



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 10
Date: 01/03/2018

Textron Aviation Model 500 Series Citation 500/501, 550/S550/551, 560

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HIGHLIGHTS OF CHANGE			

The following changes are the Highlights of Changes for **Revision 10**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting.

Revised all pages to reflect the change of Type Certificate holder from Cessna to Textron Aviation as listed in TCDS A22CE/A27CE. Updated document into the 508-compliant template. Pages revised for the name change and 508 compliance will not be marked with a revision date or change bars.

Removed all references to “day” or “daylight” and rewrote limitation using “night”. Intent remains the same. Changed references from FAR to 14 CFR where appropriate. Pages revised only for the amendments are not marked with new revision date.

ATA NO.	EXPLANATION OF CHANGE
ATA 21	AIR CONDITIONING
21-00-01	Revised title to System and added relief in ATA 31 for the annunciator. Removed the (O) requirement that took fuel burn and range into consideration and added it as a proviso item.
21-00-02	Amended relief title to be for the system as intended with the original relief instead of for just the annunciator. Relief for the annunciation will be re-located to ATA 31. Split relief between pressurized and unpressurized relief. Added a (M) to the -01 pressurized relief to deactivate the affected side bleed source.
21-30-01	Removed the (O) requirement that took fuel burn and range into consideration and added it as a proviso item.
21-30-02	Amended relief to be for the system only. Relief for the annunciator only will be relocated to ATA 31. Split relief between pressurized and unpressurized operations. On first proviso item, removed (O) to verify Emer Press operative prior to each flight. Amended proviso to limit aircraft to FL250 to eliminate emergency descent concerns. On second proviso item, removed (O) and amended relief to be for unpressurized flight. Added provision for fuel burn and range.
21-31-01	Split relief into three sub-items. Sub-items -01 and -03- removed (O) as the guidance does not match the provision requirements. No special procedure is required. Sub-item 3 – Removed (O) and added proviso for fuel burn and range at lower altitudes.

HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
21-32-01	<p>Removed (O) and added proviso for fuel burn/range</p> <p>Sub-item 1 – removed (O) as guidance is currently in the proviso.</p> <p>Sub-item 2 – removed (O) as guidance is currently in the proviso.</p>
21-32-02	Removed (O) and added fuel burn/range proviso.
21-32-03	<p>Split relief into two sub-items.</p> <p>Sub-item 1 – Removed (O) and added proviso for fuel burn and range at lower altitudes.</p>
21-33-01	<p>Split relief into two provisos.</p> <p>Sub-item 1 – amended relief to deactivate both valves. This will prevent unmonitored bleed air from causing damage.</p> <p>Removed (O) and added proviso for fuel burn/range.</p> <p>Sub-item 2 – Amended (M) to deactivate affected valve. Removed (O), no requirement to flight crew.</p>
21-33-02	Amended relief to remove the affected valve from its location. Removed (O) and added proviso item for fuel burn/range.
21-34-01	Added proviso item for fuel burn/range.
21-50-01	<p>Consolidated all relief under one parent title with sub-items -01 thru -07. This includes relief for STC equipment for USCS aircraft.</p> <p>Sub-item 1 – Removed (O) and amended relief to consider the pressurization system INOP. Removed cabin temp proviso.</p> <p>Sub-item 2 – Amended relief to same as sub-item 1.</p> <p>Sub-item 3 – Removed proviso item for cabin temperature.</p> <p>Sub-item 5 – Removed proviso item for cabin temperature.</p> <p>Sub-item 7 – Added failure mode (Failure to Illuminate) to title for clarity.</p>
21-50-02	Amended language of proviso to make it less wordy.
21-60-01 21-60-02	<p>Removed the word “system” and removed capitalization.</p> <p>Same as above.</p>

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
ATA 22	AUTOFLIGHT
22-10-01	Made RVSM Note a proviso item.
22-10-02	Made RVSM Note a proviso item.
22-10-03	Split relief into sub-items -00A thru -00C. Amended relief to be aircraft side specific. Sub-item 00A – Added title for left control button. Amended relief to refer to AFM limitations for autopilot limitations. Added proviso item to require a seated/belted pilot at controls. Sub-item 00B – Adds relief for right control button. Sub-item 00C – Make RVSM note a proviso item.
22-13-04	Split relief into two sub-items.
ATA 23	COMMUNICATIONS
23-00-02	Updated relief to current PL.
23-10-01	Updated relief to current PL. Added sub-item -01 for wire antenna.
23-10-04	Sub-item 1 – added “amber” to the proviso for clarification. Sub-item 2 – added “Amber” to the title
23-10-05	Sub-item 2 – amended language of proviso for grammar only.
23-20-01	Updated relief to current PL.
23-40-01	Removed proviso for product standardization.
23-40-02	Removed proviso.
23-40-03	Added relief.
23-50-01	Updated all relief to current PL.
23-50-02	Added split relief with two sub-items. Sub-item 1 adds relief for both headset systems INOP. Sub-item 2 adds relief for single pilot operations. Updated numbering for Policy Letter 58 Rev 4
23-50-04	Updated proviso language and numbering
23-50-05	Number change only

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HIGHLIGHTS OF CHANGE			
ATA NO.	EXPLANATION OF CHANGE		
23-70-01	Updated to current PL.		
23-70-02	Updated to current PL.		
ATA 24 ELECTRICAL POWER			
24-22-01	Amended language of proviso item a) from "Inoperative" to "Affected". Changed day VMC to "flight is not conducted at night".		
24-31-01	BATT O'HEAT or BATT O'TEMP annunciators combined with Battery Temperature Indicator rev 10.		
ATA 25 EQUIPMENT/FURNISHINGS			
25-20-03	Added relief for curtains between cockpit and cabin.		
25-20-04	Added relief for cabin window shades.		
25-20-06	Updated relief based on PL-79 to current standards.		
25-30-01	Added relief.		
25-30-02	Added relief.		
25-40-01	Added relief per the Airworthiness Directive.		
25-50-01	Added relief for system and anchor plates.		
25-50-02	Added appropriate relief based on PL-104.		
25-60-02	Added relief.		
25-61-01	Added *** and amended Title and proviso for clarity.		
25-62-01	Revised to PL 120 Rev 1.		
25-64-01	Added relief.		
ATA 26 FIRE PROTECTION			
26-22-01	Amended wording for Proviso a)		

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HIGHLIGHTS OF CHANGE			
ATA NO.	EXPLANATION OF CHANGE		
ATA 27 FLIGHT CONTROLS			
27-20-01	<p>Amended relief to be more restrictive and added a (M) and (O). The restriction limits the pedal to one per station.</p> <p>The (M) requires the affected pedal to be secured and the unaffected pedal moved to match the same position.</p> <p>The (O) requires the affected flight crew member(s) to verify they have full control movement.</p>		
27-31-01	<p>Amended title to add "elevator".</p> <p>Made RVSM note a proviso item.</p>		
27-70-01	<p>Added "Failed Unlocked" to title.</p> <p>Removed (M) as this can induce additional failures and structural damage.</p> <p>Added (O) to verify full flight control and throttle movement.</p>		
ATA 28 FUEL			
28-41-01	<p>Amended relief to be more restrictive. Repair category goes from a B to A. The (O) requirement was removed as the procedure is now part of the proviso.</p>		
ATA 29 HYDRAULIC POWER			
29-30-01	<p>Moved to ATA 31.</p>		
29-30-02	<p>Moved to ATA 31.</p>		
ATA 30 ICE AND RAIN PROTECTION			
30-00-01	<p>Moved to ATA 31.</p>		
30-00-02	<p>Moved to ATA 31.</p>		
30-00-03	<p>Moved to ATA 31.</p>		
30-10-01	<p>Amended relief to use AFM icing definition for all sub-items</p>		
30-20-01	<p>Amended relief to use AFM icing definition.</p>		
30-30-01	<p>Amended relief to use AFM icing definition. Added RVSM proviso item.</p>		
30-30-02	<p>Amended relief to use AFM icing definition. Added RVSM proviso item.</p>		
30-30-03	<p>Amended relief to use AFM icing definition.</p>		

