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

Master Minimum Equipment List

Revision: 4
Date: 12/26/2012

Cessna Aircraft Company

750

For Part 91 and Part 135 Operations

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U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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HIGHLIGHTS OF CHANGE

NOTE: Revision 4 is a revised numbering format. Change bars may not have been placed on items for change in location. All CAS message oriented relief has been moved to section II. Blue font indicates new relief.

ATA 21 Moved Bi-level Flow Control Valves to ATA 36, Cabin Door Acoustic Seal, Cabin Door Primary Seal, Secondary Door Seal, and Baggage Compartment Door Seal moved to ATA 52.

-20-01 Revised title and Number Installed.

-20-02 Added relief for Cabin Air Outlet.

-21-01 Revised title.

-21-02 Revised title.

-21-03 Revised title.

-21-04 Revised title.

-30-01 Added relief for unpressurized flight.

-31-01 Revised title and remarks and exceptions.

-31-02 Added relief for Cabin Dump Function.

-30-03 Revised title, revised requirement from (M) to (O) procedure, revised Remarks and Exceptions, and added note.

-32-01 Added unpressurized relief and Revised Remarks and Exceptions.

-32-02 Added unpressurized relief and Revised Remarks and Exceptions.

-32-03 Revised title and Remarks and Exceptions.

-33-01 Revised title and Remarks and Exceptions.

-33-02 Revised title and Remarks and Exceptions.

-34-01 Added relief for Baggage Compartment Pressurization System.

-50-02 Revised title and revised Remarks and Exceptions.

-60-01 Added unpressurized relief. Revised titles and Remarks and Exceptions.

-61-01 Revised title and Remarks and Exceptions.

-62-01 Revised Title and Remarks and Exceptions.

ATA 22

-10-01 Revised title and Remarks and Exceptions.

-10-02 Split relief. Revised title, repair category, and Remarks and Exceptions.

-10-03 Revised title and Remarks and Exceptions.

-10-04 Revised title.

-10-05 Revised Remarks and Exceptions.

-20-01 Revised Remarks and Exceptions.

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HIGHLIGHTS OF CHANGE

ATA 23	Deleted sub relief under Passenger Address System (Lavatory Speakers), and Crewmember Interphone System. Removed Electronic Checklist System relief.
-00-01	Revised title and remarks and exceptions.
-00-02	Revised title and remarks and exceptions.
-00-03	Revised title, repair category, number required, and revised remarks and exceptions. Added relief.
-00-04	Updated to PL.
-10-01	Revised title and remarks and exceptions.
-20-01	Split relief. Revised, title and remarks and exceptions.
-20-02	Added relief for Individual SELCAL.
-20-03	Added relief for Datalink.
-40-01	Revised repair category, remarks and exceptions and removed relief.
-40-02	Revised title, repair category, number installed and remarks and exceptions.
-40-03	Revised title and remarks and exceptions.
-50-01	Added relief. Revised title, removed requirement for (O) procedure and revised remarks and exceptions.
-50-02	Revised title and remarks and exceptions.
-50-03	Added relief. Revised title, and remarks and exceptions.
-50-04	Added relief for Headset Audio System.
-60-01	Revised title. Split relief. Revised remarks and exceptions.
ATA 24	Relief deleted for Split Bus Main Ship Batteries.APU Generating System and Ammeter moved from ATA 49. AC BEARING FAIL moved to Section Two.
-32-01	Revised title and revised remarks and exceptions.
-35-01	Revised title, repair category, and remarks and exceptions. Added relief for RH.
-35-02	Relief moved from ATA 49. Revised remarks and exceptions.
-37-01	Relief moved from ATA 49. Revised title.
-40-01	Added relief for External Power Receptacle.
-50-01	Added relief for AC Cockpit Outlet.
ATA 25	Passenger Convenience Items relief removed.
-00-01	Added relief for Required Documents Holder.
-00-02	Added relief for Cabin Window Shade System.
-10-01	Added relief. Revised titles, number installed, remarks and exceptions.

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HIGHLIGHTS OF CHANGE

ATA 25

-10-02 Revised title, number installed, number required, and remarks and exceptions.

-10-03 Revised title, repair category, number installed and remarks and exceptions.

-10-04 Revised title.

-10-05 Separated relief from chart holder, revised title.

-10-06 Added new relief for Cockpit Assist Handle.

-10-07 Revised title, category, number installed, number required for dispatch and remarks and exceptions.

-20-01 Added relief. Revised title, repair category, number installed, number required for dispatch, and remarks and exceptions.

-20-02 Added relief for Cabin Curtain.

-20-03 Added relief. Moved drain heater from ATA 30, added requirement for (O) procedure and revised remarks and exceptions.

-20-04 Added relief for Non-Essential Equipment & Furnishings (NEF).

-30-01 Added relief. Revised title and remarks and exceptions.

-30-02 Added relief for Storage Compartment Key Lock.

-40-01 Added relief for Exterior Lavatory Door Ashtray.

-60-01 Revised repair category, number installed and remarks and exceptions.

-60-02 Added relief. Revised remarks and exceptions.

-61-01 Revised title, repair category, number required for dispatch and remarks and exceptions.

-62-01 Revised title. Revised repair category, number installed, number required for dispatch and remarks and exceptions.

-64-01 Added relief for Life Raft.

ATA 26

-10-01 Revised remarks and exceptions.

-11-01 Revised title and remarks and exceptions.

-22-01 Revised title and remarks and exceptions.

ATA 27 Moved Synoptic Wing Display to ATA 31.

-20-01 Revised title, repair category, number installed, number required for dispatch, and remarks and exceptions.

-70-01 Revised title and revised remarks and exceptions.

ATA 28 Dust Cap relief moved to AFM CDL Supplement

-10-01 Added relief for Over-Wing Refueling Cap Lock.

-24-01 Revised title and remarks and exceptions.

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HIGHLIGHTS OF CHANGE

ATA 28	
-40-01	Revised title, repair category, and remarks and exceptions.
-41-01	Split relief. Revised remarks and exceptions.
-41-02	Split relief. Revised remarks and exceptions.
-43-01	Revised title.
ATA 30	Moved AOA Probe Heater to ATA 34. Moved all CAS messages to Section Two.
-00-01	Revised remarks and exception.
-00-02	Revised title, Repair category, and remarks and exceptions.
-10-01	Revised remarks and exceptions.
-10-02	Revised remarks and exceptions.
-10-03	Revised title and remarks and exceptions.
-20-01	Added relief for Engine Anti-Ice System and Cuff Fairing Failed On. Revised remarks and exceptions.
-30-01	Revised title and remarks and exceptions.
-30-02	Revised title and remarks and exceptions.
-40-01	Revised title and remarks and exceptions.
-40-02	Revised title and remarks and exceptions.
-40-03	Revised title and remarks and exceptions.
-40-04	Added relief for Windshield Rain Repellant
ATA 31	Moved Synoptic Wing Display from ATA 27. Deleted Aircraft Maintenance Test System. Moved AOA Indexer and Gauge to ATA 34. Moved FGC Function lights from ATA 34.
-00-01	Revised remarks and exceptions.
-20-01	Added relief for APU Hour Meter
-20-02	Revised title, number installed, number required for dispatch, and remarks and exceptions.
-20-03	Revised title and remarks and exceptions.
-30-01	Added relief per PL.
-50-01	Added relief for Central Warning.
-50-02	Revised title and remarks and exceptions.
ATA 33	Deleted duplicate relief for Ice Detection Lights.
-10-01	Revised title and remarks and exceptions.
-10-02	Revised title, remarks and exceptions. Added C/2/1 relief.
-20-01	Revised title and remarks and exceptions. Added two C/-/0 relief provisos.
-20-02	Revised title and remarks and exceptions.
-30-01	Revised title and number installed.
-30-02	Revised title and number installed.

