



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

Master Minimum Equipment List

Revision: 2
Date: 06/01/2011

Cessna Aircraft Company

680

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FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CESSNA 680

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HIGHLIGHTS OF CHANGE

NOTE: This revision was necessary because, revision 1, item 31-50-10, Remarks and Exceptions, included an error which resulted in requiring procedures contrary to AFM limitations.

Page VI Revised instructions for inserting definitions in operators Minimum Equipment List.

ATA 21

-21-03 Revised title.

ATA 23

-20-03 Deleted note.

-50-03 Revised Remarks and Exceptions.

ATA 24

-21-01 Revised Remarks and Exceptions.

ATA 25

-20-01 Revised title, and revised Remarks and Exceptions.

-20-02 Revised title, revised Number Installed, and revised Remarks and Exceptions.

-30-01 Revised Remarks and Exceptions.

-60-02 Revised Remarks and Exceptions.

ATA 27

-20-01 Revised Remarks and Exceptions.

ATA 31

-50-10 Revised Remarks and Exceptions.

ATA 33

-10-01 Revised title.

-10-02 Revised Remarks and Exceptions.

-40-01 Revised Remarks and Exceptions.

ATA 34

00-01 Revised title.

-45-01 Added "****".

-60-01 Revised title.

ATA 35

-30-01 Revised Repair Category

ATA 38

-00-01 Revised title, revised Repair Category, revised Number Installed, and revised Remarks and Exceptions.

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DEFINITIONS AND PREAMBLE		

DEFINITIONS

The required definitions listed in PL-070 must be obtained from PL-025 and inserted into the operators MEL. Additional definitions may be included in an operators MEL as desired.

PREAMBLE

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

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GUIDELINES FOR (M) & (O) PROCEDURES

The Flight Operations Evaluation Board 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, excluding Non-Essential Equipment & Furnishings (NEF) (M) and (O) procedures.

Operator (M) & (O) Procedures should be based on the Master Minimum Equipment List Operational and Maintenance Procedures Manual for the Cessna 680, (P/N 68MELCL-01-XX as amended), published by Cessna Aircraft Company.

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	4. REMARKS AND EXCEPTIONS			

21 AIR CONDITIONING				
-20-01 Cockpit Air Outlet	C	6	0	
-20-02 Cabin Air Outlet	C	-	0	
-21-01 Cockpit Recirculation Fan	C	2	0	
-21-02 Cabin Recirculation Fan	C	1	0	
-21-03 Modular Radio Cabinet (MRC) Cooling Fan	C	4	2	One per cabinet may be inoperative.
-30-01 Emergency Pressurization System	C	1	0	(O) May be inoperative (valve open) provided: a) L ENG BLD AIR is selected OFF, b) R ENG BLD AIR is selected NORM, c) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, d) Aircraft is not operated in known or forecast icing conditions, and e) Aircraft is operated at FL250 or below.
	C	1	0	(M) May be inoperative provided: a) Emergency pressurization system is secured for no flow, b) Air cycle machine is operative, c) Both left and right bleed sources are operative, and d) Aircraft is operated at FL250 or below.
	A	1	0	(O) May be inoperative (valve closed) provided: a) Emergency Pressurization valve is verified closed, b) Air cycle machine is operative, c) Both left and right bleed sources are operative, d) Aircraft is operated at FL250 or below, and e) Repairs are made within one flight day.

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21 AIR CONDITIONING -30-02 Cabin Pressurization System -01 NORM Mode	C	1	0	May be inoperative provided: a) ALT SEL mode is operative, b) Cabin differential pressure gauge is operative, c) Cabin altimeter is operative, d) Cabin vertical speed indicator is operative, e) Emergency pressurization is operative, f) Aircraft is operated at FL410 or below, and g) Takeoff and landing field elevation is limited to 8000 feet or below.
-02 ALT SEL Mode	C	1	0	May be inoperative provided: a) Cabin pressurization NORM mode is operative, b) Cabin differential pressure gauge is operative, c) Cabin altimeter is operative, d) Cabin vertical speed indicator is operative, e) Emergency pressurization is operative, and f) Aircraft is operated at FL410 or below.

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21 AIR CONDITIONING -30-03 Cabin Dump Function	C	1	0	(O) May be inoperative provided: a) Aircraft is operated unpressurized (CABIN PRESS MODE switches are set: NORM/ALT SEL to NORM and AUTO/MAN to AUTO), b) PRESS SOURCE selector remains OFF, c) Cabin altitude is set to 14,000 feet using "A" knob on pressurization controller, d) Aircraft is operated at 14,000 feet MSL or below, and e) Ground operation with EICAS and/or avionics selected on without conditioned air is limited to 30 minutes when the OAT is greater than 47°C. NOTE: CABIN ALTITUDE amber CAS message will post if cabin altitude exceeds 9650 feet for more than 30 minutes.
-32-01 Cabin Differential Pressure Gauge	C	1	0	(O) May be inoperative provided: a) Cabin altimeter is operative, b) Pressurization system NORM mode is operative, and c) A chart is provided to convert cabin and aircraft altitude to differential pressure.

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21 AIR CONDITIONING				
-32-01 Cabin Differential Pressure Gauge (Continued)	C	1	0	(O) May be inoperative provided: a) Aircraft is operated unpressurized (CABIN PRESS MODE switches are set: NORM/ALT SEL to NORM and AUTO/MAN to AUTO), b) Cabin DUMP is operative and is selected, c) Cabin altitude is set to 14,000 feet using "A" knob on pressurization controller, and d) Aircraft is operated at 14,000 feet MSL or below. NOTE: CABIN ALTITUDE amber CAS message will post if cabin altitude exceeds 9650 feet for more than 30 minutes.
-32-02 Cabin Vertical Speed Indicator	C	1	0	May be inoperative provided: a) Cabin altimeter is operative, and b) Pressurization system NORM mode is operative.
	C	1	0	(O) May be inoperative provided: a) Aircraft is operated unpressurized (CABIN PRESS MODE switches are set: NORM/ALT SEL to NORM and AUTO/MAN to AUTO), b) Cabin DUMP is operative and is selected, c) Cabin altitude is set to 14,000 feet using "A" knob on pressurization controller, and d) Aircraft is operated at 14,000 feet MSL or below. NOTE: CABIN ALTITUDE amber CAS message will post if cabin altitude exceeds 9650 feet for more than 30 minutes.

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21 AIR CONDITIONING				
-32-03 Cabin Altimeter	C	1	0	(O) May be inoperative provided: a) Pressurization system NORM mode is operative, b) Cabin differential pressure gauge is operative, and c) A chart is provided to convert differential pressure and aircraft altitude to cabin altitude.
	C	1	0	(O) May be inoperative provided: a) Aircraft is operated unpressurized (CABIN PRESS MODE switches are set: NORM/ALT SEL to NORM and AUTO/MAN to AUTO), b) Cabin DUMP is operative and is selected, c) Cabin altitude is set to 14,000 feet using "A" knob on pressurization controller, and d) Aircraft is operated at 14,000 feet MSL or below. NOTE: CABIN ALTITUDE amber CAS message will post if cabin altitude exceeds 9650 feet for more than 30 minutes.