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
30-40-01	Re-ordered proviso items and amended proviso item b) to AFM define icing definition.
30-40-02	Amended relief to use AFM icing definition.
30-70-01	Removed (O) as proviso provides instruction. Amended proviso language for grammar.
30-80-01	Amended relief to use AFM icing definition.
ATA 31	INDICATING/RECORDING SYSTEMS
31-00-01	Split relief into sub-items. Sub-item -00B – removed proviso as no relief is granted for the stall warning system.
31-10-01	Added indicating color to title. Amended proviso from “each flight” to “each takeoff”.
31-10-02	Added indicating color to title. Amended proviso from “each flight” to “each takeoff”. Amended proviso item b) from, “Hydraulic system operation is verified with only the associated side engine” to “Hydraulic system operation is verified operative on the affected side”.
31-10-03	Moved from ATA 21 to 31; Amended title for change in applicable unit numbers
31-10-04	Moved from ATA 52 to 31. Relief is for annunciator only. Added annunciator color to title. Amended proviso.
31-10-05	Moved from ATA 52 to 31. Relief is for annunciator only. Added annunciator color to title. Amended proviso.
31-10-06	Moved to ATA 31. Split into sub-items. Sub-item 2, removed (O) and amended proviso to consider pressurization inoperative.
31-10-07	Moved from ATA 52 to 31.

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
31-10-08	Moved from ATA 74 to 31.
31-20-01	Amended relief to category D. Amended proviso to "Any in excess of those required by 14 CFR may be inoperative."
31-30-04	Updated relief to current PL.
31-30-05	Added relief.
31-50-03	Amended language.
ATA 32	LANDING GEAR
32-41-01	Amended language.
ATA 33	LIGHTS
33-10-01	Update relief to current PL.
33-10-02	Amended relief from cat B to cat C. Split relief and added additional relief.
33-20-01	Amended relief to be more restrictive for cat C relief to address passenger carrying at night. Added cat D relief for no passenger in cabin.
33-20-02	Amended relief to be more appropriate for the aircraft and systems.
33-20-03	Added three asterisk (***) as this system has been replaced on many models.
33-20-04	Added three asterisk (***) as this system has been replaced on many models.
33-40-01	Amended relief to comply with 14 CFR 91.209 (b)
33-40-03	Consolidated relief into one item for two pilot operations. Split relief between both lights and right light.
33-40-05	Amended second proviso.
33-40-06	Amended second proviso.
33-40-10	Amended relief to comply with 14 CFR 91.209 (b)
33-50-01	Added relief for the optional cockpit flashlight and holder.
33-50-02	Amended relief from cat C to D. This item is not installed on all models.

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HIGHLIGHTS OF CHANGE			
ATA NO.	EXPLANATION OF CHANGE		
ATA 34	NAVIGATION		
34-10-01	Made NOTE proviso item c)		
34-13-01	Amended second proviso item to be specific to 14 CFR Part 135 operations.		
34-16-01	Removed (O) as the proviso requires no action from the flight crew. Amended proviso item c). Part 91 operators do not have maintenance bases.		
34-22-01	Changed number installed to variable. Changed HIS to HIS.		
34-25-01	Re-worded title to read better. Sub-item -03, re-worded title.		
34-25-02	<p>5 Tube System – removed (O) and amended proviso item b) from “Alternate procedures are established and used” to “Radar is displayed on the EHSI if required”. The Guidelines for O&M on FAA revision 9a for this item have the(O) as “(O) Operations procedure to provide for loss of Multi-Function Display (MFD).”. The procedure published by Textron Aviation for this item is:</p> <ol style="list-style-type: none"> 1. Make appropriate discrepancy report entry. 2. Place placard adjacent to the MFD stating which symbol generator (Pilot’s SG, Co-pilot’s SG or MFD SG) is inoperative. 3. If radar is required, it should be displayed on the EHSI. <p>Changed proviso item b), removed (O) and make it part of the proviso</p> <p>3 Tube System for 550 units -0001 thru -0733, 551, S550 and 560 units -0001 thru -0259, see the discussion for 5 tube system. Also added note from procedures to proviso.</p>		
34-25-03	Removed (O) and amended proviso to display radar on EHSI if required.		
34-25-04	Removed (O) and amended proviso to display radar on EHSI if required.		
34-25-05	Amended title.		
34-25-06	<p>Split relief into sub-items.</p> <p>Sub-item -01 and -02, rearranged proviso.</p> <p>Sub-item -02, made note a proviso item.</p>		
34-25-07	Re-worded proviso.		
34-25-08	Amended title and proviso.		

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
34-31-01 34-32-01	Separated VOR and ILS into Localizer and Glideslope with relief for each (34-31-01 and -32-01).
34-34-01	Changed from Cat C to Cat D.
34-35-01	Amended relief from Cat C to Cat D.
34-44-03	Amended proviso.
34-46-01	Changed from Cat C to Cat D.
34-52-02	Changed from Cat C to Cat D.
34-52-03	Updated to current PL.
34-55-01	Changed from Cat C to Cat D. Removed proviso referring to 14 CFR.
34-57-01	Made relief more restrictive.
34-60-01	Added relief.
34-60-02	Amended relief to be more restrictive. Added sub-item for fuel planning function.
34-61-01	Deleted relief rev 10.
ATA 35 OXYGEN	
35-00-01	Amended relief.
35-00-01	Relief was for oxygen fill port. Amended relief. Added relief for the burst disc.
35-10-01	Added relief.
35-20-01	Split relief between pressurized with and without cabin occupants and unpressurized relief. Split relief for mask and drop out panel as separate items.

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
35-30-02	Amended relief to include more information on how to address inoperative PBEs.
ATA 38	WATER/WASTE
38-10-01	Split relief into sub-items. Amended second proviso.
ATA 46	INFORMATION SYSTEMS
46-00-01	Removed (O) as AFM is required to be carried onboard at all times. AFM contains the approved checklist.
46-00-03	Split relief into sub-items. Update relief to current PL.
ATA 52	DOORS
52-10-01	Amended title to be singular. Amended relief for grammar on
52-10-02	Amended relief.
52-10-03	Split relief into sub-items. Sub-item -00B amended proviso to consider pressurization inop.
52-10-04	Split relief into sub-items. Sub-item -00B amended proviso to consider pressurization inop.
52-30-02	Amended title to be singular. Amended relief.
52-30-03	Removed (O) as the proviso provided adequate instruction. Amended proviso for language.
52-60-01	Sub-item -02, Amended proviso
52-70-01	Moved to ATA 31.
52-70-02	Moved to ATA 31.

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HIGHLIGHTS OF CHANGE

ATA NO.	EXPLANATION OF CHANGE
52-70-03	Moved to ATA 31. Split into sub-items. Sub-item 2, removed (O) and amended proviso to consider pressurization inoperative.
52-70-04	Moved to ATA 31.
ATA 73 ENGINE AND FUEL CONTROL	
73-21-01	Changed applicable serial/unit numbers
ATA 74 IGNITION	
74-00-01	Moved to ATA 31
ATA 78 ENGINE EXHAUST	
78-30-00	Amended language of proviso to remove "approved" maintenance procedure.