HIGHLIGHTS OF CHANGE

ATA 33	
-40-01	Revised repair category and remarks and exceptions.
-40-02	Revised title. Removed C/-/- relief.
-40-03	Revised title and remarks and exceptions.
-40-04	Revised title, repair category, number installed, number required and remarks and exceptions.
-40-05	Combined ground recognition light and beacon light system.
-40-06	Revised title and number installed.
-40-07	Revised number required and remarks and exceptions.
-40-08	Revised title, number installed and remarks and exceptions.
-40-09	Revised title.
-50-01	Revised title and remarks and exceptions.
-50-02	Revised title, number required, and remarks and exceptions.
ATA 34	Relief deleted for Checklist Function. Moved AFIS to ATA 23 and retitled as Datalink/Management Function. Moved FGC Command Function Lights to ATA 31. Moved AOA Indexer and Gauge from ATA 31. Moved AOA Probe Heater from ATA 30.
-00-02	Revised titles and remarks and exceptions.
-18-01	Revised title.
-18-02	Revised title.
-18-03	Moved from ATA 30. Revised title, number required for dispatch, and remarks and exceptions.
-23-01	Revised remarks and exceptions.
-25-01	Added relief. Revised title and remarks and exceptions.
-25-02	Revised title and remarks and exceptions.
-25-03	Added relief. Revised repair category and remarks and exceptions.
-25-04	Revised titles and remarks and exceptions.
-25-05	Added relief for GH-3000 Elecronic Standby Insturment System Heading Information
-25-06	Added relief for Standby HSI Heading Information.
-34-01	Revised remarks and exceptions.
-42-01	Revised number required for dispatch and remarks and exceptions.
-44-01	Revised titles, number installed, and remarks and exception.
-44-02	Revised titles, number installed, and remarks and exception.
-44-03	Revised repair category and remarks and exceptions.
-44-04	Added relief. Revised number installed, and remarks and exceptions.
-45-01	Added relief. Revised title, remarks and exceptions.
-51-01	Revised title and remarks and exceptions.

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HIGHLIGHTS OF CHANGE

ATA 34	
-52-01	Added relief. Revised title, number installed, number required for dispatch, remarks and exceptions.
-55-01	Revised title, repair category and remarks and exceptions.
-57-01	Revised title and remarks and exceptions.
-60-01	Added relief for FMS Functions.
-60-02	Revised title and remarks and exceptions.
-60-03	Added relief for Data Loader.
ATA 35	
-00-01	Added relief for Oxygen Servicing Panel Fill Valve.
-00-02	Revised title, number required for dispatch, and remarks and exceptions.
-00-03	Added relief for Oxygen Blowout Disc Green Label.
-20-01	Revised number required for dispatch and remarks and exceptions. Added relief for mask and drop out panel.
-30-01	Revised title and remarks and exceptions.
-30-02	Added relief for Protective Breathing Equipment (PBE).
ATA 36	Precooler door moved from ATA 52. Moved Bi-Level Flow Control Valve from ATA 21.
-00-01	Revised title, number installed, and remarks and exceptions.
-10-01	Revised title and remarks and exceptions.
ATA 38	
-00-01	Added relief for Lavatory Overboard Drain.
-10-01	Revised remarks and exceptions.
-30-01	Revised remarks and exceptions.
-30-02	Revised remarks and exceptions. Added second proviso.
ATA 46	
-00-01	Added relief for Electronic Flight Bag System.
ATA 49	APU Electrical Power Generating System and APU Ammeter moved to ATA 24. APU Hobbs Meter moved to ATA 31 and APU Fire Detection and Protection moved to ATA 26.
-20-01	Revised remarks and exceptions.
-30-01	Revised remarks and exceptions.
-50-01	Revised title and remarks and exceptions.
ATA 52	Precooler Door moved to ATA 36, Moved all door messages to Section Two, Moved Cabin Door Secondary Seal from ATA 21, Moved Baggage Compartment Door Seal from ATA 21, Cabin Door Acoustic Seal moved from ATA 21,
-00-01	Added relief for Cockpit Divider Door
-00-02	Added relief for Lavatory Door.
-10-01	Separated from Door Key Locks in ATA 52.
-10-02	Added relief for Cabin Door Precatch.

HIGHLIGHTS OF CHANGE

ATA 52	
-10-03	Revised remarks and exceptions.
-10-04	Revised title, remarks and exception. Added unpressurized failure mode.
-10-05	Relief moved from ATA 21. Added relief. Revised title and remarks and exceptions.
-10-06	Added relief for Cabin Vent Door.
-30-01	Separated from Door Key Locks in ATA 52.
-30-02	Revised title and remarks and exceptions.
-30-03	Revised title, repair category, number installed, and remarks and exceptions.
-40-01	Added relief for Left Nose Avionics Compartment Key Lock.
-40-02	Added relief for Right Nose Avionics Compartment Key Lock.
-40-03	Added relief for Tailcone Maintenance Access Door Key Lock.
-42-01	Added relief for Battery Compartment Door Key Lock.
-46-02	Added relief for Single Point Refueling System Door Key Lock.
ATA 71	
-20-01	Added *** to item, revised repair category, and revised remarks and exceptions.
ATA 73	Relief deleted for Engine FADEC System. Engine Synchronizer System moved to ATA 76. Active Engine Mount System moved to ATA 71. CHIP DETECT L-R CAS Message moved to Section Two. Fuel Flow Indicating System moved from ATA 77.
-10-01	Added relief for Engine Fuel Filter.
-33-01	Revised repair category and remarks and exceptions.
ATA 76	Moved Engine Sychronizer System from ATA 73.
-00-01	Added relief for Aircraft Maintenance CAS System.
-01-01	Revised remarks and exceptions.
ATA 77	Moved Oil Level Sensor to ATA 79, Moved Engine Fuel Temperature Indication System to ATA 28, Fuel flow Indicating System moved to ATA 73, OIL FILTER BYPASS L-R Cyan CAS Message moved to Section Two.
-14-01	Revised title, repair category, and remarks and exceptions.
-14-02	Revised title and remarks and exceptions.
-22-01	Revised title and remarks and exceptions.
-32-01	Revised title, number installed, number required, and remarks and exceptions.
ATA 78	
-30-01	Revised title and remarks and exceptions.
ATA 79	Moved Oil Level Sensor from ATA 77.
-20-00	Added relief for Oil Filter.
-30-00	Added relief for Magnetic Chip Detector.
ATA 80	
-12-01	Revised title and remarks and exceptions.

DEFINITIONS

The required definitions are listed in Appendix B of MMEL Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of PL-025 does not require a 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.

GUIDELINES FOR (M) & (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 750 Master Minimum Equipment List (P/N 75MELCL-04-00, or later revision). Operator's MEL procedures should be based on the Cessna procedures.

