

Cn235r2.txt

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D. C.

Revision: 2
Date: 06/22/1999

M A S T E R M I N I M U M E Q U I P M E N T L I S T

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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST
CASA CN-235-100, -200, -300

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Log of Revisions

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1	05/14/1990	ALL PAGES	
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	24-2	2	06/22/1999
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30	30-1	2	06/22/1999
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		34-8	2	06/22/1999
		34-9	2	06/22/1999
35		35-1	2	06/22/1999
36		36-1	2	06/22/1999
		36-2	2	06/22/1999
38		38-1	2	06/22/1999
52		52-1	2	06/22/1999
		52-2	2	06/22/1999
61		61-1	2	06/22/1999
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Highlights of Change

EFFECTIVE ABOVE DATE, The CASA CN-235 Master Minimum Equipment List has been revised. This is essentially a complete revision. Please replace all pages with Revision 2 for a complete up-to-date MMEL. Change bars have been included to aid the user in identifying any changes as a result of this revision.

Operators should compare this revision with their MEL to determine the level of change necessary for compatibility with the MMEL.

Retain this sheet with your MMEL until the next revision is issued.

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Definitions

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type

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Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for

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operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific

operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are

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required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance

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record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message,

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do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

Some Douglas aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-320/319/321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that effects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-320/319/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

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Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any

messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft

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maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

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Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the

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M MEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the M MEL, but cannot be less restrictive than the M MEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the M MEL must be operative.

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Preamble
(Effective 6/14/89)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the M MEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program

including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
21	AIR CONDITIONING				
1.	Air Conditioning Packs	C	2	1	(0)One may be inoperative provided: a) Flight remains at or below 18,000 feet MSL, and b) Both recirculation fans operate normally.
		C	2	0	May be inoperative provided flight is conducted in an unpressurized configuration.
2.	Pressure Regulator Valves	C	2	0	(M)May be inoperative in the closed position provided flight is conducted in an unpressurized configuration.
3.	Bleed Cross-Over Valve	C	1	0	(M)May be inoperative in closed position provided both air conditioning packs operate normally.
4.	Temperature Controllers	C	2	1	(M)One may be inoperative provided the associated air conditioning pack is selected OFF.
5.	PCKG Bleed Lights	C	2	1	(M)One may be inoperative provided associated pressure regulator valve magnetic indicator operates normally and is checked periodically during flight.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
6.	Pack Temperature Controllers				
	1) Automatic	2	0		(M)May be inoperative provided Manual Temperature Controller operates normally.
	2) Manual	2	0		(M)May be inoperative provided Automatic Temperature Controller operates normally.
7.	Pack Dual Temperature Valves	C 2	1		One may be inoperative provided the associated pack is considered inoperative and remains OFF.
8.	Recirculation Fans	C 2	1		
9.	Avionics Fans				
	1) Unpressurized Area	2	0		
	2) Pressurized Area	1	0		(M)May be inoperative provided Air Conditioning Packs operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21 AIR CONDITIONING					
10. Cabin Pressure Control Systems					
1)	Automatic	C	1	0	May be inoperative provided manual control system operates normally.
2)	Manual	C	1	0	May be inoperative provided automatic control operates normally.
3)	Automatic/ Manual	C	2	0	May be inoperative provided flight is conducted in an unpressurized configuration.
11. Cabin Altitude Indicator					
		C	1	0	(0)May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to convert cabin differential pressure to cabin altitude.
		C	1	0	(M)May be inoperative provided flight is conducted in an unpressurized configuration.
12. Differential Pressure Indicator					
		C	1	0	(0)May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to convert cabin altitude to cabin pressure.
		C	1	0	(M)May be inoperative provided flight is conducted in an unpressurized configuration.

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			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
13.	Cabin Rate of Climb Indicator	C	1	0	(O)May be inoperative provided: all remaining instruments and functions of the pressurization system operate normally.
		C	1	0	(M)May be inoperative provided flight is conducted in an unpressurized configuration.
14.	Cabin Temperature Control System				
	1) Automatic	C	1	0	May be inoperative provided manual control system operates normally.
	2) Manual	C	1	0	May be inoperative provided automatic control system operates normally.
15.	Cabin Temperature Indicating System	C	-	0	
16.	Outflow Valves	C	2	1	(M)One may be inoperative provided the remaining valve operates normally.
		C	2	0	(M)May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow Valves are secured open, and c) Overwater operation are prohibited.

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			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
17.	CABIN Warning Light	C	1	0	May be inoperative provided flight remains at or below 10,000 feet MSL.
18.	Overpressure Switches	C	2	1	(M)One may be inoperative provided the associated system is selected OFF.
19.	Overtemperature Switches	C	2	1	(M)One may be inoperative provided the associated system is selected OFF.

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			3.	NUMBER REQUIRED FOR DISPATCH	
22 AUTO FLIGHT					
1.	Autopilot System	C	1	0	May be inoperative provided approach minimums do not require its use. Note: Any mode which functions normally may be used.
	1) Yaw Damper		1	0	
2.	Autopilot Control Wheel Disengaged Switches	C	2	1	(0)One may be inoperative provided Autopilot is not utilized at less than initial approach altitude.
		C	2	0	May be inoperative provided Autopilot is not used.
3.	Mode Annunciators (Glare Shield)	C	2	1	May be inoperative provided weather minimums are not dependent on its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
1.	Communications Systems (VHF, HF, UHF)	D	-	-	Any in excess of those required by FAR, and not powered by a Standby Bus, may be inoperative.
2.	Passenger Address System	B	1	0	(0) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight Deck/Cabin Interphone System (two-way) operates normally.
1)	Cargo Configuration	D	1	0	