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21 AIR CONDITIONING				
-33-01 Mass Flow Control Valve	C	2	1	(M) One valve may be inoperative (closed) provided: a) Affected valve is verified closed, b) PRESS SOURCE selector remains selected to operative source, c) BAGGAGE HEAT switch remains OFF, and d) Aircraft is operated at FL410 or below (11 cabin occupants or less) or at FL390 or below (12 cabin occupants).
	C	2	0	(M) (O) Both valves may be inoperative provided: a) Both mass flow control and shutoff valves are verified closed, b) Pressurization controller NORM mode is operative, c) Aircraft is operated unpressurized (CABIN PRESS MODE switches are set: NORM/ALT SEL to NORM and AUTO/MAN to AUTO), d) PRESS SOURCE selector remains OFF, e) Cabin altitude is set to 14,000 feet using "A" knob on pressurization controller, f) Aircraft is operated at 14,000 feet MSL or below, and g) Ground operation with EICAS and/or avionics selected on without conditioned air is limited to 30 minutes when the OAT is greater than 47°C.
				NOTE: CABIN ALTITUDE amber CAS message will post if cabin altitude exceeds 9650 feet for more than 30 minutes.

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21 AIR CONDITIONING	C	2	0	(M) (O) May be inoperative provided: a) At least one valve is removed, b) Pressurization controller NORM mode is operative, c) Aircraft is operated unpressurized (CABIN PRESS MODE switches are set: NORM/ALT SEL to NORM and AUTO/MAN to AUTO), d) Cabin DUMP is operative and is selected, e) Cabin altitude is set to 14,000 feet using "A" knob on pressurization controller, and f) Aircraft is operated at 14,000 feet MSL or below. NOTE: CABIN ALTITUDE amber CAS message will post if cabin altitude exceeds 9650 feet for more than 30 minutes.
-33-02 Outflow Valve				
-40-01 Baggage Heat System (Failed Off)	C	1	0	(M) May be inoperative provided: a) Baggage heat valve is verified closed, and b) BAGGAGE HEAT switch remains OFF.

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21 AIR CONDITIONING			
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-50-01 Air Cycle Machine	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Aircraft is operated unpressurized (CABIN PRESS MODE switches are set: NORM/ALT SEL to NORM and AUTO/MAN to AUTO), b) Pressurization controller NORM mode is operative, c) Cabin DUMP is operative and is selected, d) PRESS SOURCE selector remains OFF, e) Cabin altitude is set to 14,000 feet using "A" knob on pressurization controller, f) Aircraft is operated at 14,000 feet MSL or below, and g) Ground operation with EICAS and/or avionics selected on without conditioned air is limited to 30 minutes when the OAT is greater than 47°C. <p>NOTE: CABIN ALTITUDE amber CAS message will post if cabin altitude exceeds 9650 feet for more than 30 minutes.</p>
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21 AIR CONDITIONING	C	2	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is operated unpressurized (CABIN PRESS MODE switches are set: NORM/ALT SEL to NORM and AUTO/MAN to AUTO), b) Pressurization controller NORM mode is operative, c) Cabin DUMP is operative and is selected, d) PRESS SOURCE selector remains OFF, e) APU Bleed remains OFF, f) Cabin altitude is set to 14,000 feet using "A" knob on pressurization controller, g) Aircraft is operated at 14,000 feet MSL or below, and h) Ground operation with EICAS and/or avionics selected on without conditioned air is limited to 30 minutes when the OAT is greater than 47°C. NOTE: CABIN ALTITUDE amber CAS message will post if cabin altitude exceeds 9650 feet for more than 30 minutes.
-60-01 Air Temperature Control System (CKPT TEMP SEL or CABIN TEMP SEL)	C	2	0	
-01 Automatic Mode	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Associated air temperature control system is operative in MANUAL mode, and b) APU MAX COOL remains OFF.
-02 Manual Mode	C	2	0	May be inoperative provided associated air temperature control system is operative in AUTOMATIC mode.

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21	AIR CONDITIONING				
-61-01	Cabin Temperature Remote Controller System	C	1	0	May be inoperative provided control is selected to COCKPIT.
-62-01	Cabin Temperature Indicator				
	Without Cabin Occupants	C	1	0	
	With Cabin Occupants	C	1	0	(O) May be inoperative provided alternate means are established and used to determine cabin temperature.
-62-02	Cockpit Temperature Indicator	C	1	0	

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22 AUTO FLIGHT				
-10-01 Autopilot Channel	C	2	1	(M) One may be inoperative provided associated autopilot channel is deactivated.
	B	2	0	(M) (O) May be inoperative provided: a) Autopilot is deactivated, b) Enroute operations do not require use of the autopilot, c) Approach minimums do not require use of the autopilot, d) Pressurization system NORM or ALT SEL mode is operative, and e) Aircraft is not operated RVSM.
-10-02 Yaw Damper	C	2	1	(M) One may be inoperative provided: a) Associated yaw damper is deactivated, and b) Associated autopilot channel is considered inoperative.
	B	2	0	(M) May be inoperative provided: a) Yaw dampers are deactivated, and b) Autopilot is considered inoperative.
-10-03 Autopilot Disconnect Function (Quick Release Controls)				
-01 Right Yoke Red AP/TRIM/NWS DISC Button	B	1	0	May be inoperative provided: a) Left yoke Red AP/TRIM/NWS DISC button is operative, b) Left seat pilot remains seated at flight controls for duration of flight, c) Autopilot is not used below 1,500 feet AGL, and d) Approach minimums do not require use of the autopilot.
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22 AUTO FLIGHT				
-10-03 Autopilot Disconnect Function (Quick Release Controls) (Continued)				
-02 Left Yoke Red AP/TRIM/NWS DISC Button	B	1	0	(O) May be inoperative provided: a) Right yoke Red AP/TRIM/NWS DISC button is operative, b) Alternate procedures for disconnecting the nose wheel steering during ground operations are established and used, c) Right seat pilot remains seated at flight controls for duration of flight, d) Autopilot is not used below 1,500 feet AGL, and e) Approach minimums do not require use of the autopilot.
-10-04 Go-Around Button	C	2	1	
	C	2	0	Both 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 MCDU.
-10-05 Autopilot/Flight Director Touch Control Steering (TCS) Button	C	2	0	
-20-01 Mach Trim	C	1	0	(O) May be inoperative provided aircraft is operated in accordance with airplane flight manual MACH TRIM FAIL amber CAS message procedure.