SECTION I

COMPONENT ORIENTED MMEL RELIEF

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
-20-01	Cockpit Air Outlet	C	-	0	
-20-02	Cabin Air Outlet	C	-	0	
-21-01	Glareshield Fan	C	2	0	
-21-02	Nose Compartment Avionics Cooling Fan	C	1	0	
-21-03	Baggage Compartment Blower/Fan	C	1	0	
-21-04	Wemac Boost System	C	1	0	
-30-01	Cabin Pressurization System				
-01	Unpressurized (With occupants)	C	1	0	(O) May be inoperative provided: a) Baggage compartment remains empty, b) PRESSURIZATION NORM/MANUAL switch is selected to MANUAL, c) CABIN DUMP is selected ON, d) ISO VLV CLOSE is selected ON, e) Aircraft is operated at 13,500 feet cabin altitude or below, f) Flight crew oxygen system is operative and used as required by 14 CFR. NOTE: Amber CABIN ALTITUDE message will appear if cabin altitude exceeds 8,500 feet. Red CABIN ALTITUDE message will appear if cabin altitude exceeds 10,000 +/- 350 feet.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
-30-01	Cabin Pressurization System Continued				
-02	Unpressurized (Without occupants)	C	1	0	(O) May be inoperative provided: a) Baggage compartment remains empty, g) PRESSURIZATION NORM/MANUAL switch is selected to MANUAL, b) CABIN DUMP is selected ON, c) ISO VLV CLOSE is selected ON, d) PASS OXY is selected OFF, e) No occupants are carried, f) Aircraft is operated at FL250 or below, g) Flight crew oxygen system is operative and used as required by 14 CFR. NOTE: Amber CABIN ALTITUDE message will appear if cabin altitude exceeds 8,500 feet. Red CABIN ALTITUDE message will appear if cabin altitude exceeds 10,000 +/- 350 feet.
-31-01	Cabin Pressurization Controller Modes				
-01	Auto Schedule Mode	C	1	0	May be inoperative provided: a) Altitude select mode is operative, b) Cabin pressurization system is selected to ALT SEL, c) Cabin differential pressure gauge is operative, d) Cabin altimeter is operative, e) Cabin rate indicator is operative, and f) Aircraft is operated at FL 410 or below.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
-31-01	Cabin Pressurization Controller Modes Continued				
-02	Altitude Select Mode	C	1	0	May be inoperative provided: a) Auto schedule mode is operative, b) Cabin pressurization system is selected to NORM, c) Cabin differential pressure gauge is operative, d) Cabin altimeter is operative, e) Cabin rate indicator is operative, and f) Aircraft is operated at FL 410 or below.
-03	Manual Mode	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.
-31-02	Cabin Dump Function	C	1	0	(M) May be inoperative provided: a) Primary outflow valve is removed, and b) Cabin pressurization system is considered inoperative.
-32-01	Cabin Differential Pressure Gauge				
-01	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin altimeter is operative, b) Auto schedule or altitude select (ALT SEL) mode is operative, and c) Chart is developed and used to convert cabin and aircraft altitude to differential pressure.
-02	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
-32-02	Cabin Altimeter				
-01	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin differential pressure gauge is operative, b) Auto schedule or altitude select (ALT SEL) mode is operative, and c) Chart is developed and used to convert aircraft altitude and differential pressure to cabin altitude.
-02	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.
-32-03	Cabin Rate Indicator				
-01	(Pressurized)	C	1	0	May be inoperative provided: a) Cabin altimeter is operative, b) Auto schedule or altitude select (ALT SEL) mode is operative, and c) Cabin differential pressure gauge is operative.
-02	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative.
-33-01	Outflow Valve	C	2	0	(M) May be inoperative provided: a) Affected outflow valve is removed, and b) Cabin pressurization system is considered inoperative.
-33-02	Isolation (PAC ISO) Valve	C	1	0	(O) May be inoperative provided: a) Isolation valve is verified CLOSED, b) Both PACs are operative, and c) APU bleed air is operative. NOTE: Cross bleed start is not available.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
-34-01	Baggage Compartment Pressurization System (Excludes baggage compartment door seal)	C	1	0	(O) May be inoperative provided: a) ISO VLV CLOSE is selected ON, b) Operations are conducted in accordance with AFM limitations, and c) Aircraft is operated at FL 410 or below. NOTE: Amber BAGGAGE ALTITUDE message will appear if baggage altitude exceeds 14,500 feet.
-50-01	APU Bleed Air Max Cool Valve	C	1	0	(M) May be inoperative provided a blocking plate is installed to block APU cooling bleed air flow.
-50-02	Pressurization Air Conditioning (PAC) System				
-01	(Pressurized)	C	2	1	May be inoperative provided: a) Aircraft is operated with affected PAC switch OFF, b) APU BLEED AIR is not selected to MAX COOL, and c) Aircraft is operated at FL 410 or below.
-02	(Unpressurized)	C	2	0	May be inoperative provided cabin pressurization system is considered inoperative.
-60-01	Cockpit/Cabin Air Temperature Control System				
-01	Automatic or Manual Mode (Unpressurized)	C	4	0	May be inoperative provided cabin pressurization system is considered inoperative.
-02	Automatic Mode	C	2	0	May be inoperative provided: a) Associated air temperature control system is operative in MANUAL mode, and b) APU MAX COOL remains OFF.

Continued

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
-60-01	Cockpit/Cabin Air Temperature Control System Continued				
-03	Manual Mode	C	2	0	May be inoperative provided associated air temperature control system is operative in AUTOMATIC mode.
61-01	Cabin Temperature Remote Controller System	C	1	0	May be inoperative provided control is selected to COCKPIT.
-62-01	Cabin Temperature Indicator	C	1	0	
-01	Without Cabin Occupants	C	1	0	
-02	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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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTOFLIGHT				
-10-01	Autopilot				
-01		C	2	1	One may be inoperative provided both Flight Guidance Computers (FGCs) are operative.
-02		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, and d) Aircraft is not operated in RVSM.
-10-02	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.
-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) Nose wheel steering is disconnected during ground operation, 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.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTOFLIGHT				
-10-03	Go-Around Button				
-01		C	2	1	
-02		C	2	0	May be inoperative provided: a) Flight director is not used for takeoff or during go-around, b) Autopilot is disconnected for go-around, and c) TCS button is operative for pilot flying.
-10-04	Autopilot/Flight Director Touch Control Steering (TCS) Button	C	2	0	
-10-05	Lower Rudder Yaw Damper	B	2	1	May be inoperative provided: a) Aircraft is operated in accordance with amber YD FAIL LOWER A or B CAS message procedure, and b) Both flight guidance computers (FGCs) are operative.
-20-01	Mach Trim	C	1	0	(O) May be inoperative provided aircraft is operated in accordance with amber AFM MACH TRIM FAIL CAS message procedure.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
-00-01	VHF Communication System	D	-	-	May be inoperative provided: a) Affected system is not on the emergency bus, b) Not required by 14 CFR, and c) Procedures do not require its use.
-00-02	Radio Management Unit (RMU)	C	2	1	(O) May be inoperative provided: a) Standby radio control unit (RCU) is verified operative, and b) COM 1 radio is verified operative.
-00-03	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	
-00-04 ***	Cockpit Voice Recorder				
-01	Cockpit Voice Recorder 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	Cockpit Voice Recorder 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	Cockpit Voice Recorder 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 14 CFRs.
-10	Independent Power Source	C	1	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
-10-01 ***	High Frequency (HF) Communication System				
-01		D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-02		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 SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available, prior coordination with appropriate ATS (FIR) facility is required. NOTE: SATCOM Voice is to be used only as a backup to normal HF communications.
-20-01 ***	Selective Call (SELCAL) System				
-01		D	-	0	May be inoperative provided procedures do not require its use.
-02		C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-20-02 ***	Individual SELCAL (VHF/HF) Channel				
-01		D	-	0	May be inoperative provided procedures do not require its use.
-02		C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
-20-03 ***	Datalink (DLK)/Com Management Function (CMF)				
-01		D	-	-	May be inoperative provided procedures do not require its use.
-02		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Subscription based service status does not constitute inoperative equipment.
-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	D	-	0	(O) May be inoperative provided alternate procedures are established and used.
-50-01	Flight Deck Headsets Earphone/Headphones and Boom Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.
-01	Headset Boom Microphones (For the Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.