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DEFINITIONS			

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

PREAMBLE

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

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GUIDELINES FOR (M) AND (O) 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:

	Cessna has developed recommended (M) maintenance and (O) operational procedures for the Cessna 500 Series Master Minimum Equipment List (P/N 500CPM-10-00, or later revision). Operator's MEL procedures should be based on the Cessna procedures.
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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Air Duct Overheat System	C	1	0	May be inoperative provided: a) Cabin pressurization source remains OFF, b) Flight is conducted unpressurized, c) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, and d) Aircraft is operated at 10,000 feet MSL or below.	
-00-02	Precool System					
-01	Pressurized	C	2	1	(M) One may be inoperative provided: a) Affected system is deactivated, b) Pressurization Source Selector remains on the opposite source, and c) Flight is conducted at FL 250 or below.	
-02	Unpressurized	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, d) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, and e) Aircraft is operated at 10,000 feet MSL or below.	

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MMEL TABLE KEY

SYSTEM &
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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Pilot Overhead Air Outlet	C	-	0		
-20-02	Ground Flow Control Valve	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	May be inoperative provided: a) Flight is conducted unpressurized, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, c) Cabin emergency dump is operative and selected to DUMP, d) Cabin altitude is set above 10,000 feet, e) Cabin rate is set to maximum, and f) Aircraft is operated at 10,000 feet MSL or below.	
-30-02	Emergency Pressurization Valve					
-01	Pressurized	C	1	0	May be inoperative provided: a) Air cycle machine is operative, b) Both bleed sources are operative, and c) Aircraft is operated at FL 250 or below.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY	
		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Emergency Pressurization Valve (Contd)					
-02	Unpressurized	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted unpressurized, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, c) Cabin emergency dump is operative and selected to DUMP, d) Cabin altitude is set above 10,000 feet, e) Cabin rate is set to maximum, and f) Aircraft is operated at 10,000 feet MSL or below. 	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
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		4. REMARKS OR EXCEPTIONS			

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Pressurization Control System					
-01	Auto-Schedule Mode (550 units 801 and on, 560 units 0539-5000)	C	1	0	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 FL 410 or below.	
-02	Pressurization Control System Isobaric Mode (550 units 801 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 rate indicator is operative, and e) Aircraft is operated at FL 410 or below.	
-03	Pressurization Control System Manual Control Mode (550 units 801 and on, 560 units 0539-5000)	C	1	0	May be inoperative provided: a) Flight is conducted unpressurized, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, c) Cabin emergency Dump is operative and selected to DUMP, d) Cabin altitude is set above 10,000 feet MSL, e) Cabin rate is set to maximum, and f) Aircraft is operated at 10,000 feet MSL or below.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-32-01	Cabin Differential Pressure Gauge	C	1	0	May be inoperative provided: a) Flight is conducted unpressurized, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, c) Cabin emergency dump is operative and selected to DUMP, d) Cabin altitude is set above 10,000 feet MSL, e) Cabin rate is set to maximum, and f) Aircraft is operated at 10,000 feet MSL or below.	
-01	(500, 501, S550, 551, 550 units 0001 thru 0800, 560 units 0001 thru 0538)	C	1	0	May be inoperative provided: a) All other components of the pressurization system are operative, b) Cabin altitude selector is set not to exceed maximum differential pressure, and c) A chart is provided to convert cabin and aircraft altitude to differential pressure.	
-02	(550 units 0801 and on, 560 units 0539 thru 5000)	C	1	0	May be inoperative provided: a) All other components of the pressurization system are operative, and b) A chart is provided to convert cabin and aircraft altitude to differential pressure.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-32-02	Cabin Vertical Speed or Cabin Rate Indicator	C	1	0	May be inoperative provided: a) Flight is conducted unpressurized, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, c) Cabin emergency dump is operative and selected to DUMP, d) Cabin altitude is set above 10,000 feet MSL, e) Cabin rate is set to maximum, and f) Aircraft is operated at 10,000 feet MSL or below.	
-32-03	Cabin Altimeter					
-01	Unpressurized	C	1	0	May be inoperative provided: a) Flight is conducted unpressurized, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, c) Cabin emergency dump is operative and selected to DUMP, d) Cabin altitude is set above 10,000 feet MSL, e) Cabin rate is set to maximum, and f) Aircraft is operated at 10,000 feet MSL or below.	
-02	Pressurized	C	1	0	May be inoperative provided all other pressurization system components are operative.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-33-01	Flow Control and Shutoff Valves					
-01	Unpressurized	C	2	0	(M) May be inoperative provided: a) Both flow control and shutoff valves are deactivated, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes c) Cabin pressurization source selector remains OFF, and d) Aircraft is operated at 10,000 feet MSL or below.	
-02	Pressurized	C	2	1	(M) One may be inoperative provided: a) Failed valve is deactivated, b) Cabin pressurization source selector is selected to the opposite side, and c) Flight is conducted at FL 250 or below.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-33-02	Outflow Valves	C	2	0	(M) Both may be inoperative provided: a) At least one valve is removed from its location, b) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, c) Aircraft is operated unpressurized, and d) Aircraft is operated at 10,000 feet MSL or below.	
-34-01	Cabin Altitude Warning System	C	1	0	May be inoperative provided: a) Flight planning must consider the fuel burn and range associated with flight at lower altitudes, and b) Aircraft is operated at 10,000 feet MSL or below.	
-50-01	Air Cycle Machine					
-01		C	1	0	May be inoperative provided cabin pressurization is considered inoperative.	
-02 ***	STC03975AT Unpressurized	C	2	0	May be inoperative provided cabin pressurization is considered inoperative.	
-03 ***	STC03975AT Pressurized	C	2	1	(O) ACM #1 may in inoperative provided: a) ACM #1 is verified OFF, b) ACM #2 switch is ON, c) Vixen 500 RADAR is OFF, and d) WX RADAR is not required. NOTE: ACM #2 temperature is always full cold.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Air Cycle Machine (Cont'd)					
-04 ***	STC03975AT Pressurized	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.	
-05 ***	STC03975AT 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, and c) ACM 2 switch is ON.	
					NOTE: ACM #2 temperature is always full cold.	
-06 ***	STC03975AT 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.	
-07 ***	STC03975AT Air Cycle Machine #2 Overheat Light (Failure to Illuminate)	C	1	0	May be inoperative provided: a) ACM 2 switch remains OFF, b) Vixen 500 RADAR remains OFF, and c) WX RADAR is not required.	
-50-02 ***	Freon Air Conditioning System	C	1	0	(M) May be inoperative provided system is deactivated.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Automatic Cabin Air Temperature Control System	C	1	0	May be inoperative provided manual cabin air temperature control is operative.	
-60-02	Manual Cabin Air Temperature Control System	C	1	0	May be inoperative provided automatic cabin air temperature control is operative.	
-62-01 ***	Cabin Temperature Indicator	C	1	0		

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Autopilot	B	1	0	May be inoperative provided: a) Enroute operations do not require its use, b) Approach minimums do not require its use, c) Aircraft is operated with a minimum of two crew, and d) Aircraft is not operated RVSM.	
-10-02	YawDamper	B	1	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Aircraft is not operated RVSM.	
-10-03	Autopilot Disconnect Button (AP DISC) (Failed deselected)					
-00A	Left Disconnect Button	B	1	0	May be inoperative provided: a) Right disconnect button is operative, b) A pilot remains seated in right seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.	
-00B	Right Disconnect Button	C	1	0	May be inoperative for single-pilot operations.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-10-03	Autopilot Disconnect Button (AP DISC) (Failed deselected) (Cont'd)					
-00C	(All buttons failed)	B	2	0	May be inoperative provided: a) Autopilot system is considered inoperative, b) Electric elevator trim is considered inoperative, and c) Aircraft is not operated RVSM.	
-13-01	Autopilot/Flight Director Touch Control Steering (TCS) or SYNC Switches	C	2	0		
-13-02	Flight Director Mode Selector 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 Buttons					
-00A		C	-	1	May be inoperative for the pilot not flying.	
-00B		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