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23 COMMUNICATIONS				
-00-01 COM 2 Communication System (VHF)	C	1	-	May be inoperative provided: a) Not required by 14 CFR, and b) Procedures do not require its use.
-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	
-00-03 Cockpit Voice Recorder ***				
-01 With Flight Data Recorder Installed	A	1	0	May be inoperative provided: a) Flight data recorder operates normally, and b) Repairs are made within three flight days.
-10 Independent Power Source	C	1	0	
-02 Without Flight Data Recorder Installed	A	1	0	May be inoperative provided repairs are made within three flight days.
-10 Independent Power Source	C	1	0	
-03 For An 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 FARs.
-10 Independent Power Source	C	1	0	

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23 COMMUNICATIONS				
-10-01 High Frequency (HF) Communication System ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM voice or data link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.
-20-01 Selective Call (SELCAL) System ***	D	-	0	May be inoperative provided procedures do not require its use.
	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-20-02 Individual SELCAL (VHF/HF) Channel ***	D	-	0	May be inoperative provided procedures do not require its use.
	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-20-03 Datalink (DLK)/Com Management Function (CMF) ***	D	-	-	May be inoperative provided procedures do not require its use.
	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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23 COMMUNICATIONS					
-40-01 Passenger Address (PA) System	C	1	0		(O) May be inoperative provided alternate, normal, abnormal, and emergency procedures, and/or operating restrictions are established and used. NOTE: Any function(s) that operate normally may be used.
-40-02 Automatic Cabin Briefer ***	D	1	0		(M) (O) May be inoperative provided: a) Automatic cabin briefer is deactivated, and b) Cabin occupants are briefed by alternate means.
-40-03 Crewmember Interphone System-Flight Deck to Ground Function	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
-50-01 Headset/Boom Microphone					
-01 With Cockpit Voice Recorder Equipped to Record Boom Microphone per 14 CFR 135.151(d), WITH Flight Data Recorder Installed ***	A	-	0		May be inoperative provided: a) Flight data recorder operates normally, and b) Repairs are made within three flight days.
-02 With Cockpit Voice Recorder Not Equipped to Record Boom Microphone, WITH Flight Data Recorder Installed ***	D	-	0		Any in excess of those required by 14 CFR may be inoperative.
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23 COMMUNICATIONS				
-50-01 Headset/Boom Microphone (Continued)				
-03 *** With Cockpit Voice Recorder Equipped to Record Boom Microphone per 14 CFR 135.151(d), WITHOUT Flight Data Recorder Installed	A	-	0	May be inoperative provided repairs are made within three flight days.
-04 *** With Cockpit Voice Recorder Not Equipped to Record Boom Microphone, WITHOUT Flight Data Recorder Installed	D	-	0	Any in excess of those required by 14 CFR may be inoperative.
-50-02 Cockpit Overhead Communication Speaker	C	2	1	One may be inoperative provided: a) Affected speaker is not required for procedures, and b) A headset is used for associated inoperative speaker including during emergency procedures.
-50-03 Hand-Held Microphone	C	2	0	May be inoperative provided associated headset/boom microphone is available and operative.
-50-04 Headset Audio System (Excluding Headset/Boom Microphone)	C	-	-	May be inoperative provided: a) Associated cockpit speaker is operative and used, and b) System is not required by 14 CFR.

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23	COMMUNICATIONS				
-60-01	Static Wick				
-01	Left Wing	C	4	3	One may be inoperative or missing.
-02	Right Wing	C	4	3	One may be inoperative or missing.
-03	Left Elevator	C	3	2	One may be inoperative or missing.
-04	Right Elevator	C	3	2	One may be inoperative or missing.
-05	Rudder	C	3	2	One may be inoperative or missing.

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24 ELECTRICAL POWER				
-21-01 AC Alternator Bearing (AC BEARING, L and/or R Cyan CAS Message Displayed)	A	2	1	(O) One Cyan CAS message may be displayed provided: a) Procedures for tracking engine operating time on affected side are established and used, and b) AC Alternator Bearing maintenance is accomplished within time limits required by cyan AC BEARING L or R CAS message airplane flight manual procedure.
-35-01 Auxiliary Power Unit (APU) Generating System	B	1	0	May be inoperative provided APU generator switch remains OFF.
-37-01 Auxiliary Power Unit (APU) Ammeter	C	1	0	May be inoperative provided APU generator switch remains OFF.
-40-01 External Power System	D	1	0	
-50-01 AC Cockpit Outlet ***	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.

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25 EQUIPMENT/FURNISHINGS				
-00-01 Required Documents Holder (Airworthiness Certificate, Registration, Etc.)	D	1	0	(O) May be missing or inoperative provided an alternate means of securing and displaying documents is used.
-10-01 Flight Crew Seat (per seat)				
-01 Armrest	C	2	0	May be inoperative provided affected armrest is stowed in retracted position.
	C	2	0	(M) May be inoperative provided affected armrest is removed.
-02 Lumbar Support ***	C	1	0	
-03 Recline/Tilt Function	C	1	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) Crewmember can reach all necessary controls and equipment while restrained.
-04 Restraint Buckle Protective *** Padding	C	-	0	May be missing or inoperative.
-05 Thigh Support	C	1	0	May be inoperative provided full flight control movement is available.
-06 Vertical Adjustment	C	1	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) Crewmember can reach all necessary controls and equipment while restrained.

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25	EQUIPMENT/FURNISHINGS				
-10-02	Pilot or Copilot Eye Locator Reference Ball	C	3	0	(O) May be inoperative or missing provided alternate procedures are developed and used for eye position reference.
-10-03	Cockpit Sunvisor System and/or Attach Mechanism	D	-	0	May be missing or inoperative provided pilot's field of vision is not obstructed.
-10-04	Yoke Mounted Chart Holder ***	C	2	0	
-10-05	Yoke Mounted Chart Holder *** Light	C	2	0	
-10-06	Cockpit Assist Handle	D	-	0	
-10-07	Cockpit Flashlight and Holder Assembly				
-01	Flashlight	C	2	0	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight with at least two "D" cells, or the equivalent, that is in good working order.
-02	Holder Assembly	C	2	0	May be inoperative provided associated flashlight is stowed by alternate means.