Continued

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
-50-01	Flight Deck Headsets Earphone/Headphones and Boom Microphones Continued				
-02	Headset Boom Microphones (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 operates normally, and b) Repairs are made in accordance with applicable regulations.
-03	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
-04	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
-50-02	Cockpit Overhead Communication Speaker	C	2	1	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	Flight Deck Hand Microphones				
-01		C	-	0	May be inoperative provided associated boom microphone operates normally.
-02		D	-	0	Any in excess of those required by regulation may be inoperative.
-50-04	Headset Audio System (Excluding Headset/Boom Microphone)	C	-	0	May be inoperative provided associated cockpit speaker is operative and used.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
-60-01	Static Wick				
-01	Wing Tip (Excluding winglets)	C	2	0	May be inoperative or missing.
-02	Wing Trailing Edge (Excluding winglets)	C	8	6	May be inoperative or missing.
-03	Horizontal Stabilizer (Including Elevators)	C	8	6	May be inoperative or missing.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
-00-01 ***	Ground Power Dispatch Switch	C	1	0	
-32-01	Main Ship Battery (Non-Split Bus System)	B	2	1	(M) (O) May be inoperative provided: a) Affected battery is disconnected and connector is secured, b) Affected battery switch remains in the OFF position, c) APU is running, d) APU generator is verified operating, e) Two aircraft generators are verified operating by volts check, and f) Aircraft is operated at FL 310 or below. NOTE: APU may only be started in this configuration using a GPU.
-35-01	Engine Driven Generators				
-01	(Non-Split Bus System)	A	2	1	(O) May be inoperative provided: a) Associated generator switch remains OFF, b) APU is running, c) APU generator is verified operating, d) Aircraft is operated at FL 310 or below, and e) Repairs are made within three flight days.

Continued

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
-35-01	Engine Driven Generator Continued				
-02	Left-Hand (Split-Bus System)	B	2	1	(O) May be inoperative provided: a) LH GEN switch remains OFF, b) DC POWER XTIE (crosstie) switch is CLOSED, c) APU is running, d) APU generator is verified operating, and e) Aircraft is operated at FL 310 or below.
-03	Right-Hand (Split-Bus System)	B	2	1	(O) May be inoperative provided: a) RH GEN switch remains OFF, b) APU is running, c) APU generator is verified operating, and d) Aircraft is operated at FL 310 or below.
-35-02	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 remains OFF.
-40-01	External Power System	D	1	0	
-50-01 ***	AC Cockpit Outlet				
-01		C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-02		D	-	0	May be inoperative provided procedures do not require its use.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
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 required documents is used.
-00-02	Cabin Window Shade System	D	-	-	May be inoperative provided window shade is failed open or in a position that does not interfere with emergency procedures.
-10-01	Flight Crew Seat (per seat)				
-01	Armrest				
-10		C	2	0	May be inoperative provided affected armrest is stowed in retracted position.
-20		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	(O) May be inoperative provided: a) Affected seat is 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.
-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.

Continued

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
10-01	Flight Crew Seat (per seat) Continued				
-06	Vertical Adjustment	C	1	0	(O) May be inoperative provided: a) Affected seat is 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.
-10-02	Pilot or Copilot Eye Locator Reference Ball	C	3	-	(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 System				
-01	Flashlight	D	-	-	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	C	-	0	May be inoperative provided associated flashlight is stowed by alternate means.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
-20-01	Passenger Seat (Including Side Facing Seats)	D	-	-	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to the main aircraft aisle, c) Affected seat(s) are blocked and placarded “DO NOT OCCUPY”, and d) A seat with an inoperative seat belt is considered inoperative. NOTE: Affected seat(s) may include seats near the inoperative seat(s).
-01	Armrest	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.
-02	Seat Controls (includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel and other positioning controls)				
-10		D	-	-	(M) May be inoperative and seat occupied provided seat is secured in taxi, takeoff and landing position.
-20		D	-	-	May be inoperative and seat occupied provided control is failed in taxi, takeoff and landing position.
-30		D	-	-	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative.

Continued

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
-20-01	Passenger Seat (Including Side Facing Seats) Continued				
-03	Seat Belt/Shoulder Harness	D	-	-	May be inoperative provided: a) Affected seat is not occupied for taxi, takeoff, or landing, and b) Fasten seat belt sign is operative and used.
-04	Seat Belt/Shoulder Harness Keeper	D	-	-	
-05	Lumbar Support	D	-	-	
-06 ***	Seat Belt Air Bag Restraint Systems				
-10	Seat Belt Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded DO NOT OCCUPY.
-20	Seat Belt Air Bags Not Required by 14 CFR	D	-	-	May be inoperative or disconnected provided seat belt operates normally.
-30		D	-	-	May be missing or inoperative in other than placarded taxi, takeoff, and landing position provided affected seat is considered inoperative.
-20-02	Cabin Curtain	C	2	0	May be missing or inoperative provided curtain remains secured open.
-20-03	Refreshment Center				
-01	Hot Liquid Storage System Heater	C	-	0	(M) May be inoperative provided system is deactivated.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
-20-03	Refreshment Center Continued				
-02	Drain System 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 overfill 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.
-20-04 ***	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator’s NEF deferral program. The NEF program procedures and processes are outlined in the 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.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
-30-01	Cabin Storage Compartment				
-01		C	-	-	(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.
-02		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.
-03	Shelving	D	-	-	May be inoperative provided any permanently affixed emergency equipment located on the affected shelf is relocated and available for use.
-30-02 ***	Storage Compartment Key Lock	D	-	0	May be inoperative in the unlocked position.
-40-01	Exterior Lavatory Door Ashtray	A	-	-	May be inoperative in accordance with AD 74-08-09 in its most current revision.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
-60-01 ***	Cockpit Smoke Vision System (CSVS)	D	-	0	May be inoperative or missing.
-60-02	Emergency Medical Equipment				
-01 ***	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	0	
-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.
-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				
-10		A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
-20		A	-	0	May be missing provided repairs are made within 90 days.
-30		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
-40		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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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26 FIRE PROTECTION				
-10-01 APU Fire Detection and Extinguishing System	C	1	0	(M) (O) May be inoperative provided: a) Alternate starting procedures are used, b) Procedures do not require use of the APU, and c) APU is considered inoperative.
-11-01 Baggage Compartment Smoke Detection System	C	1	0	(O) May be inoperative provided: a) Baggage Isolation valve is verified CLOSED, b) Baggage compartment remains empty, and c) Aircraft is operated at FL 410 or below. NOTE: Amber BAGGAGE ALTITUDE message will appear if baggage altitude exceeds 14,500 feet.
-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 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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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
-20-01	Rudder Pedal Adjustment System	B	4	2	(M) (O) May be inoperative provided: a) Two pedal adjustments are not inoperative at the 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) Pilot with affected pedal verifies full control movement and brake application is available while restrained, prior to each flight.
-70-01	Control Lock System (Unit 0001-0063 Only)	C	1	0	(O) May be inoperative in the unlocked position provided full flight control and throttle movement is available.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
-00-01	Single Point Refueling System	C	1	0	
-10-01 ***	Over-Wing Refueling Cap Lock	D	-	0	
-24-01	Center to Wing Fuel Transfer System	B	2	1	May be inoperative provided: a) Less than 300 pounds of center tank fuel is on-board, and b) Affected center to wing transfer switch is selected to the OFF position.
-40-01	Fuel Low Level Indicating System	A	2	1	(O) May be inoperative provided: a) Procedures for monitoring fuel quantity are established and used, b) Fuel quantity displays and FMS fuel quanity function are operative, and c) Repairs are made within three flight days.
-41-01	Center Tank Fuel Quantity Display				
-01		B	1	0	(M) May be inoperative provided: a) Both fuel flow indicating systems are operative, b) FMS fuel quantity function is operative, and c) Center tank is verified empty.
-02		B	1	0	(M) May be inoperative provided: a) Both fuel flow indicating systems are operative, b) FMS fuel quantity function is operative, and c) Fuel quantity in center tank is verified using the magnetic fuel-indicator (dipstick).