Sequence No.	Item	1	2	3	4	Change Bar
-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 / SATCOM System	D	-	0	May be inoperative provided procedures do not require its use.	
-01	Cockpit Handset	D	-	0	May be inoperative provided procedures do not require its use.	
-02	Cabin Handset	D	-	0		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	High Frequency (HF) Communication System					
-00A	(Dual LRCS not required)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-00B	(Dual LRCS required)	C	-	1	(O) May be inoperative while conducting operations which require two Long-Range Communication Systems (LRCS) provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over intended route of flight, and c) ICAO Flight Plan is updated, as required, to notify ATC of communications equipment status of aircraft, and d) Alternate procedures are established and used.	
-01	Wire Antenna	C	1	0	(M) May be inoperative, missing, or damaged provided: a) Horizontal and vertical stabilizers are inspected for damage, b) Any remaining portion of wire antenna is removed, and c) HF communication system is considered inoperative.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-10-04 ***	Radio Package Cooling Fan (Com/NAV/XSPDR) (550 units 0801 thru 1136)					
-01	Fan 1	B	1	0	May be inoperative provided FAN 2 FAIL amber annunciator and fan is operative.	
-02	FAN1 FAIL Amber Annunciator	C	1	0	(O) May be inoperative provided Fan 1 and Fan 2 are verified operative.	
-10-05 ***	STC03946AT VP-200 Voice Privacy Unit					
-01		D	1	0	May be inoperative provided unencrypted HF communications system remains operative.	
-02		D	1	0	May be inoperative provided HF communications system is considered inoperative.	
-11-01 ***	STC03975AT C-5000 UHF-VHF Transceiver	C	2	0		
-11-02 ***	STC03949AT ARC-210 UHF-VHF-FM SATCOM Transceiver	C	1	0		
-12-01	Very High Frequency (VHF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) Affected system is not on an emergency bus, and b) Procedures do not require its use.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Selective Call (SELCAL) (System or individual channel)					
-00A	(SELCAL not required)	D	-	0	May be inoperative provided procedures do not require its use.	
-00B	(SELCAL required)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-40-01 ***	Automatic Cabin Briefer	D	1	0		
-40-02	Passenger Address (PA) System	D	1	0		
-40-03	Passenger Seat Belt / Safety Chime	C	1	0		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Cockpit Headset and Boom Microphone	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-01A	Boom Microphone (For a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within three flight days.	
-01B	Boom Microphone (For an operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made in accordance with applicable 14 CFR.	
-02	Headset Earphones / Headphones	C	-	1	May be inoperative provided associated cockpit overhead communication speaker is operative.	
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cockpit Headset Audio System					
-00A		C	2	0	May be inoperative provided: a) Both cockpit overhead communication speakers are operative and used, b) Headset audio system is not required by 14 CFR or procedures, and c) Aircraft is not operated single-pilot.	
-00B		C	2	1	One may be inoperative provided left side is operative for single-pilot operations.	
-50-03	Copilot's Audio Control Panel	C	1	0	May be inoperative for operations not requiring a second in command.	
-50-04	Cockpit Speakers	C	2	1	One may be inoperative provided an operative headset is used for the affected side.	
-50-05	Hand Held Microphone	C	2	0	May be inoperative provided associated headset microphone is operative and used.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-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 thru 5000 wingtip only), b) Left wing wingtip, or aileron (560 units 0539 thru 5000 wingtip only), and c) Vertical stabilizer, stinger, or rudder (560 units 0539 thru 5000 stinger only).	
-60-02 ***	AFIS Antenna Static Wick	C	1	0	May be missing or broken.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Cockpit Voice Recorder (CVR)					
-00A	(Holder of management specifications, air carrier, or commercial operator certificate)	A	1	0	May be inoperative provided: a) Any Flight Data Recorder (FDR) required to be installed is operative, and b) Repairs are made within three flight days.	
-00B	(Operator other than a holder of management specifications, air carrier, or commercial operator certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
-00C ***	(All operators)	C	1	0	May be inoperative provided recorder is not required by 14 CFR.	
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0		
-02 ***	Underwater Locator Device (ULD)	D	1	0	May be inoperative or missing provided device is not required by 14 CFR.	
-03A ***	Datalink Recording	C	1	0	May be inoperative provided datalink recording is not required by 14 CFR.	
-03B ***	Datalink Recording	A	1	0	May be inoperative provided repairs are made within three flight days.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Ground Power Dispatch Switch	D	1	0		
-22-01	Avionics A.C. Power inverters (All except 560 units 0751 thru 5000)	C	2	1	(M) One may be inoperative provided: a) Affected inverter is deactivated, and b) Flight is not conducted at night.	
-31-01 ***	Battery Temperature Indicator	C	1	0	NOTE: BATT O'HEAT or BATT O'TEMP annunciators combined with Battery Temperature Indicator REV 10	
-37-01	D.C. Ammeter	C	2	1	One may be inoperative	
-40-01	External Power Receptacle	C	1	0		

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc.)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.	
-10-01	Cockpit Assist Handle	D	1	0		
-10-03	Cockpit Sunvisor System (Including attach mechanism)	D	-	0	May be inoperative or missing provided: a) Crewmember's field of vision is not obstructed, and b) Oxygen mask quick donning ability is not affected.	
-10-05	Flight Crew Seat					
-01A	Armrest	C	4	0	May be inoperative provided affected armrest is stowed in retracted position.	
-01B	Armrest	C	4	0	(M) May be inoperative provided affected armrest is removed.	
-02 ***	Lumbar Support	D	1	0		
-03	Recline/Tilt Function	C	2	0	(M) (O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Flight Crew Seat (Cont'd)					
-04 ***	Thigh Support	C	2	0	May be inoperative provided full flight control movement is available.	
-05 ***	Restraint Buckle Protective Padding	D	2	0	May be damaged or missing.	
-06	Vertical Adjustment	C	2	0	(M) (O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.	
-07	Copilot Seat Belt / Shoulder Harness	C	1	0	May be inoperative provided seat remains unoccupied.	
-08	Copilot Floor Tracking	C	1	0	May be inoperative provided seat remains unoccupied.	
-10-08	Eye Reference Ball	C	3	0	(O) May be inoperative or missing provided alternate procedures are established and used for eye position reference.	
-10-09 ***	Yoke-mounted Chart Holder	D	-	0		
-01 ***	Light	D	-	0		