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25 EQUIPMENT/FURNISHINGS				
-20-01 Passenger Seat (Including Side Facing Seat)	D	-	-	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to the aisle, c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY", and d) A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE: Affected seat(s) may include seats near the inoperative seat(s).
-01 Armrest				
-10 With Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, b) Armrest does not restrict any passenger from access to the aisle, and c) If armrest is missing, seat is secured in full upright position.
-20 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 aisle.
-02 Headrest	D	-	-	May be inoperative and seat occupied provided headrest is failed in placarded taxi, takeoff and landing position.
	D	-	-	May be missing or inoperative in other than placarded taxi, takeoff, and landing position provided affected seat is considered inoperative.
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25 EQUIPMENT/FURNISHINGS				
-20-01 Passenger Seat (Including Side Facing Seat) (Continued)				
-03 Recline Mechanism	C	-	-	May be inoperative and seat occupied provided seat back is immovable in the upright position.
	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in full upright position.
-04 Floor Tracking Mechanism	C	-	-	May be inoperative and seat occupied provided seat is in the placarded taxi, takeoff, and landing position.
-05 Pedestal Tracking and Swivel Mechanism	C	-	-	May be inoperative and seat occupied provided seat is failed immovable in placarded taxi, takeoff and landing position.
-06 Lumbar Support ***	D	-	-	
-20-02 Refreshment Center				
-01 Hot Liquid Storage System Heater	C	-	0	(M) May be inoperative provided system is deactivated.
-02 Drain Heater	C	-	0	(M) (O) May be inoperative provided: a) All liquid is removed from the ice drawer prior to each flight, b) Drain heater is deactivated, c) Hot liquid storage tank remains empty, d) Hot liquid overflow drain is placarded "DRAIN HEAT INOP, DO NOT USE", e) Ice drawer drain valve is closed prior to flight, and f) Aft vanity basin drain heater is considered inoperative.

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25 EQUIPMENT/FURNISHINGS -20-03 Non-Essential Equipment & Furnishings (NEF) *** -30-01 Cabin Storage Compartment	C	-	-	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. (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. (continued)
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25	EQUIPMENT/FURNISHINGS				
-30-01	Cabin Storage Compartment (Continued)	C	-	-	(M) (O) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item except 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. NOTE: Any permanently affixed emergency equipment located in the affected compartment is available for use.
-30-02	Storage Compartment *** Key Lock	D	-	0	May be inoperative in the unlocked position.
-40-01	Exterior Lavatory Door Ashtray				
-01	Multiple Ashtray Configuration	A	-	-	One may be inoperative provided it is replaced within 10 calendar days.
-02	Single Ashtray Configuration	A	1	0	May be inoperative or missing provided it is replaced within three calendar days.
-60-01	Emergency Vision Assurance *** System (EVAS)	D	-	0	May be inoperative, missing, or removed.
-60-02	Emergency Medical Equipment				
-01	Automatic External *** Defibrillator (AED) and/or Associated Equipment	D	-	0	

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25 EQUIPMENT/FURNISHINGS				
-60-02 Emergency Medical Equipment (Continued)				
-02 *** Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	0	
-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.
-61-01 *** Life Preserver (Crew and Passenger)	D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.
-62-01 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	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
	A	-	0	May be missing provided repairs are made within 90 days.
	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
	D	-	-	Any in excess of those required by 14 CFR may be missing.
-64-01 *** Life Raft	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.

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26 FIRE PROTECTION				
-10-01 Auxiliary Power Unit (APU)/Baggage Compartment Fire Extinguishing System	C	1	0	(O) May be inoperative provided: a) APU is considered inoperative, b) Crew verifies the baggage compartment is empty, and c) BAGGAGE HEAT switch remains OFF.
-10-02 APU Fire Detection System	C	1	0	May be inoperative provided APU is considered inoperative.
-11-01 Baggage Compartment Smoke Detection System	C	1	0	(O) May be inoperative provided: a) Crew verifies the baggage compartment is empty, and b) BAGGAGE HEAT switch remains OFF.
-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 tagged inoperative, removed from the installed location and stored 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				
-00-01 Vortex Generators				
-01 Vertical Stabilizer	C	8	6	Up to two may be missing.
-02 Rudder	C	24	16	Up to eight may be missing.
-03 APU Fairing	C	8	6	Up to two may be missing.
-04 Wiper Fairing	C	4	0	All four may be missing.
-20-01 Rudder Pedal Adjustment System	B	4	2	(M) (O) May be inoperative provided: a) Two pedal adjustments are not inoperative on the same side, 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) Pilot with affected pedal verifies full control movement and brake application is available while restrained, prior to each flight.
-70-01 Gust Lock System	C	1	0	(O) May be inoperative in the unlocked position provided: a) GUST LOCK ON cyan CAS message is not displayed, and b) Flight controls are verified free and correct prior to each flight.

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28 FUEL				
-00-01 Single Point Refueling System	C	1	0	
-10-01 Over Wing Refueling Cap Lock ***	D	-	0	
-43-01 Fuel Temperature Indication	C	2	1	

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29	HYDRAULIC POWER				
-20-01	Auxiliary Hydraulic Pump	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) HYDRAULIC PUMP AUX switch remains OFF, b) Aircraft is chocked prior to engine start, and c) Parking brake is set as soon as main hydraulic pressure is available. <p>NOTE: Parking brake is not intended for long-term parking.</p>

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30	ICE AND RAIN PROTECTION				
-00-01	Ram Air Temperature (RAT) Probe Heater (Two Mounted In Each Engine Inlet)	C	4	3	One may be inoperative provided: a) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, and b) Aircraft is not operated in known or forecast icing conditions.
-10-01	Wing Anti-Ice System				
-01	Inboard Leading Edge (No Flow)	C	2	1	(M) One may be inoperative provided: a) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, b) WING/STAB cross flow is verified operative and remains selected to XFLOW during flight, c) Aircraft is not operated in known or forecast icing conditions, and d) Affected valve is secured for no flow.
-02	Outboard Leading Edge (No Flow)	C	2	0	(M) May be inoperative provided: a) Affected valve is secured for no flow, b) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, c) Aircraft is not operated at night, and d) Aircraft is not operated in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION				
-10-02 Horizontal Stabilizer Anti-Ice System	C	2	1	(M) One may be inoperative closed provided: a) Affected valve is secured for no flow, b) WING/STAB cross flow is verified operative and remains selected to XFLOW during flight, c) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, and d) Aircraft is not operated in known or forecast icing conditions.
-20-01 Engine Inlet Anti-Ice Valve	C	2	0	(M) (O) Both may be inoperative open provided: a) Affected valve is secured for flow, b) Both ENGINE/STAB switches are selected and remain on, c) Airplane flight manual performance penalties are applied, and d) Operations are not conducted if ambient temperature on the ground is above +10 degrees C.
	C	2	1	(M) One may be inoperative closed provided: a) Affected valve is secured for no flow, b) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, c) Aircraft is not operated in known or forecast icing conditions, and d) Aircraft is not operated at night.

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30	ICE AND RAIN PROTECTION				
-30-01	Pilot and Copilot Pitot Heater (Standby Excluded)	B	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture, b) Aircraft is not operated in known or forecast icing conditions, c) Aircraft is not operated at night, and d) Aircraft is not operated RVSM.
-30-02	Pilot and Copilot Static Port Heater (Standby Excluded)	B	4	3	(O) One may be inoperative provided: a) Standby static port heater is verified operative, b) Aircraft is not operated in visible moisture, c) Aircraft is not operated in known or forecast icing conditions, d) Aircraft is not operated at night, and e) Aircraft is not operated RVSM.
-40-01	Windshield Anti-Ice System	C	2	1	(M) One may be inoperative provided: a) System is deactivated, b) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, and c) Aircraft is not operated in known or forecast icing conditions.
-40-02	Rain Removal System (W/S Fan)	C	1	0	May be inoperative provided aircraft is not operated in precipitation within five nautical miles of airport used for takeoff or intended landing.