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			3.	NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
3. Service Interphone System					
1)	Flight Deck to Cabin/ Cabin to Flight Deck/ Cabin to Cabin	C	1	0	(0)May be inoperative provided: a) Alternate, normal and emergency procedures are established and used, and b) PA system operates normally.
		C	1	0	May be inoperative provided all-cargo operations are being conducted.
2)	Alerting System (Visual and Oral Signal)	C	2	1	The visual signal may be inoperative on the flight deck.
		C	2	0	Visual and aural signal may be inoperative in the cabin provided the PA system operates normally on the flight deck.
		C	2	0	Visual and aural signals may be inoperative in the cabin provided all-cargo operations are being conducted.
3)	Flight Deck to Ground	C	1	0	May be inoperative provided procedures do not require its use.
		C	1	0	(0)May be inoperative provided alternate procedures are established and used.
4.	Flight Deck Speakers	C	-	0	May be inoperative provided: a) Procedures do not require their use, and b) Headsets are installed and operate normally.

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23	COMMUNICATIONS					
5.	Cockpit Voice Recorder System (CVR)	A	1	0	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
6.	Selective Call System (SELCAL)	C	1	0	0	(0)May be inoperative provided alternate procedures are established and used.
		D	1	0	0	May be inoperative provided procedures do not require its use.
7.	Cabin Chime System	C	-	0	0	(0)May be inoperative provided: a) Alternate procedures are established and used, and b) PA system operates normally.
8.	Cabin Attendant's Interphone System	C	1	0	0	(0)May be inoperative provided: a) Alternate, normal and emergency procedures are established and used, and b) Passenger address system operates normally.
		C	1	0	0	May be inoperative provided flight is conducted in an all-cargo configuration.

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23	COMMUNICATIONS				
9.	Boom Microphones	C	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) Repairs are made within three flight days, and c) Hand microphones are installed and operate normally.
10.	Push-To-Talk (PTT) Switches				
	1) Control Wheel PTT Switches	C	2	1	(M)One may be inoperative provided: a) Associated Audio Selector Panel PTT switch operates normally, and b) Affected switch is deactivated open.
	2) Flight Crew Audio Selector Panel PTT Switches	C	2	1	(M)One may be inoperative provided: a) Associated Control Wheel PTT switch operates normally, and b) Affected switch is verified failed open.
11.	Satellite *** Communication (SATCOM)	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.

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SYSTEM & SEQUENCE	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
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NUMBERS				4. REMARKS OR EXCEPTIONS	
24 ELECTRICAL POWER					
1.	DC Generator Systems	B	2	1	(M)(O)One may be inoperative for day VMC conditions, in the generation mode only, provided: a) Cause of the malfunction is verified before departure, b) Failed generator is switched off, and c) Both alternators and the transfer rectifier operates normally.
2.	DC Ammeter	C	2	1	(M)One may be inoperative provided associated DC voltmeter operates normally.
3.	DC Voltmeter	C	2	1	(M)One may be inoperative provided associated battery temperature indicator operates normally.

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24	ELECTRICAL POWER				
4.	DC Generator Warning Lights	C	2	0	(M)May be inoperative provided: a) Corresponding magnetic indicator operates normally, and b) Master Warning aural alert is verified to operate normally before departure.
5.	Main Inverters	C	2	1	(M)One may be inoperative provided remaining main and standby inverters operate normally.
6.	Standby Inverter	C	1	0	(M)May be inoperative provided both main inverters operate normally.
7.	Inverter Caution Lights	C	3	0	(M)May be inoperative provided the corresponding voltmeter and Inverter FAIL Lights operate normally.
8.	Inverter FAIL Lights	C	2	0	(M)May be inoperative provided the corresponding Inverter caution lights operate normally.
9.	Transformer Rectifier Magnetic Indicators	C	2	0	(M)May be inoperative provided the corresponding generator ammeter operates normally.
10.	BAT GEN UNTIE Warning Light	C	1	0	(M)May be inoperative provided the generator to battery bus magnetic indicators operate normally and are frequently check during flight.

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24	ELECTRICAL POWER			

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11. Inverter Warning Lights	C	3	2	One may be inoperative provided both AC volt meters operate normally.
12. AC Volt Meters	C	2	1	One may be inoperative provided inverter warning lights operate normally.
13. AC Alternator Systems	C	2	1	(M)(O)One may be inoperative provided: a) Both DC generators operate normally, and b) The airplane is not operated in known or forecast icing conditions.
14. Battery Temperature Indicators	C	2	0	(M)May be inoperative provided the WARM and HOT lights operate normally.
1) WARM Light	C	1	0	(M)May be inoperative provided Battery Temperature Indicators operate normally.
2) HOT Light	C	1	0	(M)May be inoperative provided the Battery Temperature Indicators operate normally.
15. Battery Magnetic Indicators	C	2	0	(M)May be inoperative provided it is verified that the battery is connected to the corresponding bus bar before each departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24 ELECTRICAL POWER					
16. Battery Ammeters	C	2	0	(M)May be inoperative provided the corresponding battery temperature	

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					indicators operate normally.
17.	GPU Connection Circuit	C	1	0	
18.	BAT BUS TIE Magnetic Indicator	C	1	0	(M)May be inoperative in the ON or AUTO position provided the generator bar connection (GEN BUS TIE) operates normally.
19.	AC Voltmeters	C	2	0	(M)May be inoperative provided the corresponding inverter caution lights operate normally.
20.	Generator to Battery Bus Magnetic Indicators	C	2	1	(M)One may be inoperative provided the BAT GEN UNTIE warning light operates normally.
21.	Generator Magnetic Indicators	C	2	0	(M)May be inoperative provided the corresponding DC GEN warning lights operate normally.
22.	Transformer Rectifier Assembly	C	1	0	(M)May be inoperative provided both generators operate normally.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS					
1.	Passenger Seats (Including Seat Backs and Arm Rests)	C	-	0		(M)May be inoperative and seat occupied secured in the up-right position.
		C	-	0		(M)May be inoperative in other than