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-20-03 ***	Cabin Curtain	D	-	0	(M) May be missing, or inoperative provided curtain is secured open.	
-20-04	Cabin Window Shade					
-01	Failed Open	D	-	0		
-02	Failed Other Than Open	D	-	-	May be inoperative provided affected window is not adjacent to an escape hatch or main cabin door.	
-20-05	Non-essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program procedures and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flight crew and included in operator's appropriate document.	
					NOTE: Exterior lavatory door ashtray is not considered an NEF item.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-20-06	Passenger Seat (Including side-facing seats, folding seats and couches)	D	-	0	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: Affected seat(s) may include seats near inoperative seat(s).	
-01	Armrest	D	-	0	May be missing, or inoperative with seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any cabin occupant from access to aisle.	
-02A	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	(M) May be inoperative with seat occupied provided seat is secured in taxi, takeoff and landing position.	
-02B	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	May be inoperative with seat occupied provided control is failed in taxi, takeoff and landing position.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-20-06	Passenger Seat (Including side-facing seats, folding seats and couches) (Cont)					
-02C	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative.	
-03 ***	Seat Belt / Shoulder Harness (Forward and Aft Facing Seats)	D	-	0	May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".	
-03A	Seat Belt / Shoulder Harness (Side facing seats)	D	-	0	May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".	
-04 ***	Seat Belt / Shoulder Harness Keeper	D	-	0		
-05 ***	Lumbar Support	D	-	0		
-06 ***	Air Bag Restraint System	D	1	0	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Refreshment Center Hot Liquid Storage System Heater	D	-	0	(M) May be inoperative provided system is deactivated.	
-30-02 ***	Refreshment Center Microwave / Oven	D	-	0	(M) May be inoperative provided system is deactivated.	
-40-01	Exterior Lavatory Door Ashtray	A	1	0	May be inoperative in accordance with AD 74-08-09 in its current revision.	
-50-01	Baggage Restraint System	D	-	0	Individual components may be inoperative or missing provided baggage is secured by alternate means or not carried.	
-01A	Anchor Plate	C	-	0	Individual anchor plates may be inoperative provided: a) No visible damage exists, and b) Baggage is secured using remaining anchor plates or not carried.	
-01B	Anchor Plate	C	-	0	(M) Individual anchor plates may be damaged provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining anchor plates or not carried.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Storage Compartment					
-00A		C	-	0	(M) May be inoperative provided: a) Compartment does not contain any aircraft system protection devices, b) Any emergency equipment located in affected compartment is considered inoperative, c) Affected compartment is not used for storage of any item except for those permanently affixed, d) Procedures are established and used to secure compartment closed, and e) Affected compartment is prominently placarded "DO NOT USE".	
-00B		C	-	0	(M) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item, including those permanently affixed, c) Cabin occupants are briefed that affected compartment may not be used, and d) Affected compartment is prominently placarded "DO NOT USE".	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Cabin Storage Compartment (Cont'd)					
-01	Shelving	C	-	0	(O) May be inoperative provided: a) Any permanently affixed emergency equipment located on affected shelf is relocated and available for use, and b) Cabin occupants are briefed on location of relocated equipment.	
-02	Key Lock	D	-	0	(M) May be inoperative in the unlocked position provided door can be secured by other means	
-60-01 ***	Cockpit Smoke Vision System (CSVS)	D	-	0	May be missing or inoperative.	
-60-02 ***	Crash Axe / Survival Tool	D	-	-		
-60-03	Emergency Medical Equipment					
-01 ***	Automatic External Defibrillator (AED) (Includes associated equipment)	D	-	0	May be inoperative or missing	
-02 ***	Emergency Medical Kit (EMK) (Includes associated equipment)	D	-	0	May be inoperative or missing	
-03 ***	First Aid Kit (FAK) (Includes associated equipment)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-61-01 ***	Life Vest (Crew and passenger)	D	-	-	Any in excess of those required by 14 CFR may be missing, or inoperative provided affected preserver is placarded "INOPERATIVE" or removed.	
-62-01	Emergency Locator Transmitter (ELT)					
-01 ***	Survival Type	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02A	Fixed, Automatic	A	-	0	(M) May be inoperative provided: a) System is deactivated or removed, and b) Repairs are made within 90 calendar days.	
-02B	Fixed, Automatic	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated or removed.	
-64-01 ***	Life Raft	D	-	-	Any in excess of those required by 14 CFR may be missing, or inoperative provided affected raft is placarded "INOPERATIVE" or removed.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Rudder Pedal Adjustment System	B	4	2	(M) (O) Two may be inoperative provided: a) Two pedal adjustments are not inoperative at same pilot station, b) Affected pedal is positioned in a detent and adjustment mechanism is secured from movement, c) Unaffected pedal is adjusted to match affected pedal, and d) Crewmember seated at affected station verifies full control movement and brake application is available while restrained, prior to each flight.	
-31-01	Electric Elevator Trim	B	1	0	(M) May be inoperative provided: a) Electric elevator trim system is deactivated, b) Autopilot is considered inoperative, and c) Aircraft is not operated RVSM.	
-41-01	Trim and Flap Position Indicator Tips (All except 560 units 0751 thru 5000)	C	4	0	(M) May be missing or inoperative provided alternate means of marking pointer is established and used.	
-70-01	Control/Gust Lock System (Failed Unlocked)	C	1	0	(O) May be inoperative provided pilot verifies full flight control and throttle movement.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-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 System	A	2	1	One indication may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of three hours, remaining within one hour of a suitable airport at all points along route, d) Both fuel tanks are fueled over-wing to a known, balanced quantity, e) Fuel use is tracked, f) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, monitor trim required, and g) Repairs are made within three flight cycles.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-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 units -0539 thru 5000)	C	2	1		

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Low Hydraulic Fluid Annunciator/Light				Moved to ATA 31 Rev 10	
-30-02	LO HYD FLOW L/R HYD FLOW LOW LH/RH Annunciator				Moved to ATA 31 Rev 10	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	ENG ANTI-ICE Annunciator				Moved to ATA 31 Rev 10	
-00-02	WING ANTI-ICE Annunciators (560 units -0539 thru -5000)				Moved to ATA 31 Rev 10	
-00-03	Pitot/Static Heater OFF Annunciators				Moved to ATA 31 Rev 10	
-10-01	Wing and Tail De-Ice or Anti-Ice System					
-01	Pneumatic De-Ice System (500/501, 550/551, 560)	C	-	0	May be inoperative provided aircraft is not operated into AFM defined icing conditions.	
-02	Surface Anti-Ice Pumps (S550)	C	2	1	May be inoperative provided aircraft is not operated into AFM defined icing conditions.	
-03	Wing Electrical Systems (500/501, 550/551)	C	2	1	May be inoperative provided aircraft is not operated into AFM defined icing conditions.	
-04	Wing Bleed Air Anti-Ice Systems (560 units -0001 thru -0538)	C	2	1	May be inoperative provided aircraft is not operated into AFM defined icing conditions.	
-05	Wing Bleed Air Anti-Ice Systems (560 units -0539 thru -5000)	C	2	0	May be inoperative provided aircraft is not operated into AFM defined icing conditions.	
-20-01	Engine Anti-Ice System	C	2	1	May be inoperative provided aircraft is not operated into AFM defined icing conditions.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-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 AFM defined icing conditions, b) Flight is not conducted at night, c) Aircraft is not operated in visible moisture, and d) Aircraft is not operated RVSM.	
-30-02	Static Pressure Port Heaters	B	-	-	One may be inoperative provided: a) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, b) Flight is not conducted at night, c) Flight is not conducted in visible moisture, and d) Aircraft is not operated RVSM.	
-30-03	Angle of Attack Probe/Vane Heater	C	-	0	May be inoperative provided: a) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, b) Flight is not conducted at night, and c) Aircraft is operated VMC only.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Windshield Anti-Ice System	C	2	1	One may be inoperative provided: a) Left windshield anti-ice system must be operative for single pilot operations, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-02	Windshield Alcohol System	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-40-03	Rain Removal System	C	2	0	May be inoperative provided flight is not conducted in precipitation within 5 nautical miles of the airport for takeoff and landing.	
-70-01	Drain Mast Heaters	C	-	0	May be inoperative provided: a) Affected basins are not used, and b) Any ice or fluid is emptied from basin.	
-80-01	Surface Ice Detection System (S550)	B	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Angle of Attack (AOA) System					
-01	Indicator	C	1	0		
-02 ***	Indexer	C	1	0		
-00-02	N1 Reminder (Mechanical and Electric) All Except 560 units -0751 thru -5000	D	1	0		
-10-01	Low Hydraulic Fluid Amber Annunciator/ Light Failure to Illuminate or Extinguish	C	1	0	(O) May be inoperative provided adequate fluid level is verified before each takeoff.	
-10-02	LO HYD FLOW L/R HYD FLOW LOW LH/RH Amber Annunciator Failure to Illuminate or Extinguish	C	2	1	(O) May be inoperative provided: a) Adequate fluid level is verified prior to each takeoff, and b) Hydraulic system operation is verified operative on the affected side,	
-10-03	PRECOOL FAIL Amber Annunciator Failure to Illuminate or Extinguish (550 units -0001 thru -0549)	C	1	0	May be inoperative provided precool system is considered inoperative.	
-10-04	Nose Baggage Doors Amber Annunciator System Fails to Illuminate/Display (550 units -0801 thru 1136, 560 units -0260 thru -5000)	C	2	0	(O) May be inoperative provided affected door(s) are verified closed, latched and locked prior to each takeoff.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-10-05	Aft Baggage or Tailcone Door Amber Annunciator System Fails to Illuminate/Display (550 units -0801 thru -1136, 560 units -0260 thru -5000)	C	1	0	(O) May be inoperative provided affected door is verified closed, latched and locked prior to each takeoff.	
-10-06	DOOR SEAL Amber Annunciator System Fails to Illuminate/Display (550 units -0801 thru -1136, 560)					
-01	Pressurized	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.	
-02	Unpressurized	C	1	0	May be inoperative provided pressurization is considered inoperative.	
-10-07	Cabin Door Amber Annunciator System Fails to Illuminate/Display (550 units -0801 thru -1136, 560 units -0260 thru -5000)	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 handle without depressing push button).	
10-08	Engine Igniter Lights/Annunciators Fails to Illuminate/Display (All except 560 units -0751 thru -5000)	B	2	1	One may be inoperative provided igniter snapping is verified audibly prior to engine start.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Clocks	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-20-02	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by other means.	
-30-04 ***	Flight Data Recorder					
-00A	(FDR not required)	C	1	0	May be inoperative provided recorder is not required by 14 CFR.	
-00B	(Operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-30-04 ***	Flight Data Recorder (Cont'd)					
-00C	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Aircraft is not dispatched from an airport where repairs can be made unless, b) Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or c) Flight Data Recorder (FDR) repair was attempted but not successful, d) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs can be made at which the repair must be accomplished prior to dispatch, and e) Repairs are made within three flight days.	
-01A	Flight Data Recorder (FDR) Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repair are made within 20 calendar days.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-30-04 ***	Flight Data Recorder (Cont'd)					
-01B	Flight Data Recorder (FDR) Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection/check of FDR.	
-02A ***	Underwater Locator Device (ULD)	D	1	0	May be inoperative or missing provided device is not required by 14 CFR.	
-02B ***	Underwater Locator Device (ULD)	A	1	0	May be inoperative or missing provided repairs are made within three flight days.	
-30-05 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative provided recorder is not required by 14 CFR or procedures.	
-50-03	Central Warning					
-01	Master Warning Light (Failed to illuminate)	C	2	1	Right side may be inoperative for single-pilot operations.	
-02	Master Warning Cancel/Reset Function	C	2	1	Right side may be inoperative for single-pilot operations.	
-03	Master Caution Light (Failed to illuminate) (550 units -0801 thru 1136, 560 units -0539 thru -5000)	C	2	1	Right side may be inoperative for single-pilot operations.	
-04	Master Caution Cancel/Reset Function (550 units -0801 thru 1136, 560 units -0539 thru -5000)	C	2	1	Right side may be inoperative for single-pilot operations.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
-41-01 ***	Anti-Skid System (All except 560 units -0539 thru -5000)	C	1	0	May be inoperative provided AFM Abnormal Procedures are followed.	
-41-02 ***	Skid Warning System (500/501)	C	1	0		