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31	INDICATING/RECORDING SYSTEMS				
-00-01	Switchlight (Failure to Illuminate)				
-01	CABIN TEMP CONTROL (COCKPIT/CABIN)	C	2	0	(O) Switchlight may be inoperative provided: a) Switch function is verified operative, b) Button remains selected to COCKPIT, and c) Affected system is operative.
-02	APU SYSTEM MASTER (ON/OFF)	C	2	0	Switchlight may be inoperative provided switch function is operative.
-03	APU SYSTEM BLEED AIR (ON/OFF)	C	2	0	(O) Switchlight may be inoperative provided switch function is verified operative.
-04	APU SYSTEM GENERATOR (ON/OFF)	C	2	0	(O) Switchlight may be inoperative provided: a) Alternate procedures are established and used, b) Switch function is operative, and c) Affected system is operative.
-05	GND RECOG (ON/OFF)	C	2	0	
-06	HYDRAULIC PUMP AUX (ON/OFF)	C	2	0	(O) Switchlight may be inoperative provided: a) Alternate procedures are established and used, b) Switch function is operative, and c) Affected system is operative.
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31	INDICATING/RECORDING SYSTEMS				
-00-01	Switchlight (Failure to Illuminate) (Continued)				
-07	L AVN (ON/OFF)	C	2	0	Switchlight may be inoperative provided switch function is operative.
-08	L LDG (ON/OFF)	C	2	0	Switchlight may be inoperative provided switch function is operative with an operative landing light.
-09	NAV (ON/OFF)	C	2	0	Switchlight may be inoperative provided switch function is operative with an operative navigation light.
-10	PAX SAFETY (ON/OFF)	C	2	0	Switchlight may be inoperative provided switch function is operative.
-11	PITOT/STATIC L (ON/OFF)	B	2	0	(O) Switchlight may be inoperative provided affected and standby systems are verified operative.
(continued)					

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31	INDICATING/RECORDING SYSTEMS				
-00-01	Switchlight (Failure to Illuminate) (Continued)				
-12	PITOT/STATIC R (ON/OFF)	B	2	0	(O) Switchlight may be inoperative provided affected and standby systems are verified operative.
-13	PULSE (ON/OFF)	C	2	0	
-14	R AVN (ON/OFF)	C	2	0	Switchlight may be inoperative provided switch function is operative.
-15	R LDG (ON/OFF)	C	2	0	Switchlight may be inoperative provided switch function is operative with an operative landing light.
-16	RECOG (ON/OFF)	C	2	0	Switchlight may be inoperative provided switch function is operative with an operative recognition light.
-17	SEAT BELTS (ON/OFF)	C	2	0	Switchlight may be inoperative provided switch function is operative with an operative seat belt sign.
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31 INDICATING/RECORDING SYSTEMS				
-00-01 Switchlight (Failure to Illuminate) (Continued)				
-18 TAXI (ON/OFF)	C	2	0	Switchlight may be inoperative provided switch function is operative with an operative taxi light.
-19 W/S FAN (ON/OFF)	C	2	0	(O) Switchlight may be inoperative provided system is verified operative.
-20 WING INSP LTS (ON/OFF)	C	2	0	Switchlight may be inoperative provided switch function is operative with an operative wing inspection light.
-21 EICAS (ON/OFF)	C	2	0	Switchlight may be inoperative provided switch function is operative.
-22 DAY/NIGHT (NIGHT/DAY)	C	2	0	(O) Switchlight may be inoperative provided system is verified operative.
-23 APU TEST (TEST)	C	1	0	Switchlight may be inoperative provided switch function is operative.
-24 APU SYSTEM START (START)	C	1	0	Switchlight may be inoperative provided switch function is operative.
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31	INDICATING/RECORDING SYSTEMS				
-00-01	Switchlight (Failure to Illuminate) (Continued)				
-25	APU SYSTEM STOP (STOP)	C	1	0	(O) Switchlight may be inoperative provided switch function is verified operative.
-26	ADC (ADC)	B	2	0	(O) May be inoperative provided ADC reversion is verified operative.
-27	ATT/HDG (ATT/HDG)	B	2	0	(O) May be inoperative provided ATT/HDG reversion is verified operative.
-28	EICAS (LEFT/RIGHT)	C	4	0	Switchlight may be inoperative provided switch function is operative.
-29 ***	TAIL FLOOD (ON/OFF)	D	1	0	
-30	APU SYSTEM MAX COOL (ON/OFF)	B	2	1	(O) Switchlight may be inoperative provided system is verified operative.

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31	INDICATING/RECORDING SYSTEMS				
-20-01	Auxiliary Power Unit (APU) Hour Meter	C	1	0	(O) May be inoperative provided APU operation time is tracked by alternate means.
-20-02	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.
-20-03	APU Fire Extinguisher Switch Annunciator (APU FIRE PUSH)	C	1	0	May be inoperative provided APU is considered inoperative.
-30-01 ***	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	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. FDR failure occurs after pushback but prior to takeoff, or 2. FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, 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.
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31 INDICATING/RECORDING SYSTEMS				
-30-01 Flight Data Recorder (FDR) System *** (Continued)				
-01 FDR Recording 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) 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 completion of the next scheduled inspection/check of the system.
-30-01 Flight Data Recorder (FDR) System *** (Operators Other Than Holders Of Air Carrier Or Commercial Operator Certificate)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
	A	-	0	May be inoperative provided repair is made in accordance with applicable 14 CFR.
-50-01 Central Warning				
-01 Master Warning Light	C	2	1	
-02 Master Warning Cancel/Reset Function	C	2	1	
-03 Master Caution Light	C	2	1	
-04 Master Caution Cancel/Reset Function	C	2	1	

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31	INDICATING/RECORDING SYSTEMS				
-50-02	DUCT O'TEMP CABIN Amber CAS Message	C	1	0	(O) May be failed posted, provided: a) Associated cabin temperature control panel temperature indicator is operative and monitored, b) Supply air temperature is maintained below 250 degrees F, and c) Automatic cockpit and cabin temperature control systems are operative.
-50-03	DUCT O'TEMP COCKPIT Amber CAS Message	C	1	0	(O) May be failed posted, provided: a) Associated cockpit temperature control panel temperature indicator is operative and monitored, b) Supply air temperature is maintained below 250 degrees F, and c) Automatic cockpit and cabin temperature control systems are operative.
-50-04	INBD WING A/I COLD L-R CAS Message (Cyan or Amber)	C	4	0	May be failed posted, provided: a) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, and b) Aircraft is not operated in known or forecast icing conditions.