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2. Flight Attendant Seat Assembly	A	1	0	<p>the up-right position provided:</p> <ul style="list-style-type: none"> a) Does not block an Emergency Exit, b) Does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat is blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seat(s) do not affect the required number of Flight Attendants.</p> <p>(M)(O) Flight Attendant seat may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected seat or seat assembly is not occupied, b) Flight attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat, c) Alternate procedures are established and used as published in the crew member manuals, <p>(Continued)</p>
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25	EQUIPMENT/FURNISHINGS				
2.	Flight Attendant Seat Assembly (Cont'd)				<ul style="list-style-type: none"> d) Folding type seat is stowed or secured in the retracted position, e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT USE ONLY", and

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f) Repairs are made within two (2) flight days.

NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.

NOTE 2: A seat position with an inoperative or missing lap belt is considered inoperative.

NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.

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			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
3.	Pilot(s) Seat Adjustment Systems	C	2	0	(M) May be inoperative provided: a) Position of the seat(s) permits normal pilot visibility and full flight control movement, and b) Seat(s) is secured with mechanical stops.
4.	"Fasten Seat Belt	C	-	-	May be illegible or missing

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	While Seated" Signs or Placards			provided a legible sign or placard is readable from each occupied passenger seat.	
5.	Lavatory Door Ashtrays				
	1) Airplanes With More Than One Lavatory Door Ashtray Installed	A	-	-	One may be missing provided it is replaced within 10 calendar days.
	2) Airplanes With Only One Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 calendar days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
6.	Megaphones	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, and b) Required distribution is maintained.
					Note: Note required for all-cargo operations.

7.	Cabin Emergency Flashlight Holder/Flashlights	C	-	-	May be inoperative or missing provided the crewmember assigned to the affected position has a normally operating flashlight readily available.
8.	Passenger Convenience Item(s)		-	0	Passenger convenience items, as expressed in this MMEL, are those items related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the Air Carrier's appropriate document. Note: Lavatory door ashtrays are not considered convenience items.
9.	Emergency Locator Transmitter (ELT)	C	-	-	As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
10.	Observer Seat				
	1) Primary Observer's Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
		A	-	-	Associated equipment may be

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- inoperative provided:
- a) Required minimum safety equipment (Safety belt and oxygen) is available,
 - b) Seat is acceptable to an FAA inspector for the performance of official duties, and
 - c) Repairs are made within two flight days.

Note 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.

Note 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.

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			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
11.***	Emergency Evacuation Signal System	C	1	0	(0)May be inoperative provided alternate procedures are established and used.
12.	First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.
13.	Flotation Equipment (Crew and Passengers)	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided required distribution is maintained.
14.	Underseat Baggage	C	-	-	(M)(0)May be inoperative provided:

	Restraining Bars				Cn235r2.txt	<ul style="list-style-type: none"> a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert cabin crew of inoperative restraining bar.
15.	Galley Waste Receptacles Access Doors/Covers	C	-	-		(M) May be inoperative provided the container is empty and the access is secured to prevent waste introduction into the compartment.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
16.	Cabin Window Shades	D	-	0	<p>May be inoperative in a compartment used for cargo provided AFM Limitations are observed.</p> <p>Note: Passenger Cabin Window Shades in compartments configured for passengers only are considered a passenger convenience item.</p>

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
26 FIRE PROTECTION					
1.	Engine Overheat/ Fire Detection System	C	2	1	(M)(0)One loop per engine may be inoperative provided the operative system is tested before each departure.
2.	Fire Detection Test Switch System	C	2	0	(M)Test feature may be inoperative provided detection system is verified to operate normally each flight day.
3.	Cargo Compartment Smoke Detection System	C	1	0	(0)May be inoperative provided cargo compartment remains empty.
		C	1	0	(0)May be inoperative provided only non-combustible materials are carried.
4.	Lavatory Fire Extinguisher System	C	-	-	(M)(0)For each lavatory, the lavatory fire extinguisher system may be inoperative provided:

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				a) Lavatory Smoke Detector system operates normally. OR
	C			b) Lavatory waste receptacle is empty,
				c) Lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and
				d) Lavatory is not used for any purpose. OR
	C			e) All -cargo operations are being conducted.
				NOTE 1: These provisions are not intended to prohibit lavatory inspections by crewmembers.

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26	FIRE PROTECTION				
5.	Lavatory Smoke Detection Systems	C	-	-	(M)(O)For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory fire extinguisher system operates normally. OR b) Lavatory waste receptacle is empty, c) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and d) Lavatory is not used for any purpose. OR e) All -cargo operations are being conducted.
		C			
		C			
					NOTE 1: These provisions are not intended to prohibit lavatory inspections by crewmembers.

6.	Engine Fire Extinguisher Discharge Indicators	C	2	0	(M) May be inoperative provided procedures are used to verify bottle charge is adequate before each departure.
7.	Portable Fire Extinguishers	D	-	-	Any in excess of those required by FAR may be inoperative. NOTE: Bottles not properly serviced are considered inoperative and should be removed.

