night.

C

2

1

One may be inoperative for night operations provided the aircraft is equipped with Main Gear Mounted Landing / Taxi Lights and the associated Main Gear Mounted Landing Light is operative.

-40-06 Main Gear Mounted
Taxi Lights
(550 units 0801 -
1136, 560 units 0260
- 5000)

C

2

0

May be inoperative provided aircraft is not operated at night.

C

2

1

One may be inoperative for night operations provided the Wing Tip Mounted Landing Light on the associated side is operative.

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33 LIGHTS				
-40-07 Strobe Light System *** (Supplemental System)	C 1	0	0	
-40-08 Recognition Lights ***	C 2	2	0	
-40-09 Logo Lights ***	C 2	2	0	
-40-10 Ground Recognition Light (Flashing Beacon)	C 1	1	0	May be inoperative provided aircraft is not operated at night.
-40-11 Pulselite System ***	D 1	1	0	
-50-01 Exterior Emergency Lighting System ***	C 1	1	0	May be inoperative provided aircraft is not operated at night.
-50-02 Cabin Dropped Aisle Lighting System ***	C -	-	-	

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34	NAVIGATION				
-00-01	Moving Map Display ***	C	-	0	
-00-02	SkyWatch Traffic *** Advisory System	C 1		0	
-10-01	Air Data Computer (550 units 0801 - 1136, 560 units 0260 -750)	A	2	1	One may be inoperative for one flight day provided: a) Flight is not conducted at night, and b) Aircraft is operated in VMC only. NOTE: RVSM is not authorized.
-12-01	Outside Air Temperature Indicating System(s)	C -		1	
-13-01	Vertical Speed Indicator	B	2	1	May be inoperative on the right side.
		B	2	0	May be inoperative on left side except for IFR passenger carrying operations.
-16-01	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture is operative, b) Operations do not require its use, c) Airplane does not depart from designated airport (as listed in the Operators MEL) where repair or replacement can be made, and d) Repairs are made within three flight days. NOTE: RVSM is not authorized.
		C	-	1	(Continued)

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34 NAVIGATION					
-16-01 Altitude Alerting System (Continued)					
-01 Aural Alert	C	-	0		May be inoperative provided: a) Visual Alert is operative, and b) Autopilot with altitude hold and altitude capture is operative.
-02 Visual Alert	C	-	0		May be inoperative provided: a) Aural Alert is operative, and b) Autopilot with altitude hold and altitude capture is operative.
-22-01 Radio Magnetic Indicators (RMI) ***	C	2	-		May be inoperative provided: a) Affected instrument is a repeater of the HSI, and b) Aircraft is not equipped with dual EFIS.
-23-01 Non-Stabilized Magnetic Compass ***	B	1	0		May be inoperative provided: a) Aircraft is equipped with dual AHRS, b) Both AHRS heading information sources are operative, and c) Aircraft is equipped with a GH-3000 Electronic Standby Instrument and its System Heading Information is operative.
-24-01 Turn and Slip Indication					
-01 Mechanical Indicators	B	2	1		
-02 Bezel Mounted Inclinometer	B -		1		

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34 NAVIGATION				
-25-01 Display Controller (PFD) Honeywell Primus 1000 System				
-01 VOR / Localizer Source Selector Switches (NAV)	C	2	-	May be inoperative provided procedures do not require their use. NOTE: NAV source can not be changed. Aircraft powers up on the onsite VHF.
-02 FMS Source Selector Switches	C	2	0	May be inoperative provided procedures do not require their use.
-03 Elapsed Time Function Switch (ET)	C 2		0	
-04 Horizontal Indicator Mode Select Switches (HSI)	C 2		0	NOTE: Weather radar requirements must be considered if ARC display modes are inoperative on both PFDs.
-05 Radio Altitude Knob	C	2	0	May be inoperative provided approach minimums do not require its use.
-06 Single Cue/Cross Pointer Switch (SC/CP)	C 2		0	
-07 Groundspeed/Time To Go Switch (GSPD/TTG)	C 2		0	

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34	NAVIGATION				
-25-02	Symbol Generators for Electronic Flight Instrument System (EFIS)				
-01	5 Tube System	C	3	2	(O) One may be inoperative provided: a) EFIS displays at pilot's and co-pilot's stations are operated from independent symbol generators, b) Alternate procedures are established and used, and c) Enroute or approach procedures do not require use of the MFD.
-02	3 Tube System (550 units 0001 - 0733, 551, and S550)	C	2	1	(O) One may be inoperative provided: a) Alternate procedures are established and used, and b) Enroute or approach procedures do not require use of the MFD.
	(550 units 0801 - 1136)	B	2	1	One may be inoperative provided: a) Flight is not conducted at night, and b) Aircraft is operated in VMC only.
	(560 units 0001 - 0259)	C	2	1	(O) One may be inoperative provided: a) Alternate procedures are established and used, and b) Enroute or approach procedures do not require use of the MFD.
	(560 Units 0260 - 0750)	B	2	1	One may be inoperative provided: a) Flight is not conducted at night, and b) Aircraft is operated in VMC only.