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31	INDICATING/RECORDING SYSTEMS				
-50-05	WING ANTI-ICE COLD L-R CAS Message (Cyan or Amber)	C	4	0	May be failed posted, provided: a) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, and b) Aircraft is not operated in known or forecast icing conditions.
-50-06	ENG ANTI-ICE COLD L-R CAS Message (Cyan or Amber)	C	4	0	(M) May be failed posted provided: a) Engine anti-ice system is verified operative, b) Affected side ENG/STAB ANTI-ICE button lights are operative, c) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, d) Aircraft is not operated in known or forecast icing conditions, and e) Aircraft is not operated at night.
-50-07	ENGINE CHIP DETECT L-R Amber CAS Message	C	2	1	(M) May be failed posted provided a visual check of affected chip detector before each flight reveals no anomalies.
-50-08	APU Oil Service Light	B	-	0	(O) May be inoperative provided alternate procedures are established and used to check APU oil level using dipstick, prior to each flight.

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31	INDICATING/RECORDING SYSTEMS				
-50-09	Exterior Door Unlocked Indication				
-01	BAGGAGE DOOR OPEN Amber CAS Message	C	1	0	(O) May be inoperative (failure to illuminate or extinguish) provided door is verified to be closed and latched before each departure.
-02	EMERGENCY EXIT OPEN Amber CAS Message	C	1	0	(M) May be inoperative (failure to illuminate or extinguish) provided door is verified to be closed and latched before each departure.
-03	NOSE DOOR OPEN L-R Amber CAS Message	C	2	0	(O) One or both may be inoperative (failure to illuminate or extinguish) provided door is verified to be closed and latched before each departure.
-04	TAILCONE DOOR OPEN Amber CAS Message	C	1	0	(O) May be inoperative (failure to illuminate or extinguish) provided door is verified to be closed and latched before each departure.
-50-10	LAVATORY DOOR Amber CAS Message	C	1	0	May be inoperative (failure to illuminate or extinguish) provided lavatory doors are visually verified latched or secured open prior to each taxi, takeoff, or landing.

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33 LIGHTS				
-10-01 Cockpit and Instrument Lighting System (Excluding Button Lights and Internally Lighted Annunciators)	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, c) Lighting configuration and intensity is acceptable to flight crew, and d) Flight deck emergency lighting (AUX) is operative.
-10-02 Windshield Ice Detection Light	C	2	0	May be inoperative provided aircraft is not operated at night.
	C	2	1	(O) One may be inoperative provided alternate procedures are established and used to monitor windshield for ice accretion.
-20-01 Cabin Interior Lighting System (Excludes Cabin Emergency Lighting System)	C	-	-	(O) Individual lights may be inoperative for night operation 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.
	C	-	0	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night.
	C	-	0	(O) May be inoperative provided: a) Cabin emergency lighting verified operative, and b) No cabin occupants are carried.

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33 LIGHTS				
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-20-02	Lighted Passenger Information Sign (Excludes Cabin Exit Signs)	C	-	0	(O) May be inoperative provided: a) Alternate procedures for notifying cabin occupants are established and used, and b) Scheduled operations are not conducted.
		C	-	0	May be inoperative provided no cabin occupants are carried.
-30-01	Tailcone Maintenance Light	C	1	0	
-30-02	Tailcone Baggage Compartment Light	C	3	0	
-40-01	Anti-Collision Light System (Strobes)	A	1	0	May be inoperative provided: a) All position (NAV) lights are operative, b) Ground recognition light is operative, and c) Repairs are made within three flight days.
-40-02	Position (NAV) Light System	C	1	0	May be inoperative provided aircraft is not operated at night.
-40-03	Wing Inspection Light	C	2	0	May be inoperative provided aircraft is not operated at night.
		C	2	1	One may be inoperative provided ground deicing procedures do not require its use.
-40-04	Landing/Recognition Light	C	2	0	May be inoperative provided aircraft is not operated at night.
		C	2	1	One light may be inoperative provided both taxi lights are operative.

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33 LIGHTS				
-40-05 Ground Recognition Light (Flashing Beacon)	C	1	0	
-40-06 Tail Flood Light *** (Logo Light)	C	2	0	
-40-07 Pulse Light System ***	D	1	0	(O) May be inoperative provided at least one landing light is verified operative for night operations.
-40-08 Taxi Light	C	2	0	May be inoperative provided both landing lights are operative.
	C	2	0	May be inoperative provided aircraft is not operated at night.
-40-09 Pylon Work Light	D	2	0	
-50-01 Exterior Emergency Light	C	4	0	May be inoperative provided aircraft is not operated at night.
-50-02 Dropped Aisle LED Lighting System				
-01 Left Forward Half (Emergency Lighting)	C	-	-	Up to four LED elements may be inoperative within any two-foot length.
-02 Left Aft Half	C	-	0	
-03 Right Aft Half (Emergency Lighting)	C	-	-	Up to four LED elements may be inoperative within any two-foot length.
-04 Right Forward Half	C	-	0	

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34 NAVIGATION				
-00-01 VHF Navigation System				
-01 VOR	C	2	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.
-02 ILS				
-10 Localizer	C	2	0	May be inoperative provided: a) Procedures do not require its use, b) Associated glideslope is considered inoperative, and c) System is not required by 14 CFR.
-20 Glideslope	C	2	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.
-18-01 Angle of Attack (AOA) Indexer	C	1	0	
-18-02 Angle of Attack (AOA) Probe Heater	C	2	1	One may be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, and c) Aircraft is not operated in known or forecast icing conditions.
-24-01 Cursor Control Device (CCD)	C	2	1	