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			3. NUMBER REQUIRED FOR DISPATCH		
27 FLIGHT CONTROLS					
1.	Trim Tab Indicator (Aileron and Rudder)	C	1	0	(M)(O) May be inoperative provided: a) Both trim systems operates normally, b) Both trim systems are visually checked in their recommended position before each departure, and c) The elevator trim tab indicator operates normally for all flight conditions.
2.	Gust Lock System	C	1	0	(M) May be inoperative provided: a) System is secured in the unlocked position, and b) Appropriate measures are taken to prevent damage from gusts while on the ground.
3.	Rudder Pedal Adjustment System	C	2	0	(M) May be inoperative provided: a) Adjustments can be secured in a position which suits individual pilot(s) requirement, and

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4.	Wing Flap Position Indicator	C	1	0	b) Position of pedal(s) permits normal full flight control movement.
		C	1	0	(M)(0)May be inoperative provided takeoff flap position is verified before departure.
					(M)(0)May be inoperative provided zero flap takeoff and landing are conducted in accordance with AFM performance limits.

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27	FLIGHT CONTROLS					
5.	Elevator Trim Tab Indicator	C	1	0	(M)(0)May be inoperative provided: a) Left and right trim tabs operate normally, and b) Left and right trim tabs are verified to be set in the proper position before each departure.	
6.	Selector (L. H. S.) of ELEVATOR EMERGENCY TRIM	C	1	0	(0)May be inoperative provided both selectors on the control wheel are verified to operate normally before each departure.	
7.	Selector (R. H. S.) of ELEVATOR EMERGENCY TRIM	C	1	0	(0)May be inoperative provided the right trim tab operates normally.	
8.	OVSP W/FLAPS Caution Light	C	1	0	(M)(0)May be inoperative provided the flight crew monitors proper speed for each flap operation.	
9.	Gust Lock Control	C	1	0	(M)May be inoperative provided the flight controls are verified to be unlocked before each departure.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28	FUEL				
1.	Electrical Fuel Boost Pumps	C	2	1	One may be inoperative provided: a) Crossfeed and gravity transfer valves operate normally, b) Both fuel quantity indicators operate normally, and c) Low fuel pressure warning system operates normally.
		C	2	1	(M)One may be inoperative provided: a) Crossfeed valve operates normally, and b) Auxiliary fuel tanks remain empty.
2.	Gravity Transfer Valves	C	2	1	One may be inoperative provided: a) Crossfeed and both electrical fuel boost pumps operates normally, b) Both fuel quantity indicators operate normally, and c) Low fuel pressure warning system operates normally.
		C	2	0	(M)(0)May be inoperative provided auxiliary fuel tanks remain empty.
		C	2	0	(M)(0)May be inoperative with fuel

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in auxiliary tank provided corresponding main fuel pump and jet pump operate normally.

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			3. NUMBER REQUIRED FOR DISPATCH		
28	FUEL				
3.	Transfer Jet Pump	C	2	1	One may be inoperative provided: a) Crossfeed and gravity transfer valves operate normally, b) Both fuel quantity indicators operate normally, and c) Corresponding auxiliary fuel tank remains empty.
		C	2	1	One may be inoperative with fuel in auxiliary tank provided corresponding main fuel pump and jet pump operate normally.
4.	Fuel Quantity Indicators (Flight Deck)	C	2	1	(M)(O)One may be inoperative provided: a) Fuel quantity is verified by drip stick readings, or alternated means before departure, b) Fuel used counters operate normally, c) Low level fuel lights operate normally, d) Both fuel flow indicators operate normally, and e) Aux tanks remain empty for dispatch.
5.	Fuel Used Counters	C	2	0	May be inoperative provided: a) Both fuel quantity

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- indicators operate normally,
- b) FUEL LEVEL lights operate normally, and
- c) Both fuel flow indicators operate normally.

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28	FUEL					
6.	Direct Quantity Measuring System (Dripless Sticks)	C	-	0	0	(M)May be inoperative provided: a) Fuel quantity is verified by an alternate means, and b) No evidence of leakage exists.
7.	Pressure Refueling System	C	1	0	0	(M)May be inoperative provided an alternate means of refueling is established and used.
8.	Fuel Temperature Indicator	C	1	0	0	(O)May be inoperative provided Total Air Temperature or Ram Air Temperature indicators operate normally.
9.	Outboard Tank Empty Magnetic Indicators	C	2	0	0	May be inoperative provided: a) Both fuel quantity indicators operate normally, and b) Both fuel used counters operate normally.
		C	2	0	0	May be inoperative provided tank remains empty.
10.	FUEL LEVEL Annunciators	C	2	0	0	May be inoperative provided: a) Both fuel quantity indicators operate normally, b) Both fuel used counters operate normally, and c) Fuel quantity in each main tank may not be less than 200 kg (440 lbs.).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER					
1.	Hydraulic Pumps	C	2	1	(M)One may be inoperative provided: a) Hydraulic pressure and quantity indicators operate normally, and b) The flap system is not operated simultaneously with landing gear and/or ramp and cargo door systems.	
2.	Hydraulic Pump ON Lights (PUMP Push Button)	C	2	1	(M)One may be inoperative provided: a) Hydraulic pressure indicator operates normally, and b) Hydraulic pressure annunciator lights operate normally.	
3.	Hydraulic Pressure Indicator	C	1	0	(M)May be inoperative provided: a) Both hydraulic pressure annunciator lights operate normally, and b) Brake pressure indicator operates normally.	
4.	HYD PRESS Caution Lights	C	2	0	(M)(O)May be inoperative provided: a) Hydraulic pressure indicator operates normally, b) Corresponding pump is verified to operate normally before each flight, and c) The flap system is not operated simultaneously with landing gear and/or ramp and cargo door systems.	

