

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

Revision: 11 c  
Date: 08/21/2000

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

ALLISON CONVAIR 340/440  
(CV-580, CV-5800)  
(TURBO PROP)

Federal Aviation Administration  
Flight Standards Division  
AIRCRAFT EVALUATION GROUP, LGB-AEG  
3229 East Spring Street  
Long Beach, CA 90806-2425

TELEPHONE: (310) 988-5270  
FAX: (310) 988-5281

ALLSON CONVAIR 340/440 (CV-580, CV-5800)  
(TURBO PROP)

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Control Page

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22	22-1	11 a	09/26/1994
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	22-3	11 a	09/26/1994
23	23-1	11 c	08/21/2000
	23-2	11 c	08/21/2000
	23-3	11 c	08/21/2000
	23-4	11 c	08/21/2000
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	25-3	11	03/08/1994
	25-4	11	03/08/1994
	25-5	11 c	08/21/2000
	25-6	11 c	08/21/2000
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Highlights of Change

EFFECTIVE ABOVE DATE the Allison Conviar 340/440 (CV-580, CV-5800)  
Master Minimum Equipment List is revised.  
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Please retain this sheet until the next revision has been issued.  
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Revision 11c incorporates Policy Letters through PL 104.

The following sections have been revised:  
Section 23, 25, 26, 31, 33, 34, 35.

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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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Definitions

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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#### Definitions

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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## Definitions

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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## Definitions

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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Definitions

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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(TURBO PROP)