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34 NAVIGATION				
-25-03 Multifunction Display (MFD) Honeywell EDZ-605 EFIS System	C	1	0	(O) May be inoperative provided alternate procedures are established and used for lost MFD functions.
-25-04 Multifunction Display (MFD) Honeywell Primus 1000 EFIS System	C	1	0	(O) May be inoperative provided: a) Aircraft is operated by a crew of two, b) TCAS Display is considered Inoperative, and c) Alternate procedures are established and used for lost MFD functions.
-25-05 (MFD) Display Controller Honeywell Primus 1000 EFIS System				
-01 MAP/PLAN Switch	C	1	0	
-02 WX Switch	C	1	0	May be inoperative provided at least one PFD HSI switch operates normally.
-03 Range Selector	C	1	0	
-04 Checklist Function Buttons (NORM, EMER, RCL, PAG, SKIP, ESC or ENT)	C 6		0	
-05 Joystick Controller	C	1	0	
-06 Symbol Display Buttons (APT, VOR, DAT)	C 3		0	

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34 NAVIGATION				
-25-06 Flight Director / *** Guidance Computer(s) (FDC/FGC) (Except 560 units 0751 - 5000)	B	-	0	May be inoperative provided: a) Approach Minimums do not require its use, b) Indicators are retracted from view, and c) Autopilot is verified operative.
	B	-	0	May be inoperative provided: a) Approach Minimums do not require its use, b) Indicators are retracted from view, and c) Autopilot is considered inoperative. NOTE: RVSM is not authorized if Autopilot is inoperative.
-25-07 Flight Director Mode Selector Annunciations	C	-	0	(O) May be inoperative provided: a) Annunciation(s) is available to the crew on another display, and b) Crew verifies annunciation(s) is appropriate to the function(s) selected.

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34 NAVIGATION					
-25-08 Standby Flight Display					
-01 Meggitt Standby Flight Display Heading Information (550 units 0809 - 1044, 560 units 0260 - 0643)					DELETED, REVISION 9.
-02 *** GH-3000 Electronic Standby Instrument System Heading Information	C	1	0		Heading information may be inoperative provided: a) Both PFD heading information is operative, and b) Magnetic compass is installed and operative.
-03 *** GH-3000 Internal Cooling Fan	C 1		0		
-31-01 Radio (VHF/UHF) Navigation Equipment (VOR/ILS)	C	-	-		As required by 14 CFR.
-34-01 Marker Beacon Receiver Systems	C	2	-		May be inoperative provided approach procedures do not require their use.
-35-01 *** Heads Up Display (HUD)	C -		0		
-42-01 Weather Radar System	C	1	-		As required by 14 CFR.

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34 NAVIGATION					
-44-01 Terrain Awareness and Warning System (TAWS) (Class A TAWS Equipment Required)					
-01 Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
-1 Modes 1 - 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
-2 Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
-3 Glideslope Deviations (Mode 5)	C -		1		
	B	-	0		
-4 Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
				(Continued)	

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34 NAVIGATION					
-44-01 Terrain Awareness and Warning System (TAWS) (Class A TAWS Equipment Required) (Continued)					
-01 Ground Proximity Warning System (GPWS) (cont'd)					
-5 Windshear Mode (Reactive) ***	B	1	0		(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
-02 Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		(O) May be inoperative provided alternate procedures are established and used.
-03 Terrain Displays	C	-	1		
	B	-	0		(Continued)

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34 NAVIGATION					
-44-01 Terrain Awareness and Warning System (TAWS) (Class A TAWS Equipment Required)(Continued)					
-04 *** Runway Awareness and Advisory System (RAAS)	C 1		0		
-44-02 Terrain Awareness and Warning System (TAWS) (Class B TAWS Equipment Required)					
-01 Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
-1 Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
-2 Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
-3 *** Modes 2, 4 & 5	C	3	0		
(Continued)					

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34	NAVIGATION)				
-44-02	Terrain Awareness and Warning System (TAWS) (Class B TAWS Equipment Required)(Continued)				
-01	Ground Proximity Warning System (GPWS) (cont'd)				
-4	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.
-5 ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B 1		0	
-03 ***	Terrain Displays	C	-	0	
-04 ***	Runway Awareness & Advisory System (RAAS)	C 1		0	

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34	NAVIGATION				
44-03 ***	Terrain Awareness and Warning System (TAWS) (Class C TAWS)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
-44-04 ***	Ground Proximity Warning System (GPWS)(Non-TAWS)				(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
-44-05	Radio Altimeter Systems	A	-	0	May be inoperative provided: a) Approach minimums or operating procedures do not require its use, b) GPWS is considered inoperative, c) TCAS II is considered inoperative, and d) Repairs are made within two flight days.
-45-01	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.