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			3.	NUMBER REQUIRED FOR DISPATCH	
29	HYDRAULIC POWER				
5.	Hydraulic Quantity Indicator (Flight Deck)	C	1	0	(M) May be inoperative provided: a) Reservoir level is verified to be adequate before each departure, and b) HYD PRESS lights operate normally.
6.	Hydraulic Quantity Indicator (Service Panel)	C	1	0	May be inoperative provided flight deck hydraulic quantity indicator operates normally.
7.	TEMP Lights (PUMP Push Button)	C	2	0	(M)(O) May be inoperative provided the flap system is not operated simultaneously with landing gear and/or ramp and cargo door systems.
8.	HOT HYD OIL Caution Light	C	1	0	(M)(O) May be inoperative provided the Pressure Indicator operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION					
1.	Wing/Tail Deicing Systems	C	2	1	(M)(0)One may be inoperative.	
		C	2	0	(M)(0)May be inoperative in the closed position provided flight is not conducted in visible moisture and/or known or forecast icing conditions.	
2.	Monitor Lights					
	a) Outer Wing	C	2	0	(0)May be inoperative provided: a) Boot Operation is visually monitored when in use, and b) Corresponding wing inspection light(s) operate normally for night operations.	
	b) TAIL	C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.	
3.	Engine Air Intake Anti-icing	C	2	1	(0)One may be inoperative provided flight is not operated in known or forecast icing conditions.	
4.	On-Ground Propeller Deicing System	C	1	0	(0)May be inoperative provided the airplane is not operated in known or forecast icing conditions.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
5.	In-Flight Propeller Deicing System	C	1	0	(M)(0)May be inoperative provided the airplane is not operated in known or forecast icing conditions.
	a) Timers	C	2	1	(M)(0)One may be inoperative provided remaining timer operates normally.
	b) Fast Mode	C	2	1	(M)(0)One may be inoperative provided remaining fast mode operates normally.
6.	Windshield Heaters	C	2	1	
		C	2	0	May be inoperative provided the airplane is not operated in known or forecast icing conditions.
7.	Windshield Wipers	C	2	0	May be inoperative provided the airplane is not flown in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
8.	Angle of Attack Vane Heaters	C	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.

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30	ICE AND RAIN PROTECTION					
9.	TAT Probe Heating System	C	1	0		May be inoperative provided airplane is not operated in known or forecast icing conditions.
10.	Rain Repellent System	C	1	0		
11.	Pitot-Static Heaters	C	2	1		(0)CM1 or CM2 heating system may be inoperative for day VMC flight provided airplane is not operated in visible moisture, known or forecast icing conditions.
	1) Standby (AUX)	C	1	0		(0)May be inoperative provided: a) Remaining two (CM1 and CM2) operate normally, b) Flight is conducted in an unpressurized configuration, and c) Flight is not operated in visible moisture, known or forecast icing conditions.
12.	ICE FORM Caution Light ***	C	1	0		
13.	WING TAIL DI Caution Light	C	1	0		May be inoperative provided airplane is not operated into known or forecast icing conditions.
14.	HIGH PRS DEICING Caution Light	C	1	0		May be inoperative provided airplane is not operated into known or forecast icing conditions.

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			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
15.	INLET DEICING Caution Lights	C	2	0	May be inoperative provided airplane is not operated into known or forecast icing conditions.
16.	WSHLD HEATING Caution Lights	C	2	1	(M)(O)One may be inoperative provided the windshield heating is verified to operate normally before each departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS							
1.	Clocks	C	2	1	1			One may be inoperative at either the pilot or copilot station.
2.	Flight Data Recorder (FDR)	A	1	0	0			May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport where repairs or replacements can be made, and c) Repairs are made within three flight days.
	1) DFDR Recording Parameters required by FAR	A	-	0	0			May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport where repairs or replacements can be made, and c) Repairs are made within three flight days.
	2) DFDR Recording Parameters not required by FAR	C	-	0	0			
3.	AIDS Maintenance Recorder	C	1	0	0			

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31	INDICATING/RECORDING SYSTEMS				
4.	Master Warning Lights	C	2	1	(M)(O)One may be inoperative provided the aural master warning and all discrete warning lights operate normally on the associated systems.
5.	Master Caution Lights	C	2	1	(M)(O)One may be inoperative provided the aural master caution and all discrete caution lights operate normally on the associated systems.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
1.	Anti skid System	C	1	0	(O)May be inoperative provided appropriate AFM performance decrements are applied.
2.	Landing Gear Selector Lever Flashing Light	C	1	0	(M)(O)May be inoperative provided all landing gear position magnetic indicators operate normally.
3.	Nosewheel Steering System	C	1	0	(M)May be inoperative provided system is deactivated and secured.
4.	Landing Gear Position Magnetic Indicators	B	3	2	(M)(O)One may be inoperative provided the selector lever flashing lights operate normally.
5.	Landing Gear Latch Solenoid	C	1	0	(M)(O)May be inoperative in the latched position provided the override mechanism functions normally.
6.	Brake Pressure Indicator				
	1) Normal	C	1	0	(M)(O)May be inoperative provided: a) Corresponding accumulator gas charging pressure is verified before each departure, and b) Hydraulic system pressure indicator operates normally.
	2) Emergency	C	1	0	(M)(O)May be inoperative provided: a) Corresponding accumulator gas charging pressure is verified before each departure, and b) Hydraulic system pressure indicator operates normally.