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, internally lighted annunciators, and required placard lighting)					
-00A		C	-	0	May be inoperative provided aircraft is not operated at night.	
-00B		C	-	-	Individual lights may be inoperative provided: a) Cockpit emergency lighting is operative, b) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Remaining lights are positioned so that direct rays are shielded from crewmembers' eyes, and d) Lighting configuration and intensity is acceptable to flight crew.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-10-02 ***	Windshield Ice Detection System (Glareshield Mounted) Stalk Lights					
-00A		C	2	1	(O) One may be inoperative provided: a) Aircraft is operated with two pilots, and b) Alternate procedures are established and used to monitor ice accretion.	
-00B		C	2	0	May be inoperative provided aircraft is not operated at night.	
-00C	Right Side Failed	C	1	0	May be inoperative for single-pilot operations.	
-20-01	Cabin Interior Lighting (Excluding cabin emergency lighting)					
-00A		C	-	-	(O) Individual lights may be inoperative provided: a) Sufficient lighting is operative for crew to perform required duties, b) Cabin emergency lighting is verified operative, and c) Sufficient lighting is operative for carrying cabin occupants at night.	
-00B		D	-	0	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night or cabin occupants are not carried.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Lighted Passenger Information Sign (Excluding cabin exit signs)					
-00A	(With cabin occupants)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
-00B	(Without cabin occupants)	D	-	0	May be inoperative provided no cabin occupants are carried.	
-20-03 ***	LED Light Elements for EXIT Signs	C	23	7		
-20-04 ***	Incandescent Light Bulbs for EXIT Signs (Per sign)	C	4	1		
-30-01	Tailcone Lights	C	-	0		
-30-02	Nose Baggage Compartment Light	C	1	0		
-40-01	Anti-Collision Light System (Wing strobe)	C	1	0	May be inoperative provided: a) Position / navigation light system is operative, b) Ground recognition light (Flashing/Rotating Red Beacon) is operative, and c) Not required by 14 CFR.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-40-02	Position Lights	C	3	0	May be inoperative provided aircraft is not operated sunset to sunrise.	
-40-03	Wing Inspection Light					
-01	Both Lights	C	-	0	May be inoperative provided: a) Aircraft is not operated at night in known, forecast, or AFM-defined icing conditions, and b) Ground deicing procedures do not require its use.	
-02	Right Light	C	-	0	May be inoperative provided: a) Aircraft is not operated at night in known, forecast, or AFM-defined icing conditions, and b) Left wing inspection light is operative.	
-40-04	Main Gear Mounted Landing Lights	C	2	0	May be inoperative provided aircraft is not operated at night.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-40-05	Wingtip Mounted Landing Lights					
-00A		C	2	0	May be inoperative provided aircraft is not operated at night.	
-00B		C	2	1	One may be inoperative for night provided main gear mounted landing/taxi lights are operative.	
-40-06	Main Gear Mounted Taxi Lights 550 units -0801 thru 1136, 560 units -0260 thru -5000)					
-00A		C	2	0	May be inoperative provided aircraft is not operated at night.	
-00B		C	2	1	One may be inoperative for night provided the wing tip mounted landing light on the affected side is operative.	
-40-07 ***	Strobe Light System (Supplemental System)	C	1	0		
-40-08 ***	Recognition Lights	C	2	0		
-40-09 ***	Logo Lights	C	2	0		
-40-10	Ground Recognition Light (Flashing/Rotating Red Beacon)	C	1	0	May be inoperative provided wing strobe lights are operative.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-40-11 ***	Pulselite System	D	1	0		
-50-01 ***	Cockpit Flashlight	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-01 ***	Holder	D	-	-	May be inoperative provided associated flashlight is stowed by alternate means.	
-50-02 ***	Exterior Emergency Lighting System	D	1	0	May be inoperative provided aircraft is not operated at night.	
-50-03 ***	Cabin Dropped Aisle Lighting System	C	-	-		

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Moving Map Display	C	-	0		
-00-02 ***	SkyWatch Traffic Advisory System	C	1	0		
-10-01	Air Data Computer (550 units -0801 thru 1136, 560 units -0260 thru -0750)	A	2	1	One may be inoperative for one flight day provided: a) Flight is not conducted at night, b) Aircraft is operated in VMC only, and c) Aircraft is not operated RVSM.	
-12-01	Outside Air Temperature Indicating System(s)	C	-	1		
13-01	Vertical Speed Indicator					
-00A		B	2	1	May be inoperative on the right side.	
-00B		B	2	0	May be inoperative on the left side except for 14 CFR Part 135 IFR passenger carrying operations.	