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28	FUEL				
-41-02	Wing Tank Fuel Quantity Display				
-01		B	2	1	(O) May be inoperative provided: a) Fuel low level message is operative, b) Both fuel flow indicators are operative, c) Affected FMS fuel quantity function is operative and utilized, and d) Both wing tanks are completely filled with fuel.
-02		B	2	1	(O) May be inoperative provided: a) Fuel low level message is operative, b) Both fuel flow indicators are operative, c) Affected FMS fuel quantity function is operative and utilized, and d) Fuel quantity in both wing tanks is determined by a reliable means.
-43-01	Fuel Temperature Indication	C	2	1	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE & RAIN PROTECTION				
-00-01	Ram Air Temperature (RAT) Probe Heater	B	2	1	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.
-00-02	Bleed Air Resistance Temperature Devices RTDs All except Bleed Leak RTDs: • TH001, TH002, TH003, TH004 for STAB BLD LEAK • TT017 for TAILCONE BLD LEAK • TT018, TT019, TT020, TT021 for PYLON BLD LEAK • TL017, TL018, TL019, TD020, TL021, TR022 for WING BLD LEAK	C	-	-	May be inoperative provided: a) ENGINE, STABILIZER and SLAT anti-ice switches remain OFF,and b) Aircraft is not operated in known, forecast, or AFM defined icing conditions.
-10-01	Horizontal Stabilizer Anti-Ice System	C	2	1	(M) May be inoperative provided: a) Affected valve is secured for no flow, and b) Aircraft is not operated in known, forecast, or AFM defined icing conditions.
-10-02	Slat Anti-Ice System				(M) May be inoperative provided: a) Affected valve is secured for no flow, b) Aircraft is not operated in known, forecast, or AFM defined icing conditions.
-10-03	Fixed Leading Edge Anti-Ice System	C	2	1	(M) May be inoperative provided: a) Affected valve is secured for no flow, and b) Aircraft is not operated in known, forecast, or AFM defined icing conditions

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE & RAIN PROTECTION				
20-01	Engine Anti-Ice				
-01	(Failed off)	C	2	0	May be inoperative provided: a) Both engine anti-ice switches are selected to OFF, b) Aircraft is not operated in known, forecast, or AFM defined icing conditions.
-02	(Failed on)	C	2	0	May be inoperative provided: c) Both engine anti-ice switches are selected to ON, d) Aircraft is operated in accordance with airplane flight manual anti-ice limitations.
-03	Wing Cuff Fairing (Failed Off)	C	2	0	May be inoperative provided Aircraft is not operated in known, forecast, or AFM defined icing conditions.
-04	Wing Cuff Fairing (Failed on)	C	2	0	(M) Maybe inoperative provided: a) Affected wing cuff is deactivated, and b) Aircraft is not operated in known, forecast, or AFM defined icing conditions.
-30-01	Pitot Heater	B	3	2	May be inoperative provided: a) Standby pitot heat is operative, b) Aircraft is not operated in known, forecast, or AFM defined icing conditions, and c) Aircraft is not operated RVSM if either primary pitot heater is inoperative.
-30-02	Static Port Heater System	B	2	1	May be inoperative provided: a) Standby pitot heat is operative, b) Aircraft is not operated in known, forecast, or AFM defined icing conditions, and c) Aircraft is not operated RVSM.
-40-01	Cockpit Side Window Electric Heat System	C	2	0	May be inoperative provided Aircraft is not operated in known, forecast, or AFM defined icing conditions.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE & RAIN PROTECTION				
40-02	Windshield Electric Anti-Ice System	C	2	1	(M) May be inoperative provided: a) System is deactivated, and b) Aircraft is not operated in known, forecast, or AFM defined icing conditions.
-40-03	Rain Removal System (W/S AIR)	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.
-40-04	Windshield Rain Repellant	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.

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
-00-01	Synoptic Wing Display	C	1	0	(O) Individual components may be inoperative provided: a) Affected system is visually checked for proper operation prior to each takeoff, and b) Affected NO TAKEOFF warning system is verified operative.
-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	Clock	C	-	-	As required by 14 CFR.
-20-03	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
30-01	Flight Data Recorder (FDR) System				
-01	(Holder of an Air Carrier or Commercial Operator Certificate)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
-02	(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: a. FDR failure occurs after pushback but prior to takeoff, or b. 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.
-03	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.
-04	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.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
-30-01	Flight Data Recorder (FDR) System Continued				
-05	(Operators Other Than Holders Of Air Carrier Or Commercial Operator Certificate)				
-10		C	-	1	Any in excess of those required by 14 CFR may be inoperative.
-20		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	
-50-02	Flight Guidance Controller (FGC) Function Light (Honeywell GC-810)	C	11	0	(O) May be inoperative provided flight crew verifies selected functions are properly displayed on the PFD.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
-10-01	Cockpit and Instrument Lighting System (Excluding Button Lights)	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Not required for an emergency procedure, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Positioned so that direct rays are shielded from flight crewmembers' eyes, and d) Lighting configuration and intensity is acceptable to flight crew.
-10-02	Windshield Ice Detection Light				
-01		C	2	0	May be inoperative provided aircraft is not operated at night.
-02		C	2	1	(O) May be inoperative provided alternate procedures are established and used for monitoring windshield ice.
-20-01	Cabin Interior Lighting System (Excludes Cabin Emergency Lighting System)				
-01		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.
-02		C	-	0	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night.