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SYSTEM &	1.	2. NUMBER INSTALLED
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SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
7.	Brake Pressure Accumulator Guage				
1)	Normal	C	1	0	(M)May be inoperative provided before each flight the accumulator is verified to hold 3000 psi when hydraulic pumps are selected OFF.
2)	Emergency	C	1	0	(M)May be inoperative provided before each flight the accumulator is verified to hold 3000 psi when hydraulic pumps are selected OFF.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS

33	LIGHTS				
1.	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, b) Positioned so that direct rays are shielded from the flight crew's eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.
2.	Cabin Interior Illumination System	C	-	-	Individual lights may be inoperative provided sufficient lighting remains for cabin attendants/cargo couriers to perform their duties.
3.	Warning Panel (Dimmer Only Function)	C	1	0	

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33	LIGHTS			

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4.	Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT/RETURN TO SEAT") Signs	C	1	-	(M)(O)No passenger seat, cabin attendant seat or lavatory may be occupied from which a "No Smoking/Fasten Seat Belt/Return to Seat" sign is not readily legible and placarded - DO NOT OCCUPY.
		C	1	-	(O)"No Smoking/Fasten Seat Belt/Return to Seat" signs may be inoperative and the affected passenger seat(s), cabin attendant seat(s) or lavatories may be occupied provided: a) The PA System operates normally and can be clearly heard throughout the cabin during flight, and b) An acceptable procedure is used to notify passenger when seat belts must be fastened, smoking is prohibited and when passengers should return to cabin from lavatories.
	1) Aural Tone System	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
33	LIGHTS				
5.	Interior Emergency Exit Lighting	C	1	0	Lights may be inoperative in cargo area provided:

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	System (Mixed or All-Cargo Configuration)				<p>a) No persons occupy that area, and</p> <p>b) Forward entrance door light operates normally at all times.</p>
6.	External Emergency Lighting System	C	1	0	May be inoperative for daylight operations.
7.	Cargo Compartment Lights	C	2	0	
8.	Wing Illumination Lights	C	2	0	(0) May be inoperative for night operations provided ground de-icing procedures do not require their use.
		C	2	0	May be inoperative for day operations.
9.	Landing Lights	C	2	1	(0) One may be inoperative for night operations provided taxi lights operate normally.
		C	2	0	May be inoperative for day operations.
10.	Position Lights System	C	-	0	May be inoperative for day operations.
11.	Anti-Collision Lights (Fuselage And Vertical Fin)	C	2	0	May be inoperative for night operations provided strobe lights are installed and operating normally.
		C	2	0	May be inoperative for day operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
12. Taxi Lights	C	2	1		One may be inoperative for night operations provided all landing lights operate normally.

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	C	2	0	May be inoperative for day operations.
13. Wing Strobe Light System	C	1	0	
14. Logo Lights	D	2	0	
15. Runway Turnoff Lights	C	2	0	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS			
16.	Floor Proximity Emergency Escape Path Marking System	C 1	-	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with.

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C	1	-	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in an FAA approved report on the Type Design holder are complied with.
C	1	-	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in the Limitations and Conditions Section of the applicable Supplementary Type Certificate (STC) are complied with.
C	1	-	Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in an FAA approved report incorporated in the Master Drawing List for the applicable STC are complied with.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
1.	Standby Attitude Indicator	C	1	0	May be inoperative for day VMC operations only.
2.	Standby Altimeter	A	1	0	(M)(0)May be inoperative for day VMC provided both main altimeters operate normally and repairs are made within two flight days.
3.	Standby Airspeed	A	1	0	(M)(0)May be inoperative for day

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Indicator				VMC provided both main airspeed indicators operate normally and repairs are made within two flight
4. Rate of Climb Indicator				
a) First Officer	C	1	0	(M)(0)May be inoperative for day VMC flight.
5. Altitude Alerting System	A	1	0	(0)Except where enroute operations require its use, may be inoperative provided: a) Autopilot with altitude hold is operable, and b) Repairs are made within three flight days.
6. Angle of Attack Systems (AOA)	C	2	1	(0)One may be inoperative provided aircraft is not flown in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
7. Non-Stabilized Magnetic Compass	B	1	0		(0)May be inoperative provided any magnetic compass combinations of three Gyro or INS (IRU) stabilized Compass Systems are operative.
	B	1	0		(0)May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Aircraft is operated with

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					dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
	B	1	0		(0)May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.
8. Stall Warning Lights	C	2	1		(0)One may be inoperative provided the stall aural signal is checked to operate normally before each flight.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
9.	Turn and Slip Indicators	C	2	1	One turn function may be inoperative provided the Standby Bank-and-Pitch Indicator is installed and operates normally.
10.	Flight Director System	C	-	0	May be inoperative provided approach minimums do not require their use.
11.	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by FAR may be inoperative.
12.	Weather Radar	D	-	-	Any in excess of those required

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				by FAR may be inoperative.
13. ATC Transponders/ Automatic Altitude Reporting Systems	C D	- -	- -	As required by FAR. Any in excess of those required by FAR may be inoperative.
14. Marker Beacon	C	-	0	May be inoperative provided approach minimums do not require its use.
15. Radio Compass Systems (ADF)	D	-	-	Any in excess of those required by FAR may be inoperative.
16. VHF Navigation Systems (VOR/ILS)	D	-	-	Any in excess of those required by FAR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.
17. Long Range *** Navigation Systems (INS, Loran, Omega)	D	-	-	Any in excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
18. Ground Proximity Warning System	A	-	0	(0)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
1) Modes 1-4	A	-	0	(0)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
2) Test Mode	A	-	0	May be inoperative provided: a) The GPWS is considered inoperative, and	

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b) Repairs are made within two flight days.

3) Glide slope
Deviation
(Mode 5)

B 2 0

*** 4) Advisory
Callouts

C - 0

(0) May be inoperative provided alternate procedures are established and used.

*** 5) Windshear Mode

C - 0

(0) May be inoperative provided alternate procedures are established and used.