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34 NAVIGATION				
-25-01 Right Multi-Function Control Display Unit (MCDU)	A	1	0	May be inoperative provided repair is made within two flight days.
-25-02 Flight Director System	C	2	1	May be inoperative provided: a) Command bars are not present, and b) Approach or departure procedures do not require its use.
-25-03 Display Controller Panel (DC-840)				
-01 BRG O and BRG <> Pushbutton	C	4	-	May be inoperative provided procedures do not require its use.
-02 NAV Pushbutton	C	2	-	May be inoperative provided procedures do not require its use. NOTE: When FMS is selected on failed side, NAV cannot be reselected.
-03 PREVIEW Pushbutton	C	2	0	
-04 FMS Pushbutton	C	2	0	May be inoperative provided procedures do not require its use.
-05 MINIMUMS Outer Knob (RAD/BARO Selection)	C	2	0	May be inoperative provided setting required for intended approach is available.
-06 MINIMUMS Inner Knob (Minimums Setting)	C	2	0	May be inoperative provided operating procedures do not require its use.
-07 ET Pushbutton	C	2	0	
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34 NAVIGATION					
-25-03 Display Controller Panel (DC-840) (Continued)					
-08 WX/TERR Pushbutton	C	2	0		May be inoperative provided Radar and Terrain are available on at least one other display.
-09 BARO SET IN/HPa (Outer Knob)	C	2	0		May be inoperative provided the required unit for intended flight is displayed.
-10 BARO SET PUSH STD	C	2	0		
-25-04 Flight Guidance Panel (GP-400)					
-01 Pushbutton Annunciation					NOTE: Some selected functions may have a delay up to three seconds between system activation and mode annunciation on PFDs.
-10 FD (Green vertical annunciation)	C	2	0		(O) May be inoperative provided the command bars are verified to toggle ON and OFF.
-15 NAV (Green vertical annunciation)	C	1	0		May be inoperative provided NAV mode selection is displayed on the PFD.
-20 BC (Green vertical annunciation)	C	1	0		May be inoperative provided back course mode selection is displayed on the PFD.
-25 APPR (Green vertical annunciation)	C	1	0		May be inoperative provided approach mode selection is displayed on the PFD.
-30 HDG (Green vertical annunciation)	C	1	0		May be inoperative provided heading mode selection is displayed on the PFD.
-35 BANK (Green vertical annunciation)	C	1	0		May be inoperative provided green bank limit arc is displayed on the PFD.
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34	NAVIGATION				
-25-04	Flight Guidance Panel (GP-400) (Continued)				
-01	Pushbutton Annunciation (Continued)				
-40	AP (A B annunciation)	C	2	0	(O) May be inoperative provided the affected system cyan CAS message is not displayed on the MFD.
-45	YD (A B annunciation)	B	2	0	May be inoperative provided autopilot is considered inoperative.
-50	PFD (<>annunciation)	C	2	0	May be inoperative provided appropriate arrow is displayed at top of both PFDs.
-55	VNAV (Green vertical annunciation)	C	1	0	May be in operative provided PFD selection is displayed.
-60	FLC (Green vertical annunciation)	C	1	0	May be inoperative flight level change mode selection is displayed on the PFD.
-65	V/S (Green vertical annunciation)	C	1	0	May be inoperative provided vertical speed mode selection is displayed on the PFD.
-70	C/O (Green vertical annunciation)	C	1	0	
-02	Functions				
-10	AP Pushbutton	B	1	0	May be inoperative provided autopilot is considered inoperative.
-20	PFD Pushbutton	C	1	0	May be inoperative provided PFD selection is displayed on the respective PFD.
-30	Pitch DN/UP Wheel	C	1	0	(O) May be inoperative provided pedestal pitch trim wheel is verified operative.
-40	CRS 1/CRS 2 Knob	B	2	1	One may be inoperative provided it is not required by procedures.
-50	CRS 1/CRS 2 Knob PUSH DCT Buttons	C	2	0	
-60	HDG PUSH SYNC Button	C	1	0	

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34 NAVIGATION	C	2	-	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	C	2	-	
-42-01 Weather Radar System	C	1	-	Any in excess of those required by 14 CFR may be inoperative.
-44-01 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System with Class A TAWS Required				
-01 Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-10 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.
-20 Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
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	C	B	A	

34 NAVIGATION				
-44-01 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System with Class A TAWS Required (Continued)				
-01 Ground Proximity Warning System (Continued)				
-30 Glideslope Deviation (Mode 5)	C	-	1	
	B	-	0	
-40 Advisory Callout	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
-50 Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures shall include reviewing windshear avoidance and windshear recovery procedures.
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34 NAVIGATION				
-44-01 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System with Class A TAWS Required (Continued)				
-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	
-04 *** Runway Awareness and Advisory System (RAAS)	C	1	0	
-44-02 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System with Class B TAWS Required				
-01 Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-10 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.
				(continued)

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34 NAVIGATION				
-44-02 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System with Class B TAWS Required (Continued)				
-01 Ground Proximity Warning System (Continued)				
-20 Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
-30 Modes 2, 4 & 5 ***	C	3	0	
-40 Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callouts not required by 14 CFR, and b) Alternate procedures are established and used.
	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
-50 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	
-44-03 Class C TAWS/GPWS Equipment ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
				NOTE: Any mode that operates normally may be used.

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34 NAVIGATION -44-04 Radio Altimeter System	A	1	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Approach minimums or operating procedures do not require its use, b) Basic GPWS modes must be considered inoperative, c) Traffic alert and collision avoidance System (TCAS II) must be considered inoperative, and d) Repairs are made within two flight days. <p>NOTE 1: Landing gear warning system will function differently without radio altimeter input. Landing gear warning may occur at higher altitudes above the ground with flaps less than 35 degrees.</p> <p>NOTE 2: On aircraft Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI will not be activated during approach or go-around.</p>
-44-05 Altitude Alerting System Aural and Visual Alerts	A	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Altitude pre-select function is operative, b) Aircraft is not operated RVSM, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, d) Autopilot with altitude hold and capture operates normally, and e) Repairs are made within three flight days.

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34 NAVIGATION				
-45-01 Traffic Alert And Collision Avoidance System (TCAS II)	C	-	0	(M) May be inoperative provided: a) System is not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
-01 *** Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
-02 Resolution Advisory (RA) Display System(s)	C	2	1	One may be inoperative on non-flying pilot side.
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) 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.
-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	

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34 NAVIGATION				
-46-01 Lightning Detection System ***	C	-	0	Any in excess of those required by 14 CFR may be inoperative.
-51-01 Distance Measuring Equipment (DME) Systems	D	2	1	
	C	2	0	May be inoperative provided a suitable operative RNAV system is available.
	C	2	0	May be inoperative provided operations do not require its use.
-52-01 ATC Transponders and Automatic Altitude Reporting System	D	2	1	Number two transponder may be inoperative.
	B	2	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 the planned route of flight, and c) Traffic alert and collision avoidance system (TCAS) is considered inoperative.
-01 Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR ***	A	-	0	May be inoperative provided: a) Operation do not require its use, and b) Repairs are made prior to completion of the next scheduled inspection/check of the system.
-02 ADS-B Squitter Transmissions ***	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next scheduled inspection/check of the system.

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34 NAVIGATION				
-55-01 Automatic Direction Finding *** (ADF) System	D	-	-	May be inoperative provided operations do not require its use.
-57-01 Number Two Global Positioning System	C	1	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.
-60-01 Flight Management System	B	2	-	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 and Indicating Function	C	-	0	
-60-02 Navigation Database	C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to each flight, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, c) RNAV departures, RNAV arrivals, instrument approaches, and published RNAV routes based on RNAV guidance are not used, and d) Approach navigation radios are manually tuned and identified.
-60-03 Data Loader	C	-	0	

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35 OXYGEN				
-00-01 Oxygen Tank Fill Port	C	-	-	(M) May be inoperative provided bottle is filled using alternate means, if service is required.
-00-02 Oxygen Servicing Panel Pressure Gauge	C	-	0	(M) May be inoperative provided alternate procedures are used for servicing oxygen system.
-00-03 Blowout Disc/Green Label	C	1	0	(O) May be missing or damaged provided oxygen pressure is verified prior to each flight.
-20-01 Passenger Oxygen System	C	1	0	May be inoperative provided: a) Aircraft is operated without cabin occupants, and b) Crew oxygen system is operative.
-01 Mask	C	-	0	Individual oxygen masks or dispensers may be inoperative or missing provided associated seats are placarded "DO NOT OCCUPY".
-02 Drop Out Panel	C	-	0	(M) Individual panels may be out of normal position provided: a) Oxygen masks and drop out panel are removed, and b) Associated seats are placarded "DO NOT OCCUPY".