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34 NAVIGATION				
-45-02 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 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
-01 Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.
-02 Resolution Advisory (RA) Display System	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.
-03 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.
(Continued)				

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34	NAVIGATION				
-45-02	Traffic Alert and Collision Avoidance System (TCAS II) (Continued)				
-04	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
-05 ***	Airspace Selection Function	C -		0	
-46-01 ***	Storm Scope or Lightning Detector System	C	1	0	As required by 14 CFR.
-51-01	Distance Measuring Equipment (DME) Systems	D	-	-	As required by 14 CFR.
-51-02 ***	TACAN	C	1	-	As required by 14 CFR.
-52-01	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. NOTE: RVSM is not authorized.
	ATC Transponders and Automatic Altitude Reporting Systems	D	-	1	Any in excess of those required by 14 CFR may be inoperative.

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34 NAVIGATION					
-55-01 Automatic Direction Finding (ADF) Systems	C	-	-		As required by 14 CFR.
-57-01 Global Positioning System (GPS) ***	C	-	-		Any in excess of those required by 14 CFR may be inoperative.
-60-01 Flight Management System (FMS) (All except 560 units 0751 - 5000)	C	-	-		Any in excess of those required by 14 CFR may be inoperative provided functions are not required by other procedures.
-01 Navigation Databases ***	C	-	-		(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
-60-02 Navigation Management System					DELETED, REVISION 9.
-01 Navigation Databases					DELETED, REVISION 9.

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35 OXYGEN					
-00-01 Oxygen Tank Fill Port	C	1	0	(M) May be inoperative provided: a) It is verified there are no leaks in the system, and b) The bottle is filled using alternate means if servicing is required.	
-20-01 Passenger Oxygen System	C	1	0	May be inoperative provided: a) Aircraft is operated without passengers, and b) Crew Oxygen System is operative.	
-20-02 Cabin Passenger Oxygen Drop Out Panels Including Oxygen Masks	B	-	0	Individual Dispensers/Panels may be inoperative or missing provided associated seat is blocked and placarded, "DO NOT OCCUPY."	
-30-01 Protective Breathing Equipment (PBE) ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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38 WATER/WASTE				
-10-01 Potable Water System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that works normally may be used.
	C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure the system is not serviced.
-30-01 Lavatory Waste Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system that works normally may be used.

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46 INFORMATION SYSTEMS				
-00-01 *** Electronic Checklist System	D	1	0	(O) May be inoperative provided equivalent checklists are available and used.
-00-02 *** Airborne Flight Information Systems (VHF or SATCOM Data Link, XM / NEXRAD / Satellite Weather)	D -		0	
-00-03 Electronic Flight Bag Systems (EFB)				
-01 *** Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used. For paperless operation dual redundancy is required.
	D	-	0	May be inoperative provided procedures do not require its use.
-02 *** Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
-03 *** Power Connection	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
(Continued)				

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46 INFORMATION SYSTEMS					
-00-03 Electronic Flightbag *** Systems (EFB) (Continued)					
-04 Mounting Device *** (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
	D	-	0	(M) May be inoperative provided: a) Associated EFB hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

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52 DOORS					
-10-01 Cabin Door Key Locks	D	1	0		May be inoperative provided the lock is in the unlocked position.
-10-02 Cabin Door Seal 500, 501, S550, 551 (550 units 0001 - 0733)	C	1	0		(O) May be inoperative provided: a) Door Seal does not interfere with door operation, b) Flight is conducted unpressurized, c) Cabin Emergency Dump is operative and selected to Dump, d) Aircraft is operated at 10,000 feet MSL or below, e) Cabin Altitude is set above 10,000 feet MSL, and f) Cabin Rate is set to maximum.
-10-03 Cabin Door Secondary Seal (550 units 0801 - 1136, 560)	C	1	0		May be inoperative provided: a) Secondary Seal does not interfere with door operation, b) Primary Seal is operative, and c) Flight is conducted at FL 250 or below.
	C	1	0		(O) May be inoperative provided: a) Secondary Seal does not interfere with door operation, b) Flight is conducted unpressurized, c) Cabin Emergency Dump is operative and selected to Dump, d) Aircraft is operated at 10,000 feet MSL or below, e) Cabin Altitude is set above 10,000 feet MSL, and f) Cabin Rate is set to maximum.