*** 6) Enhanced GPWS

C - 0

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34	NAVIGATION			
19.	Radio Altimeter System	C -	0	(0) May be inoperative provided: a) Dispatch deviation for GPWS is observed, and b) Approach minimums do not require its use.
20.	Instrument Comparator System	C 1	0	May be inoperative provided approach minimums do not require its use.
21.	Microwave Landing System (MLS)	D -	0	(0) May be inoperative provided approach procedures do not require its use.
22.	RMI			
	1) Heading	C 2	1	One may be inoperative provided

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Indicators					
					stabilized heading indicator on the associated pilot's panel operate normally.
2) Pointer Indicators (Single or Double)	C	2	1		(0)One ADF pointer may be inoperative.
	C	2	1		(0)One VOR pointer may be inoperative provided the course indication on the associated EHSI operates normally.
23. RNAV System	C	-	0		
24. Glide Slope Receiver	C	-	0		May be inoperative provided approach minimums do not require their use.
25. MFD (Displays CRT)	B	1	0		(0)May be inoperative provided the four lateral displays operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
34 NAVIGATION					
26.	Traffic Collision and Avoidance System I (TCAS I)	C	-	0	(M)May be inoperative provided the system is deactivated and secured.
	Traffic Collision and Avoidance System II (TCAS II)	C	-	0	(M)May be inoperative provided the system is deactivated and secured.
*** 1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	C	2	1	(0)One may be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on the flying pilot side.
2)	Resolution Advisory (RA) Display System(s)	C	2	1	(0)One may be inoperative on the non-flying pilot side.
		C	-	0	(0)May be inoperative provided: a) All Traffic Alert (TA)

Cn235r2.txt

3) TA Display System(s)	C	-	0	<p>display elements and voice command audio functions are operative, and</p> <p>b) TA only mode is selected by the crew.</p> <p>(0) May be inoperative provided all installed RA display and audio functions are operative.</p>
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
27. Transfer Panels					
1) ATT Transfer Pushbuttons	C	2	1	(0) One may be inoperative provided associated vertical gyro operates normally.	
	C	2	0	(0) May be inoperative provided both vertical gyros operate normally.	
2) HDG Transfer Pushbuttons	C	2	1	(0) One may be inoperative provided associated directional gyro operates normally.	
	C	2	0	(0) May be inoperative provided both directional gyros operate normally.	
3) DPU Transfer Pushbuttons	C	2	1	(0) One may be inoperative provided associated DCP's operate normally.	
	C	2	0	(0) May be inoperative provided both DPU's operate normally.	

4) DCP Transfer Pushbuttons	C	2	1	(0)One may be inoperative provided associated DCP operates normally.
	C	2	0	(0)May be inoperative provided both DCP's operate normally.
5) DSPL XFR Selectors	C	2	1	(0)One may be inoperative provided the associated displays operate normally.
	C	2	0	(0)May be inoperative provided the the four lateral displays operate normally. (Continued)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
27.	Transfer Panels (Cont'd)					
6)	EFIS Test Pushbuttons	C	2	0		(0)May be inoperative provided suitable flags appear when displays are turned on.
7)	Lateral Deviation Selectors	C	2	0		
8)	COMPRT WARM Button	C	2	0		
28.	EFIS Advisory Panel					
a)	ADI, HSI, DPU and MPU Lights	B	8	0		May be inoperative provided the use of equipment or displays is minimized on the ground.
b)	EFIS Battery Test Pushbutton	C	1	0		