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		4. REMARKS AND EXCEPTIONS	
35 OXYGEN -30-01 Portable Oxygen System *** -30-02 Protective Breathing *** Equipment (PBE)	D D	- -	- 0 Any in excess of those required by 14 CFR may be inoperative provided: a) Any inoperative bottle is removed from its installed location, labeled and stowed in a manner that cannot be mistaken for a fully functioning bottle, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility. May be inoperative provided it is stowed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit. NOTE: Some PBEs may be considered hazardous material if they are inoperative, and contain oxygen generators or compressed gas.

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36 PNEUMATIC -00-01 High Pressure Bleed Valve	C	2	1	(M) (O) One may be inoperative provided: a) Affected high pressure bleed valve is secured closed, b) Affected side ENG BLD AIR knob remains selected to LP, c) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, d) Aircraft is not operated in known or forecast icing conditions, and e) Aircraft is operated at FL410 or below (11 cabin occupants or less) or at FL390 or below (12 cabin occupants).
	C	2	0	(M) (O) May be inoperative provided: a) Both high pressure bleed valves are secured closed, b) Both ENG BLD AIR knobs remain selected to LP, c) BAGGAGE HEAT switch remains OFF, d) Aircraft is not operated in visible moisture with ram air temperature of +10 degrees C or less in flight, e) Aircraft is not operated in known or forecast icing conditions, and f) Aircraft is operated at FL370 or below.

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	4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE				
-00-01 Aft Vanity Basin Drain Heater	C	1	0	(M) May be inoperative provided: a) All liquid is removed from the basin. b) Drain heater is deactivated, c) Basin is placarded "DRAIN HEAT INOP, DO NOT USE", and d) Refreshment center drain heater(s) is considered inoperative.
-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 operating 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 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 operating normally may be used.
-30-02 Lavatory Dump Cable	C	1	0	May be inoperative provided the lavatory is not serviced or used.
	C	1	0	(M) May be inoperative provided the lavatory is serviced by alternate means.

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	4. REMARKS AND EXCEPTIONS			
45 CENTRAL MAINTENANCE COMPUTER				
-00-01 Central Maintenance Computer (CMC)	C	1	0	May be inoperative provided procedures do not require its use.

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		4. REMARKS AND EXCEPTIONS			
46	INFORMATION SYSTEMS				
-00-01 ***	Electronic Flight Bag (EFB) System				
-01 ***	Class 3 EFBs	D	-	0	May be inoperative provided procedures do not require its use.
		C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.
-02 ***	Data Connectivity (Class 2)	D	-	-	May be inoperative provided procedures do not require its use.
		C	-	-	(O) May be inoperative provided alternate procedures are established and used.
-03 ***	Power Connection (Class 1 & 2)	D	-	0	May be inoperative provided procedures do not require its use.
		C	-	-	(O) May be inoperative provided alternate procedures are established and used.
-04 ***	Mounting Device (Class 2)	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.
		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.
-00-02 ***	Dedicated EFB Power Connection (does not include AC Cockpit Outlet)	D	-	0	May be inoperative provided procedures do not require its use.
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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49	AIRBORNE AUXILIARY POWER				
-20-01	Auxiliary Power Unit (APU)	C	1	0	(M) May be inoperative provided: a) APU is deactivated, and b) Procedures do not require its use.
-50-01	APU Bleed Air System	C	1	0	(O) May be inoperative provided: a) Valve is verified closed, and b) APU system BLEED AIR switch remains OFF.

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52 DOORS				
-00-01 Cockpit Divider Door/Curtain				
-01 Divider Door	C	2	0	(M) May be inoperative provided door is secured open.
-02 Curtain	C	2	0	(M) May be missing or inoperative provided curtain is secured open.
-00-02 Lavatory Door	C	-	0	(M) May be inoperative provided door is secured open.
-10-01 Cabin Door Key Lock	D	1	0	May be inoperative in the unlocked position.
-10-02 Cabin Door Acoustic Seal	C	1	0	May be inoperative provided acoustic seal does not interfere with door operation.
-10-03 Cabin Door Precatch	C	1	0	(M) (O) May be inoperative provided: a) Precatch is secured in the retracted position, and b) Alternate procedures for closing the cabin door are established and used.
-30-01 Baggage Compartment Door Key Lock	D	1	0	May be inoperative in the unlocked position.
-30-02 Baggage Door Seal	C	1	0	(O) May be inoperative provided: a) Baggage compartment is verified empty prior to each flight, and b) Baggage heat switch remains OFF.
-40-01 Left Nose Avionics Compartment Key Lock	D	1	0	May be inoperative in the unlocked position.
-40-02 Right Nose Avionics Compartment Key Lock	D	1	0	May be inoperative in the unlocked position.

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52	DOORS				
-40-03	Tailcone Maintenance Access Door Key Lock	D	1	0	May be inoperative in the unlocked position.
-42-01 ***	Battery Compartment Door Key Lock	D	1	0	May be inoperative in the unlocked position.
-46-01 ***	Single Point Refueling System Door Key Lock	D	1	0	

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

73 ENGINE FUEL & CONTROL

-33-01 Fuel Flow Indicating System

B

2

1

One may be inoperative provided left and right fuel quantity indicating systems are operative.

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76 ENGINE CONTROLS				
-00-01 Engine FADEC System	A	2	0	May be dispatched with an ENGINE DISPATCH LIMIT L-R cyan CAS message provided repairs are made in accordance with airplane flight manual limitations.
-01-01 Engine Synchronizer System	C	1	0	

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78 ENGINE EXHAUST -30-01 Thrust Reverser	C	2
0	(M) (O) May be inoperative provided: a) Thrust reverser(s) is secured in the forward thrust position, and b) Performance calculations are not predicated on the use of thrust reversers.	

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79	ENGINE OIL				
-30-01	OIL FILTER BYPASS L-R Cyan CAS Message	A	2	1	(O) May be posted provided: a) Aircraft is not operated for more than 10 engine hours, and b) ENGINE CHIP DETECT L-R amber CAS message is not displayed.
-31-01	Oil Level Sensor	C	2	1	(O) May be inoperative provided OIL LEVEL LOW cyan CAS message airplane flight manual procedure is completed.