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52 DOORS					
-10-04 Cabin Door Primary Seal (550 units 0801 - 1136, 560)	C	1	0		May be inoperative provided: a) Primary Seal does not interfere with door operation, b) Secondary Seal is operative, and c) Flight is conducted at FL 250 or below.
Cabin Door Primary Seal (550 units 0801 - 1136, 560) (cont'd)	C	1	0		(O) May be inoperative provided: a) Primary seal does not interfere with door operation, b) Flight is conducted unpressurized, c) Cabin Emergency Dump is operative and selected to Dump, d) Aircraft is operated at 10,000 feet MSL or below, e) Cabin Altitude is set above 10,000 feet MSL, and f) Cabin Rate is set to maximum.
-30-01 Nose Baggage Gust Locks	C -			0	
-30-02 Nose Baggage Gas Support Struts					DELETED, REVISION 9.
-30-03 Aft Baggage / Tailcone Door Key Locks	D	1	0		(O) May be inoperative in the unlocked position provided the door is verified closed and latched prior to flight.

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52 DOORS					
-30-04 Nose Baggage Doors Key Locks	C	2	1	(O) One may be inoperative in the locked position provided required preflight actions may be performed through the opposite door.	
-46-01 Single Point *** Refueling Door Key Locks	D	1	0	(O) May be inoperative provided the door is verified closed and latched.	
-60-01 Entry Step Support *** Components					
-01 Rate Controllers	C	2	0	May be inoperative provided the Entry Step is lowered with caution.	
-02 Cables / Chains	C	-	0	(O) May be inoperative provided: a) It is verified Cables or Chains do not interfere with door operation, and b) Alternate procedures are developed and used to ensure safe entry/egress.	
-70-01 Nose Baggage Doors Annunciator System (550 units 0801 - 1136, 560 units 0260 - 5000)	C	2	0	(O) May be inoperative provided a crewmember verifies by physical inspection prior to each departure, the associated door(s) is secured and locked.	
-70-02 Aft Baggage or Tailcone Door Annunciator System (550 units 0801 - 1136) (560 units 0260 - 5000)	C	1	0	(O) May be inoperative provided a crewmember verifies by physical inspection prior to each departure, the door is secured and locked.	

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52 DOORS				
-70-03 DOOR SEAL Annunciator System (550 units 0801 - 1136, 560)	C	1	0	(O) May be inoperative provided: a) Primary door seal is verified operative, and b) Flight is conducted at FL 250 or below.
	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized, b) Cabin Emergency Dump is operative and selected to Dump, c) Aircraft is operated at 10,000 feet MSL or below, d) Cabin Altitude is set above 10,000 feet MSL, and e) Cabin Rate is set to maximum.
-70-04 Cabin Door Annunciator System (560 units 0260 - 5000, 550 units 0801 - 1136)	B	1	0	(O) May be inoperative provided: a) All door lock flags are visible in the sight glass locations on the door, and b) Interior door handle securing pin is verified engaged (unable to rotate the handle without depressing the push button in the handle grip).

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73 ENGINE FUEL & CONTROL					
-00-01 Ground Idle System (560, 550 units 0801 - 1136)					DELETED, REVISION 9.
-21-01 Engine Synchronizer System (Except 560 units 0751 - 5000)	C 1			0	
-30-01 Fuel Flow Indicating Systems	B	2		1	One may be inoperative provided both Fuel Quantity Indicating Systems are operative.

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74 IGNITION					
-00-01 Engine Igniter Lights / Annunciators (All except 560 units 0751 - 5000.)	B	2	1		One may be inoperative provided igniter snapping is verified audibly prior to start.

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77 ENGI NE INDICATING					
-14-01 N1 Indicators					
-01 N1 Digital Display (All except 550 and 560)	B	2	1	One may be inoperative provided: a) Corresponding N1 Tape Display is operative, and b) All other engine indicators on both engines are operative.	
-02 N1 Tape Display (All except 550 and 560)	B	2	1	One may be inoperative provided: a) Corresponding N1 Digital Display is operative, and b) All other engine indicators on both engines are operative.	
-22-01 ITT Indicating Systems Digital Function (All except 560 units 0751 - 5000)	C	2	1	One may be inoperative provided both Analog Indicators are operative.	
-22-02 Standby Engine ITT Indicating System (560 units 0751 - 5000)	C	2	1	One may be inoperative provided: a) Corresponding ITT indicator on the EICAS display is operating normally, b) Standby N1 and N2 indicators are operating normally, and c) All other engine indicators are operative.	

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78 ENGINE EXHAUST -30-01 Thrust Reversers ***	C	2	0	(M) May be inoperative provided affected Thrust Reverser is secured using approved maintenance procedures.