29. Display Control Panels (DCPs)	C	2	1	Cn235r2.txt (0)One may be inoperative provided the associated DCP transfer pushbutton operates normally.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
30.	Course Heading Panel (CHP)				
	1) Course Knobs	B	2	1	
	2) Heading Knob	C	1	0	
	3) NAV DATA, CRS CTL & ET	C	6	0	
31.	DPU's (Equipment)	C	2	1	(0)One may be inoperative provided suitable MPU transfer has been performed.
32.	MPU (Equipment)	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
35	OXYGEN				
1.	Crew Oxygen Pressure Indicator	C	1	0	(M)May be inoperative provided alternate procedures are established to verify oxygen supply is above minimum requirements for the flight.
2.	Passenger Oxygen (Portable Bottles)	D	-	-	(M)Any in excess of those required by FAR may be unserviceable or missing provided: 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.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
36	PNEUMATIC				
1.	High Pressure Valves	C	2	1	(M)One may be inoperative provided the associated valve is disconnected and locked in the closed position before departure.
		C	2	0	(M)(0)May be inoperative for unpressurized flight during cargo operations.
2.	Pressure Regulator Valves	C	2	1	(M)(0)One may be inoperative in the closed position.
		C	2	0	(M)(0)May be inoperative for unpressurized flight during cargo operations.
3.	BLEED O/TEMP Lights	C	2	0	(M)May be inoperative provided a procedure is established to ensure high temperature illuminates the corresponding BLEED HOT light and closes the HP valve.
4.	Crossfeed Valve	C	1	0	(M)May be inoperative provided it is locked in the closed position.
5.	BLEED HOT Warning Lights	C	2	0	(M)May be inoperative provided the associated BLEED O/TEMP light operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC					
6.	HP Pressure Switches	C	2	0		(M)(0)May be inoperate provided associated HP valve is considered to be inoperative. NOTE: Reference item 36-1.
7.	Bleed Overtemp- ature Switches	C	2	0		(M)(0)May be inoperate provided associated HP valve is considered to be inoperative. NOTE: Reference item 36-1.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
38	WATER/WASTE				
1.	Potable Water System	C	-	0	(M)May be inoperative provided appropriate procedures are established to deactivate applicable system components (i.e., tank drained) to prevent its servicing, inspect system for leaks, and to provide for crewmember inspection.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS						
1.	Ramp and Cargo Door Interlock Switches	C	18	0		(M)(0)May be inoperative for unpressurized flight provided an alternate means is established and used to determine the doors are closed and locked before each departure.
2.	Cargo Door OPEN/UNLOCKED Light (Hydraulic Utility Panel)	C	1	0		(M)May be inoperative provided alternate means are established and used to determine the cargo door is closed and locked before each departure.
		C	1	0		(M)May be inoperative provided the cargo door OPEN/UNLOCKED light in the external cargo door control unit operates normally.
3.	Cargo Door OPEN/UNLOCKED Light (External Cargo Door Control Unit)	C	1	0		(M)May be inoperative provided alternate means are established and used to determine the cargo door is closed and locked before each departure.
		C	1	0		(M)May be inoperative provided the cargo door OPEN/UNLOCKED light in the hydraulic utility panel operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS					
4.	RAMP SW Light	C	1	0		
5.	RAMP CYL ON Light	C	1	0		
6.	Baggage Container OPEN Light	C	1	0		(M)(0)May be inoperative provided alternate procedures are established and used to ensure the baggage container is closed and locked before each departure.
		C	1	0		May be inoperative provided the baggage container remains empty.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
61 PROPELLERS					
1. ***	Propeller Brake	C	1	0	(M)May be inoperative provided: a) Propeller brake system is deactivated and secured, b) APU mode is not used, and c) Light(s) erroneously "ON" due to system failure must be deactivated.
2.	Synchrophaser System	C	1	0	(M)May be inoperative provided system is deactivated and secured before dispatch.
3.	BETA MODE Lights	C	4	2	(M)One on each propeller may be inoperative.
4.	ON/BRAKE Switch Light	C	1	0	(M)May be inoperative provided APU Mode is not used.
5.	Propeller Brake Low Pressure Indicator Lights (No. 1 and No. 2)	C	2	0	(O)May be inoperative provided the PROP BRAKE Master warning light operates normally.
		C	2	0	(M)May be inoperative provided APU Mode is not used.
6.	PROP BRAKE Warning Light	C	1	0	(M)May be inoperative provided APU Mode is not used.
7.	Autofeather FAIL Light	C	1	0	(M)May be inoperative provided AUTFTR warning light operates normally.
8.	AUTFTR Warning Light	C	1	0	(M)May be inoperative provided FAIL Light on the Autofeather Panel operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
73	ENGINE FUEL & CONTROL				
1.	Fuel Heater Systems	C	2	0	(M)May be inoperative provided an approved fuel antiicing additive is used.
		C	2	0	May be inoperative provided flight altitude OAT is no lower than 4 degrees C (39 degrees F).
2.	FUEL COLD Caution Lights	C	2	1	(M)(0)One may be inoperative provided the corresponding FUEL FIL Caution Light operates normally.
3.	Fuel Temperature	C	1	0	(M)May be inoperative provided flight altitude OAT is no lower than -30 degrees C (-14 degrees F).
4.	ENG FUEL FIL Caution Lights	C	2	1	(M)(0)One may be inoperative provided: a) Fuel filter is inspected for presence of contaminants once each flight day, and b) Associated FUEL COLD caution light operates normally.
5.	ENG FUEL PRS Warning Lights	C	2	0	(M)(0)May be inoperative provided both booster pumps operate normally and are selected ON for the entire flight.
6.	Fuel Flow Indicators	C	2	1	(M)(0)One may be inoperative provided the remaining engine instruments and fuel quantity indicator operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
73	ENGINE FUEL & CONTROL				
7.	FI SOL Override System (Push Button)	C	1	0	(M)(O)May be inoperative provided solenoid is disconnected and does not block PL's. NOTE: According to AFM, section 2 - OPERATING LIMITATIONS "Power lever shall not be retarded below FLT IDLE position in flight as dangerously high drag and uncontrollable flight or propeller overspeed may result".

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING					
1.	Digital Ng Indicators	C	2	0		
2.	Digital Torque Indicators	C	2	0		
3.	Digital ITT Indicators	C	2	0		
4.	Digital Np Indicators	C	2	0		

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78	ENGINE EXHAUST				
1.	Reverse Thrust	C	2	0	(M) (O) May be inoperative provided the Minimum Np Regulator properly operates for P. L. positions above GND IDLE.

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SYSTEM &	1.	2. NUMBER INSTALLED
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SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
1.	Oil Quantity Indicators	B	2	1	(M)One may be inoperative provided: a) Oil tank is filled to maximum recommended capacity before each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Low pressure warning, oil temperature and pressure indicators operate normally.
2.	ENG OIL PRES Warning Lights	B	2	1	(M)(O)One May be inoperative provided associated oil pressure indicator operate normally.
3.	PROP OIL PRES Warning Lights	B	2	1	(M)(O)One may be inoperative provided associated oil pressure indicator operates normally.
4.	PROP OIL Pressure Indicators	B	2	1	(M)(O)One may be inoperative provided a) Corresponding temperature indicator operates normally, b) Corresponding PROP OIL PRES warning light operates normally, and c) PROP OIL quantity is verified adequate before each departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH
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-----				4. REMARKS OR EXCEPTIONS
79	ENGINE OIL			
6.	ENG OIL FIL Caution Lights	C	2	1
				(M)(O)One may be inoperative provided: a) The associated pressure indicator, temperature indicator and ENG CHIP Caution lights operate normally, and b) Oil filter is inspected for presence of contaminants once each flight day.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80	STARTING			

1. Spark Plugs	C	4	2	Cn235r2.txt (M) One may be inoperative on each engine.
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