Continued

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
20-01	Cabin Interior Lighting System (Excludes Cabin Emergency Lighting System) Continued				
-03		C	-	0	(O) May be inoperative provided: a) Cabin emergency lighting verified operative, and b) No cabin occupants are carried.
-20-02	Lighted Passenger Information Sign (Excludes Cabin Exit Signs)				
-01		C	-	0	(O) May be inoperative provided: a) Alternate procedures for notifying cabin occupants are established and used, and b) 14 CFR Scheduled operations are not flown.
-02		C	-	0	May be inoperative provided cabin occupants are not carried.
-30-01	Tailcone Maintenance Light	C	-	0	
-30-02	Tailcone Baggage Compartment Light	C	-	0	
-40-01	Anti-Collision Light System (Strobe)	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/Navigation Light System	C	1	0	May be inoperative provided aircraft is not required by 14 CFR.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
-40-03 Wing Inspection Light				
-01	C	2	0	May be inoperative provided aircraft is not operated at night.
-02	C	2	1	May be inoperative provided ground deicing procedures do not require its use.
-40-04 Landing/Recognition Light System	C	2	0	May be inoperative provided aircraft is not operated at night.
-01 Landing Light				
-10	C	2	0	May be inoperative provided aircraft is not operated at night.
-20	C	2	1	May be inoperative provided both taxi lights are operative.
-02 Recognition Light System	C	1	0	(O) May be inoperative provided at least one landing light is verified operative for night operations.
-10	C	2	0	May be inoperative provided aircraft is not operated at night.
-20	C	2	1	One light may be inoperative provided both taxi lights are operative.
-03 Pulse Light System	D	1	0	(O) May be inoperative provided at least one landing light is verified operative for night operations.
-40-05 Ground Recognition Light (Flashing Beacon or Strobe)	C	-	0	
-40-06 *** Tail Flood (Logo) Light	D	-	0	
-40-07 *** Segmented LED Tail NAV Light				
-01	C	72	66	One half of one vertical segment may be inoperative.
-02	C	72	0	May be inoperative provided aircraft is not operated at night.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
40-08	Taxi Light				
-01		C	2	0	May be inoperative provided both landing lights are operative.
-02		C	2	0	May be inoperative provided aircraft is not operated at night.
-03	Wingtip Downwash Light	C	2	0	
-40-09	Pylon Work Light	D	2	0	
-50-01	Exterior Emergency Light	C	-	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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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
-00-01 *** Enhanced Vision System (EVS)	D	1	0	
-00-02 VHF Navigation System				
-01 VOR	C	2	-	May be inoperative provided: a) Not required by 14 CFR, and b) Procedures do not require its use.
-02 ILS				
-10 Localizer	C	2	-	May be inoperative provided: a) Associated glideslope is considered inoperative, b) Not required by 14 CFR, and c) Procedures do not require its use.
-20 Glideslope	C	2	-	May be inoperative provided: a) Not required by 14 CFR, and b) Procedures do not require its use.
-18-01 *** Angle of Attack (AOA) Indexer	C	1	0	
-18-02 *** Angle of Attack (AOA) Gauge	C	1	0	
-18-03 Angle of Attack (AOA) Probe Heater	C	2	1	May be inoperative provided aircraft is not operated into AFM defined icing conditions.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-23-01	Non-Stabilized Magnetic Compass				
-01		B	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
-02		B	1	0	May be inoperative provided: a) Any combination of two gyro or INS stabilized compass systems are operative, b) Aircraft is operative with dual independent navigation capability, and c) Aircraft is operative under positive radar control by ATC on the enroute portion of the flight.
-03		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.
-25-01	Display Controller PFD/MFD Switch				
-01	ABN (Abnormal)	C	2	0	May be inoperative provided equivalent checklist is available and used.
-02	ACFT SYS	C	2	0	May be inoperative provided procedures do not require its use.
-03	EMER (Emergency)	C	2	0	May be inoperative provided equivalent checklist is available and used.
-04	ENT (Enter)	C	2	0	May be inoperative provided equivalent checklist is available and used.
-05	ET (Elapsed Timer)	C	2	0	May be inoperative provided procedures do not require its use.

Continued

SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-25-01	Display Controller PFD/MFD Switch Continued				
-06	MFD MAP	C	2	0	May be inoperative provided procedures do not require its use.
-07	MFD WX (Weather)	C	2	0	May be inoperative provided procedures do not require its use.
-08	NORM	C	2	0	May be inoperative provided equivalent checklist is available and used.
-09	PAG	C	2	0	May be inoperative provided equivalent checklist is available and used.
-10	PFD HSI	C	2	0	May be inoperative provided procedures do not require its use. NOTE: WX RADAR requirements must be considered if ARC display modes are inoperative on both PFDs.
-11	PFD WX (Weather)	C	2	0	May be inoperative provided procedures do not require its use.
-12	RCL	C	2	0	May be inoperative provided equivalent checklist is available and used.
-13	SKP	C	2	0	May be inoperative provided equivalent checklist is available and used.
-14	TCAS	C	2	0	May be inoperative provided procedures do not require its use.
-15	Joystick	C	2	0	May be inoperative provided equivalent checklist is available and used.
-25-02	Display Unit (DU)	C	5	4	May be inoperative provided inoperative DU is in the center position.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-25-03	Flight Director System				
-01		C	2	1	May be inoperative provided: a) Command bars are not present, and b) Approach or departure procedures do not require its use.
-02		B	2	0	May be inoperative provided: a) Command bars are not present, b) Approach or departure procedures do not require it use, c) Autopilot is considered inoperative, and d) Aircraft is not operated RVSM.
-25-04	Source Controller – Primary Flight Display (PFD - Honeywell SC-840)				
-01	Bearing (BRG) Source Selector Switch	C	4	0	May be inoperative provided procedures do not require its use.
-02	Flight Management System (FMS) Source Selector Switch	C	2	0	May be inoperative provided procedures do not require its use.
-03	Preview (PREV) Switch	C	2	0	
-04	NAV (VOR/Localizer) Source Selector Switch	C	2	0	May be inoperative provided procedures do not require its use. NOTE: Aircraft powers up to the on-side VOR/LOC source and cannot be changed. If FMS selected, VOR/LOC cannot be reselected.
-25-05 ***	GH-3000 Electronic Standby Instrument System Heading Information	B	1	0	(M) May be inoperative provided: a) Dual heading information sources are operative, and b) Aircraft is equipped with an operative magnetic compass.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
-25-06 Standby HSI Heading Information	B	1	0	May be inoperative provided: a) Dual heading information sources are operative, and b) Aircraft is equipped with an operative magnetic compass.
-34-01 Marker Beacon Receiver System	C	2	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.
-42-01 Weather Radar System	C	1	-	Any in excess of those required by 14 CFR may be inoperative.
-44-01 Terrain Awareness and Warning System (TAWS)/ Ground Proximity Warning System (GPWS) Class A TAWS Required				
-01 Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-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.
-30 Glideslope Deviation (Mode 5)	C	-	1	
-35 Glideslope Deviation (Mode 5)	B	-	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
-44-01 Terrain Awareness and Warning System (TAWS)/ Ground Proximity Warning System (GPWS) Class A TAWS Required Continued				
-40 Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Advisory callout is not required by 14 CFR, and b) Alternate procedures are established and used.
-45 Advisory Callouts	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.
-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 and Advisory System (RAAS)	C	1	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
-44-02 Terrain Awareness and Warning System (TAWS)/ Ground Proximity Warning System (GPWS) Class B TAWS Required				
-01 Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
-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.
-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 callout not required by 14 CFR, and b) Alternate procedures are established and used.
-45 Advisory Callouts	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.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-44-01	Terrain Awareness and Warning System (TAWS)/ Ground Proximity Warning System (GPWS) Class B TAWS Required Continued				
-02	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
-03 ***	Terrain Displays	C	-	0	
-04 ***	Runway Awareness & Advisory System (RAAS)	C	1	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
-44-03 Radio Altimeter System	A	1	0	(M) May be inoperative provided: 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. 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. NOTE 2: On aircraft Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI will not be activated during approach or go-around.
-44-04 Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Altitude pre-select (ALT SEL) function is operative, b) Autopilot with altitude hold, and altitude capture operates normally, c) Enroute operations, i.e. RVSM, do not require its use, d) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and e) Repairs are made within three flight days.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-44-04	Altitude Alerting System Continued				
-01	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
-45-01	Traffic Alert and Collision Avoidance System (TCAS II)				
-01		C	-	0	(M) May be inoperative provided: a) System is not required by 14 CFR, b) System is deactivated and secured (if able), and c) Enroute or approach procedures do not require its use.
-02		B	-	0	(M) May be inoperative provided: a) System is deactivated and secured (if able), 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	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.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-45-01	Traffic Alert and Collision Avoidance System (TCAS II) Continued				
-02	Resolution Advisory (RA) Display System(s)				
-10		C	2	1	May be inoperative on non-flying pilot side.
-20		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	
-51-01	Distance Measuring Equipment (DME) System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-52-01	ATC Transponders and Automatic Altitude Reporting Systems				
-01		D	-	1	Any in excess of those required by 14 CFR may be inoperative.
-02		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 the planned route of flight, c) Traffic Alert and Collision Avoidance system (TCAS) is considered inoperative, and d) Aircraft is not operated RVSM.
-02	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	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.
-03 ***	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.
-55-01	Automatic Direction Finding (ADF) System	D	-	0	Any in excess of those required by 14 CFR may be inoperative.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
-57-01	Long Range Navigation System (GPS, IRS)	C	-	0	(O) May be inoperative provided: a) Other navigation systems as required by 14 CFR are operative, b) IRS 1 and 2 are verified capable of providing correct bank, pitch and magnetic heading indications to the on-side PFD, and c) Aircraft is operated using applicable AFM limitations. NOTE: Enhanced function of TAWS may not be available.
-60-01	Flight Management Computer (FMC) (Flight Management System Function (FMS) of Control Display Unit (CDU))	B	-	-	May be inoperative provided: a) System is not required by 14 CFR, and b) Operations do not require its use. NOTE 1: Enhanced TAWS functions may not be available. NOTE 2: ADS-B output may not be available.
-01	Fuel Planning and Indicating Function	C	-	-	May be inoperative provided fuel quantity indicating systems are operative.
-60-02	Navigation Database	C	-	-	May be out-of-date provided aircraft is operated in accordance with applicable AFM limitations.
-60-03	Data Loader	C	-	-	