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Sequence No.	Item	1	2	3	4	Change Bar
-16-01	Altitude Alerting System	A	-	0	May be inoperative provided: a) Operations do not require its use, b) Autopilot with altitude hold and capture operates normally, c) Aircraft does not depart from an airport where repair or replacement can be made, d) Aircraft is not operated RVSM, and e) Repairs are made within three flight days.	
-01	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert is operative, and b) Autopilot with altitude hold and capture operates normally.	
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert is operative, and b) Autopilot with altitude hold and capture operates normally.	
-22-01 ***	Radio Magnetic Indicator (RMI)	C	-	-	May be inoperative provided: a) Affected instrument is a repeater of the Horizontal Situation Indicator (HSI), and b) Aircraft is not equipped with dual EFIS.	

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Sequence No.	Item	1	2	3	4	Change Bar
-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 an electronic standby instrument system and the heading information is operative.	
-23-02 ***	Turn and Slip Indication					
-01	Mechanical Indicators	B	2	1		
-02	Bezel Mounted Inclinometer	B	-	1		
-25-01	Primus 1000 Display Controller (PFD)					
-01	VOR/Localizer Source Selector Switches (NAV)	C	2	-	May be inoperative provided procedures do not require their use. NOTE: NAV source cannot be changed. Aircraft powers up on the inside VHF.	
-02	FMS Source Selector Switches	C	2	0	May be inoperative provided procedures do not require their use.	
-03	Elapsed Time (ET) Function Switch	C	2	0		

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Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Primus 1000 Display Controller (PFD) (Cont'd)					
-04	Horizontal Indicator Mode Select Switches	C	2	0	NOTE: Weather radar requirement must be considered if ARC display modes are inoperative on both PFDs. May be inoperative provided approach minimums do not require its use.	
-05	Radio Altitude Knob	C	2	0		
-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

Sequence No.	Item	1	2	3	4	Change Bar
-25-02	Symbol Generators for Electronic Flight Information System (EFIS)					
-01	5 Tube System	C	3	2	One may be inoperative provided: a) EFIS displays at pilot and co-pilot stations are operated from independent symbol generators, b) Radar is displayed on the EHSI if required, and c) Enroute or approach procedures do not require use of MFD.	
-02	3 Tube System 550 units -0001 thru -0733, 551, S550	C	2	1	One may be inoperative provided: a) Radar is displayed on the EHSI if required, and b) Enroute or approach procedures do not require use of the MFD. NOTE: If the symbol generator is inoperative, select SG on the MFD mode selector. This will restore function to the EADI and EHSI, and will render the MFD unusable.	
	550 units -0801 thru 1136	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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Sequence No.	Item	1	2	3	4	Change Bar
-25-02	Symbol Generators for Electronic Flight Information System (EFIS) (Cont'd)					
-02	3 Tube System (Cont'd)					
	560 units -0001 thru -0259	C	2	1	One may be inoperative provided: a) Radar is displayed on the EHSI if required, and b) Enroute or approach procedures do not require use of the MFD.	
	560 units -0260 thru -0750	B	2	1	One may be inoperative provided: a) Flight is not conducted at night, and b) Aircraft is operated in VMC only.	
-25-03	Multifunction Display (MFD) Honeywell EDZ-605 EFIS System	C	1	0	May be inoperative provided radar is displayed on the EHSI if required.	

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Sequence No.	Item	1	2	3	4	Change Bar
-25-04	Multifunction Display (MFD) Honeywell Primus 1000 System	C	1	0	May be inoperative provided: a) Aircraft is operated by a crew of two, b) TCAS display is considered inoperative, and c) Radar is displayed on the PFD in the 60-degree arc presentation if required.	
-25-05	Primus 1000 Multifunction Display Controller					
-01	MAP/PLAN Switch	C	1	0		
-02	WX Switch	C	1	0	May be inoperative provided at least one PFD Horizontal Indicator Mode Select Switch 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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Sequence No.	Item	1	2	3	4	Change Bar
-25-06 ***	Flight Director/Guidance Computer(s) (FDC/FGC) (All except 560 units -0751 thru -5000)					
-01		B	-	0	May be inoperative provided: a) Autopilot is operative, b) Indicators are retracted from view, and c) Approach minimums do not require its use.	
-02		B	-	0	May be inoperative provided: a) Autopilot is considered inoperative, b) Indicators are retracted from view, c) Approach minimums do not require its use, and d) Aircraft is not operated RVSM.	
-25-07	Flight Director Mode Selector Annunciators	C	-	0	(O) May be inoperative provided: a) Corresponding mode function displays on PFD/MFD, and b) Crew verifies mode displayed is appropriate to that selected.	
-25-08 ***	GH-3000 Electronic Standby Instrument System Heading Information	C	1	0	May be inoperative provided: a) Pilot's PFD heading information is operative, and b) Magnetic compass is installed and operative.	
-01	Internal Cooling Fan	C	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Localizer System	C	-	-	May be inoperative provided: a) Affected system is not on an emergency bus, b) Associated glideslope is considered inoperative , c) Procedures do not require its use, and d) System is not required by 14 CFR.	
-32-01	Glideslope System	C	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-34-01	Marker Beacon Receiver System	D	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.	
-35-01 ***	Head Up Display (HUD)	D	-	0		
-42-01	Weather Radar System	C	1	0	As required by 14 CFR.	

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Sequence No.	Item	1	2	3	4	Change Bar
-44-01 ***	Surface Awareness System (Runway Awareness and Advisory System RAAS)	C	1	0		
-44-02 ***	Terrain Awareness and Warning System (TAWS) (Class A or B TAWS not required)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
-44-02	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
-01	Forward Looking Terrain Avoidance Function and Premature Descent Alert Function	B	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	Excessive Rate of Descent (Mode 1) and Altitude Loss After Takeoff or Missed Approach (Mode 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.	
-03A	Voice Callouts (Mode 6) ("Five-Hundred")	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03B	Voice Callouts (Mode 6) (Other)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
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Sequence No.	Item	1	2	3	4	Change Bar
-44-02	Terrain Awareness and Warning System (TAWS) (Including test mode) (Class A or B TAWS required) (Cont'd)					
-04B	Excessive Closure Rate to Terrain (Mode 2) and Flight Into Terrain Not in Landing Configuration (Mode 4) (Class B TAWS required)	C	2	0		
-05	Excessive Downward Glideslope/Glidepath Deviation (Mode 5) (Class B TAWS required)	C	1	0		
-06 ***	Terrain Display (Class B TAWS required)	C	-	0		
-07	Switch (Any excluding TAWS Test) (Class B TAWS required)	C	-	0		
-08	Annunciator / Indication (Class B TAWS required)	C	-	0		