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35	OXYGEN				
-00-01	Oxygen Servicing Panel Fill Valve	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”.
-30-01	Portable Oxygen System	D	-	-	Any in excess of those required by 14 CFR may be inoperative: a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35 OXYGEN				
-30-02 *** Protective Breathing Equipment (PBE)	D	-	-	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.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36	PNEUMATIC				
-00-01	Precooler Door	C	2	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.
-10-01	Bi-level Flow Control Valve				
-01	(Unpressurized)	C	2	0	May be inoperative provided: a) Both valves are verified closed, and b) Cabin pressurization system is considered inoperative.
-02	(Pressurized)	C	2	1	May be inoperative provided: a) Affected valve is verified in the LOW position, b) Associated PAC switch is not selected to HIGH, and c) Aircraft is operated at FL410 or below.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38 WATER/WASTE				
-00-01 Lavatory Overboard Drain	D	-	0	(M) May be inoperative provided: a) System is drained and deactivated, and b) Weight and balance is adjusted for missing liquid.
-10-01 Potable Water System				
-01	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.
-02	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				
-01	C	1	0	May be inoperative provided lavatory is not serviced or used. NOTE: If system empty, weight and balance adjustments required for dispatch.
-02	C	1	0	(M) May be inoperative provided the lavatory is serviced by alternate means.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46 INFORMATION SYSTEMS				
-00-01 *** Electronic Flight Bag (EFB) System				
-01 *** Class 3 EFBs				
-10	D	-	0	May be inoperative provided procedures do not require its use.
-20	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)				
-10	D	-	-	May be inoperative provided procedures do not require its use.
-20	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
-03 *** Power Connection (Class 1 & 2)				
-10	D	-	0	May be inoperative provided procedures do not require its use.
-20	C	-	-	(O) May be inoperative provided alternate procedures are established and used.

Continued

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46 INFORMATION SYSTEMS				
-04 *** Mounting Device (Class 2) Continued				
	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.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49 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.
-30-01 APU Fuel Shutoff Valve	C	1	0	(M) May be inoperative provided: a) Valve is verified closed, and b) APU is considered inoperative.
-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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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52 DOORS				
-00-01 Cockpit Divider Door System	C	2	0	(M) May be inoperative provided door 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 Precatch	C	1	0	(M) (O) May be inoperative provided: a) Precatch is secured in the retracted position, and b) Normal door operation is verified prior to each flight.
-10-03 Cabin Door Acoustic Seal	C	1	0	May be missing or inoperative provided acoustic seal does not interfere with door operation.
-10-04 Cabin Door Primary Seal				
-01 (Pressurized)	C	1	0	May be missing or inoperative provided: a) Primary seal does not interfere with door operation, b) Secondary door seal is verified intact, and c) Aircraft is operated at FL250 or below.
-02 (Unpressurized)	C	1	0	(O) May be missing or inoperative provided: a) Secondary door seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
-10-05	Cabin Door Secondary Seal				
-01	(Pressurized)	C	1	0	May be missing or inoperative provided: a) Secondary seal does not interfere with door operation, b) Primary door seal is operative, and c) Aircraft is operated at FL250 or less.
-02	(Unpressurized)	C	1	0	May be missing or inoperative provided: a) Secondary seal does not interfere with door operation, b) May be inoperative provided cabin pressurization system is considered inoperative.
-10-06	Cabin Vent Door (Fails to close)	C	1	0	May be inoperative provided vent door is manually closed using appropriate airplane flight manual procedure prior to each flight.
-30-01	Baggage Compartment Door Key Lock	D	1	0	May be inoperative in the unlocked position.
30-02	Baggage Compartment Door Seal	C	1	0	May be missing or inoperative provided: a) ISO VLV CLOSE is selected ON, b) Aircraft is operated in accordance with associated airplane flight manual limitations, and c) Aircraft is operated at FL410 or below. NOTE: Amber BAGGAGE ALTITUDE message will appear if baggage altitude exceeds 14,500 feet.
-30-03	Baggage Ladder Attach System	D	2	0	(O) May be inoperative provided: a) Ladder is removed or stored so it cannot be used, and b) Alternate means of accessing the area are established and used.
-40-01	Left Nose Avionics Compartment Key Lock	D	1	0	May be inoperative in the unlocked position.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
-40-02	Right Nose Avionics Compartment Key Lock	D	1	0	May be inoperative in the unlocked position.
-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	2	0	May be inoperative in the unlocked position.
-46-02 ***	Single Point Refueling System Door Key Lock				
-01	(Failed unlocked)	D	1	0	May be inoperative in the unlocked position.
-02	(Failed locked)	D	1	0	May be inoperative in the locked position provided over wing refueling cap locks are not failed in locked position.

U. S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
71 POWERPLANT				
-20-01 Active Engine Mount System ***	D	1	0	(M) May be inoperative provided system is deactivated.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73 ENGINE FUEL & CONTROL				
-10-01 Engine Fuel Filter	A	2	1	May be inoperative provided aircraft is not operated for more than 10 engine hours
-33-01 Fuel Flow Indicating System	A	2	1	May be inoperative provided: a) Both left and right quantity indicating systems are operative, and b) Repairs are made within three flight days.

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SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
76	ENGINE CONTROLS				
-00-01	Aircraft Maintenance CAS System	A	-	-	May be inoperative provided aircraft is operated in accordance with associated airplane flight manual procedures.
-01-01	Engine Synchronizer System	C	1	0	May be inoperative failed off.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
77 ENGINE INDICATING				
-14-01 Standby N1 Indicator	A	2	1	May be inoperative provided: a) Corresponding N1 on EICAS is operative, b) Standby N2 and Standby ITT are operative, c) All other engine indicators are operative, and d) Repairs are made within three flight days.
-14-02 Standby N2 Indicator	C	2	1	May be inoperative provided: a) Corresponding N2 on EICAS is operative, b) Standby N1 and Standby ITT are operative, and c) All other engine indicators are operative.
-22-01 Standby ITT Indicator	C	2	1	May be inoperative provided: a) Corresponding ITT on EICAS is operative, b) Standby N1 and Standby N2 are operative, and c) All other engine indicators are operative.
-32-01 Engine Vibration Monitor System (N1 or N2)	C	4	2	One system may be inoperative on each engine provided no abnormal vibration exists.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
78 EXHAUST				
-30-01 Thrust Reverser	C	2	0	(M) May be inoperative provided both thrust reversers are secured in the forward thrust position.

SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
79 OIL				
-20-00 Oil Filter	A	2	1	May be inoperative provided filter is replaced within 20 hours of operation.
-30-00 Magnetic Chip Detector	C	2	1	(M) May be inoperative provided a visual check of affected chip detector before each flight reveals no anomalies.
-32-00 Oil Level Sensor	C	2	1	May be inoperative provided the oil level is checked visually prior to each flight.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
80 STARTING				
-12-01 Engine Start Valve	C	2	1	(M) May be inoperative provided: a) Alternate starting procedures are established and used, and b) Associated start valve is verified closed after starting. NOTE: In-flight restart of affected engine will be limited to wind-milling restarts.

SECTION TWO

CAS MESSAGE ORIENTED MMEL RELIEF

INTRODUCTION

Two section MMELs are authorized by FAA PL 119. Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment. New technology self-diagnostic tests eliminate the need for failure isolation procedures by maintenance personnel for many CAS messages. By using (O) procedures, the crew can complete selected system/component deactivation/re-configuration from the cockpit **for which the crew has been trained.**

Section Two will only contain CAS message relief if the crew can act on the item. CAS message relief must ensure safe operation of aircraft. Flight Operations Evaluation Boards (FOEB) will use the normal FOEB processes for determining which CAS messages go into each section.

TWO-SECTION MMEL GUIDANCE:

Modern technology CAS MMELs shall be divided into two sections.

A. Section One. Items which either require maintenance actions (this may include some CAS messages), or caution/advisory information. Section One will continue to use the existing Line Replaceable Units (LRU)-oriented MMEL format and should address the following type of equipment failures:

1. Failures which are not annunciated to crew; and

2. Failures which are annunciated, but the failure indication by itself is not considered sufficient to determine the aircraft airworthiness status.

B. Section Two. Includes only items where flight members may act on CAS messages. MMEL items where CAS messages can be used to determine the aircraft airworthiness should be formatted as follows:

1. It should have only two columns:

a. Column one should list the failure indications (messages) for which relief is given (if desired, the messages may be listed in alphabetical order with no ATA break down).

b. Column two should include the corresponding MMEL limitations and/or procedures. The format of this column should be in line with the format requirements of the “Remarks or Exceptions” column of the conventional “LRU oriented” MMEL.

Note: In many cases, CAS messages will not require maintenance to perform fault analysis. Relief provisos for these CAS items are expected to be more restrictive in content and repair interval, as compared to Section One relief provisos.

2. Section Two CAS message relief items require flight crews to accomplish one or more steps to deactivate/re-configure the affected system prior to flight. The "(O)" indicates the need for these tasks. Tasks include, but are not necessarily limited to the following duties:

a. Procedures accomplished using cockpit (or cabin) system controls;

b. Deactivation of affected systems (by pulling system breaker or use of remote electronic system isolation)

c. Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators; and

d. Visual inspection behind panels (internal or external).

1) These panels must be accessible without tools via quick-release latches and must clearly indicate their unlocked or unsafe state (red/green safe window; flush fit latches - candidates to be verified at FOEB).

2) The visual inspection of compartments accessed by the panels is within the normal crew duty requirements for which they have been trained; and

3) The crew may use an external ladder for visual inspection behind panels as long as this procedure is within the normal crew duty requirements for which they have been trained. Special equipment such as maintenance stands and hydraulic lifts may not be used by the crew to perform visual inspections.

C. The following statement will be included on page 1 of Section Two in all two-section MMELs:

1. Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:

a. Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.

b. Messages that the crew can act upon with simple troubleshooting procedures without the assistance of a mechanic, and **for which the crew has been trained.**

c. Messages using the new self-diagnostic technology (virtual) actions **for which the crew has been trained.**

2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

NOTE: Unless specifically stated in the proviso, failure modes of CAS messages are failed to display or extinguish.

1. CAS Indication		2. Dispatch Consideration	
Cyan CAS Messages			
AC BEARING	A	(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) Repairs are made in accordance with cyan AC BEARING L or R CAS message procedure
APU GEN OFF	C		May be inoperative provided APU ammeter is operative.
ENG A/I COLD	C		May be failed ON provided Aircraft is not operated in known, forecast, or AFM defined icing conditions.
FUEL FLTR BYPASS L and/or R	A	(O)	May be inoperative provided: a) Affected side fuel filter is considered inoperative, and b) Procedures for tracking engine operating time on affected side are established and used.
OIL FILTER BYPASS Lor R	A	(O)	Message may be displayed for one engine provided: a) Amber CHIP DETECT L or R message on the affected side is not displayed, and b) Visual indicator is checked prior to each takeoff.
P/S – RAT HEAT OFF	B		May be inoperative provided: a) All other elements of the pitot heat system operate normally, b) Aircraft is not operated in known, forecast, or AFM defined icing conditions.

1. CAS Indication		2. Dispatch Consideration	
Amber CAS Messages			
BAGGAGE DOOR OPEN	C	(O)	May be inoperative provided door is verified to be closed, latched, and locked before each departure.
CABIN DOOR OPEN	B	(O)	May be inoperative provided: a) Lock flags are visible in all door sight glass locations, b) Cabin vent door is verified closed with the cabin door shut, c) Internal door handle is verified correctly stowed, and d) Aircraft is operated at FL 250 or below.
ENG A/I COLD	C		May be failed ON provided Aircraft is not operated in known, forecast, or AFM defined icing conditions.
CHIP DETECT L-R	C		May be displayed provided Magnetic Chip Detector on the affected side is considered inoperative.
FUEL DOOR OPEN	C	(O)	May be inoperative provided door is verified closed and latched prior to each flight.
NOSE DOOR OPEN L-R	C	(O)	One or both may be inoperative provided door is verified to be closed and latched before each departure.
PITOT HTR FAIL L-R,STBY	B	(O)	One may be inoperative: a) Pitot heat system is verified operative before each flight, b) Aircraft is not operated in known, forecast, or AFM defined icing conditions.
P/S RAT HEAT OFF	B		May be inoperative provided: a) All other elements of the pitot heat system operate normally, b) Aircraft is not operated in known, forecast, or AFM defined icing conditions.
SLAT A/I COLD L-R	C		May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.
STAB A/I COLD L-R	C		May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.

1. CAS Indication		2. Dispatch Consideration
Amber CAS Messages		
STATIC HT FAIL L-R	B	(O) May be inoperative: a) Static port heater systems are verified operative before each flight, and b) Aircraft is not operated in known, forecast, or AFM defined icing conditions.
TAILCONE DOOR	C	(O) May be inoperative provided door is verified to be closed and latched before each departure.
TOILET DOOR OPEN	C	(O) May be inoperative provided door is verified to be closed and latched before each departure.
WING A/I COLD L-R	C	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.
WING CUFF COLD L-R	C	May be inoperative provided aircraft is not operated in known, forecast, or AFM defined icing conditions.
WING CUFF HOT L-R	C	NOTE: An amber WING CUFF HOT L or R message will cycle.