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Sequence No.	Item	1	2	3	4	Change Bar
-44-03	Radio Altimeter System	A	-	0	May be inoperative provided: a) GPWS is considered inoperative, b) TCAS II is considered inoperative, c) Approach minimums or operating procedures do not require its use, and d) Repairs are made within two flight days.	
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)					
-00A	(TCAS not required)	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR, and c) Enroute or approach procedures do not require its use.	
-00B	(TCAS required)	B	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.	
-01	Traffic Advisory (TA) Display (TCAS II only)	C	-	0	(O) May be inoperative provided: a) Resolution Advisory (RA) display and audio function are operative, and b) Enroute or approach procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II) (Cont'd)					
-02A	Resolution Advisory (RA) Display (TCAS II only)	C	2	1	One may be inoperative on pilot not flying side.	
-02B	Resolution Advisory (RA) Display (TCAS II only)	C	2	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio function are operative, b) TA-only mode is selected by flight crew, and c) Enroute or approach procedures do not require its use.	
-03A	Traffic Advisory (TA) and Resolution Advisory (RA) Displays Failed (TCAS II only)	C	2	1	One side be inoperative provided: a) Traffic Advisory (TA) and Resolution Advisory (RA) displays are operative on pilot flying side, and b) Audio function is operative.	
-03B ***	Combined Traffic Advisory (TA) and Resolution Advisory (RA) Display (EVS I or equivalent) (TCAS II only) (Units -0001 thru -0359 excluding G1000-equipped aircraft)	C	2	1	One may be inoperative provided: a) Combined display is operative on pilot flying side, and b) Audio function is operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II) (Cont'd)					
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05 ***	Airspace Selection Function (Above / below)	C	-	0		
-45-02 ***	Traffic Collision Avoidance Device (TCAD)	D	1	0		
-46-01 ***	Stormscope or Lightning Detection System	D	1	0	May be inoperative provided system is not required by 14 CFR.	
-51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-52-02 ***	TACAN	D	-	0	May be inoperative provided approach procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
-52-03	ATC Transponder and Automatic Altitude Reporting System					
-00A	(Individual transponder failed)	D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-00B	(All transponders failed)	B	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) TCAS is considered inoperative, and d) Aircraft is not operated RVSM.	
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not required by 14 CFR)	A	-	0	May be inoperative provided: a) Operations do not require their use, and b) Repairs are made prior to completion of next scheduled inspection/check of transponder.	
-02	ADS-B Squitter Transmission	D	-	0	May be inoperative provided operations do not require its use.	
-55-01 ***	Automatic Direction Finder (ADF) System	D	-	0	May be inoperative provided approach procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
-57-01 ***	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.	
-60-01 ***	SD card slot	D	-	0		
-60-02	Flight Management System (FMS)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE: Enhanced function of TAWS may not be available.	
-01	Fuel Planning Function	C	-	0		
-61-01	Navigation Database				DELETED REV 10 (Refer to National Policy N8900.440)	

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Oxygen System					
-01	Fill Port	C	1	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	
-02	Blowout Disk / Green Label	C	1	0	(O) May be missing or damaged provided oxygen pressure is verified prior to each flight.	
-10-01	Copilot Oxygen Mask	C	1	0	May be inoperative provided copilot seat is not occupied.	
-20-01	Passenger Oxygen System					
-00A	Pressurized (With cabin occupants)	B	1	0	May be inoperative provided: a) Cabin pressurization system is operative, b) Portable oxygen system is available, c) Aircraft is able to descend within four minutes to a cabin pressure altitude of 10,000 feet at all points along route to be flown, and d) Aircraft is operated at FL 250 or below.	
-00B	Pressurized (Without cabin occupants)	C	1	0	May be inoperative provided: a) OXYGEN CONTROL is selected to CREW ONLY, and b) No cabin occupants are carried.	
-00C	Unpressurized	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.	

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Passenger Oxygen System (Cont'd)					
-01	Mask	C	-	0	(M) Individual oxygen masks or dispensers may be inoperative or missing provided: a) Affected mask pintle pin is installed, and b) Associated seat or lavatory is placarded "DO NOT OCCUPY".	
-02	Drop-out Panel	C	-	0	(M) Individual panels may be out of normal position provided: a) Affected oxygen mask and drop out panel are removed, b) Affected mask pintle pin is installed, and c) Associated seat or lavatory is placarded "DO NOT OCCUPY".	
-30-02 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided location placarding is removed or obscured.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Potable Water System					
-00A		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.	
-00B		C	-	-	(M) May be inoperative provided: a) System is drained, and b) System is not serviced.	
-30-01	Lavatory Waste 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.	

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46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Electronic Checklist System	D	1	0	May be inoperative.	
-00-02 ***	Airborne Flight Information System (VHF or SATCOM Data Link, XM/NEXRAD/Satellite Weather)	D	-	0		
-00-03 ***	Electronic Flight Bag System (EFB)					
-00A	Class 3 EFB (Includes IFIS)	D	-	0	May be inoperative provided procedures do not require its use.	
-00B	Class 3 EFB (Includes IFIS)	C	-	0	(O) May be inoperative provided alternate procedures are used. NOTE: Any function, program, or document which operates normally may be used.	
-01A	Data Connectivity (Class 2)	D	-	0	May be inoperative provided procedures do not require its use.	
-01B	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-02A	Power Connection (Class 1 & 2)	D	-	0	May be inoperative provided procedures do not require its use.	
-02B	Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
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		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-00-03 ***	Electronic Flight Bag System (EFB) (Cont'd)					
-03A	Mounting Device (Class 2)	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Procedures do not require its use.	
-03B	Mounting Device (Class 2)	C	-	0	(M) (O) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Alternate procedures are established and used.	

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		2. NUMBER INSTALLED			
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		4. REMARKS OR EXCEPTIONS			

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cabin Door Key Lock	D	1	0	May be inoperative in the unlocked position.	
-10-02	Cabin Door Seal (500/501, S550, 551, 550 units -0001 thru -0733)	C	1	0	(O) May be inoperative or sections missing provided: a) Door seal does not interfere with door operation, and b) Pressurization is considered inoperative.	
-10-03	Cabin Door Secondary Seal (550 units -0801 thru -1136, 560)					
-00A		C	1	0	(O) May be inoperative or sections missing 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.	
-00B		C	1	0	(O) May be inoperative or sections missing provided: c) Secondary door seal does not interfere with door operation, and d) Pressurization is considered inoperative.	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-10-04	Cabin Door Primary Seal (550 units -0801 thru 1136, 560)					
-00A		C	1	0	(O) May be inoperative or sections missing 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.	
-00B		C	1	0	(O) May be inoperative or sections missing provided: a) Primary door seal does not interfere with door operation, and b) Pressurization is considered inoperative.	
-30-01	Nose Baggage Door Gust Locks	C	-	0		
-30-02	Aft Baggage/Tailcone Door Key Lock	D	1	0	(O) May be inoperative in the unlocked position provided the door is verified closed and latched prior to each takeoff.	
-30-03	Nose Baggage Door Key Locks	C	2	1	One may be inoperative in the locked position provided preflight actions are performed through the unaffected side.	

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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-46-01 ***	Single Point Refueling Door Key Lock	D	1	0	(O) May be inoperative provided door is verified closed and latched.	
-60-01 ***	Entry Step Support Components					
-01	Rate Controllers	C	2	0	May be inoperative provided step is lowered with caution.	
-02	Cables/Chains	C	-	0	(O) May be inoperative provided: a) Cables/chains do not interfere with door operation, b) Alternate procedures are used for safe entry/egress.	
-70-01	Nose Baggage Doors Annunciator System (550 units -0801 thru 1136, 560 units -0260 thru -5000)				Moved to ATA 31 REV 10	
-70-02	Aft Baggage or Tailcone Door Annunciator System (550 units -0801 thru -1136, 560 units -0260 thru -5000)				Moved to ATA 31 REV 10	
-70-03	DOOR SEAL Amber Annunciator System (550 units -0801 thru -1136, 560)				Moved to ATA 31 REV 10	
-70-04	Cabin Door Amber Annunciator System (550 units -0801 thru -1136, 560 units -0260 thru -5000)				Moved to ATA 31 REV 10	

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4. REMARKS OR EXCEPTIONS

73. ENGINE AND FUEL CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
-21-01	Engine Synchronizer System (550 units -0801 thru -1136, 560)	C	1	0		
-30-01	Fuel Flow Indicating System	B	2	1	One may be inoperative provided both fuel quantity indicating systems are operative.	

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4. REMARKS OR EXCEPTIONS

74. IGNITION

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Engine Igniter Lights/Annunciators (All except 560 units -0751 thru -5000)				Moved to ATA 31 Rev 10	

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77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
-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 System Digital Function (All except 560 units - 0751 thru -5000)	C	2	1	One may be inoperative provided both analog indicators are operative.	
-22-02	Standby Engine ITT Indicating System (560 units -0751 thru -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

Sequence No.	Item	1	2	3	4	Change Bar
-30-00 ***	Thrust Reverser	C	2	0	(M) May be inoperative provided affected reverser is disabled using the Maintenance Manual procedure.	