Definitions

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 MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. 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 MMEL 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 MMEL 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.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: ALLSON CONVAIR 340/440 (CV-580, CV-5800) (TURBO PROP)	REVISION NO: 11 b DATE: 10/01/1998	PAGE: 21-1
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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.	Engine Driven Compressor	C	-	0	May be inoperative provided: a) Aircraft is operated in an accepted unpressurized configuration.
		C	-	0	May be inoperative provided an acceptable Airborne Auxiliary Pneumatic Power source is available.
2.	Cabin Altitude and Differential Pressure Indicator	C	1	0	May be inoperative provided aircraft is operated unpressurized.
3.	Cabin Pressurization Control System	C	1	0	May be inoperative provided aircraft is operated unpressurized.
4.	Cabin Rate Climb System	C	1	0	May be inoperative provided aircraft is operated unpressurized.
5.	Cabin Differential *** Pressure Warning	C	1	0	May be inoperative provided aircraft is operated unpressurized.
		C	1	0	(O)May be inoperative provided: a) Alternate procedures are established to assure aircraft is depressurized before opening the cabin door, and b) An additional placard is placed at Main Door Warning Light.
6.	Cockpit Electric Heater (DC)	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21	AIR CONDITIONING				
7.	Temperature Control System	C	1	0	May be inoperative provided Cockpit Temperature remains above 50 F.
	1) Manual Function	C	1	0	May be inoperative provided Automatic Temperature Control is operative.
	2) Automatic Function	C	1	0	May be inoperative provided Manual Function is operative.
8.	Air Cycle Machine	C	1	0	
9.	Pressurization System	C	1	0	May be inoperative provided aircraft is operated unpressurized.
10.	Cabin Electric Heating System (AC)	C	1	0	
11.	Cockpit Heater Fan	C	1	0	
	***				
12.	Radio Rack Ground Blower	C	1	0	
	***				
13.	Ground Blower	C	1	0	May be inoperative provided Pressurization and Air Conditioning Systems are not used on the ground.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT					
1.	Auto Pilot Systems					
	***					
	1) Sperry SP-20 System	C	-	0		
	a) Altitude Control Switch	C	1	0		
	b) Turn Knob	C	1	0	(M)May be inoperative provided it is verified that directional control is not impaired.	
	c) Pitch Control Wheel	C	1	0	(M)may be inoperative provided it is verified that vertical control is not impaired.	
	2) Control Wheel Autopilot Disconnect	B	2	1	One may be inoperative provided: a) Autopilot is not used at less than initial approach altitude, and b) Pilot flying has an operative Control Wheel Disconnect Switch.	
					(Continued)	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT			
1.	Auto Pilot Systems *** (Cont'd)			
	3) SPZ-4500 System C	-	0	
	a) Altitude Control Switch C	1	0	
	b) Turn Knob C	1	0	(M)May be inoperative provided: a) It is verified that directional control is not impaired, and b) Touch control Steering is operative.
	c) Pitch Control Wheel C	1	0	(M)may be inoperative provided: a) It is verified that vertical control is not impaired, and b) Touch Control Steering is operative.
	d) Couple Switch (1/2) C	-	0	May be inoperative provided available flight computer is operative.
	e) Soft Ride Switch C	-	0	
	f) Touch Control Steering C	-	0	May be inoperative provided: a) Pitch Wheel is operative, and b) Turn Knob is operative.
2.	Yaw Damper C	-	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
3.	Digital Flight *** Control Computer (SPZ-4500)	C	-	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
1.	Passenger Address System				]
1)	Passenger Configuration	B	1	0	(O)May be inoperative provided: ] a) Alternate, normal, emergency ] procedures and/or operating ] restrictions are established ] and used, and ] b) Flight Deck/Cabin interphone ] and aural alerting (chime) ] operates normally. ]
					NOTE: Any Station that operates ] normally may be used. ]
2)	Cargo Configuration	D	1	0	
2.	DELETED				Deleted before revision 10.
3.	Audio Selector Panels	D	-	-	Any in excess of those required for ] flight deck crewmembers (including ] official observer in Forward ] Observer's Seat) may be ] inoperative.
1)	Audio Selector Panel Amplifier	C	-	-	One amplifier associated each panel ] may be inoperative provided one ] amplifier remains operative at each ] flight crew station.
					(Continued)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
3.	Audio Selector Panels (Cont'd)				
	2) Audio Selector Panel Switches (VHF, ADF, HF, NAV, MKR, VOICE, RANGE SWITCHES)	C	-	-	One switch on each audio selector panel may be inoperative provided: a) The flight crew interphone function is operative, and b) Alternate procedures for monitoring and identifying radios are established and used.
		C	-	-	May be inoperative provided: a) Flight Crew Inter Communications Function is operative, and b) Alternate switching is used for affected communications functions.
4.	Communications Systems (VHF, HF UHF, etc.)	D	-	1	Any in excess of those required by FAR may be inoperative provided one Communications System powered by Essential Buses is operative.
5.	Flight Deck Speakers	C	-	0	May be inoperative provided associated headset is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
6.	Crewmember				]
***	Interphone System				]
1)	Flight Deck to Cabin, Cabin to Flight Deck, Cabin to Cabin	B	1	0	(O)May be inoperative provided: a) Public address system operates normally, and can be used as an alternate communications link between the flight deck and the cabin, and b) Alternate communications procedures between the affected Flight Attendants station(s) and the flight deck are established and used.
					NOTE: Any station that operates normally may be used.
2)	Flight Deck to Ground	C	1	0	(O)May be inoperative provided alternate procedures are established and used.
7.	Static Dischargers	C	12	8	Four may be missing provided one remains in the outer position on the aileron, elevator and rudder.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
23	COMMUNICATIONS				
8.	Crew Alerting Systems (chime/light)				]
	1) Flight Deck Call Light	B	1	0	May be inoperative provided the flight deck chime is operative. ]
					NOTE: The flight deck chime must always be operative. ]
	2) Flight Attendant Call Light	B	1	0	May be inoperative provided: a) PA system is operative, and ] b) Affected light is not used ] for Lavatory Smoke Detector ] Alerting. ]
	3) Flight Attendant Chime	B	-	0	May be inoperative provided: a) PA system is operative, and ] b) Affected Chime is not used ] for Lavatory Smoke Detector ] Alerting. ]
	4) Cargo Configuration	D	-	0	May be inoperative provided affected chime/light is not used ] for Lavatory Smoke Detector ] Alerting. ]
9.	Cockpit Microphones (Boom and Handheld)				
	1) Handheld Microphones	D	-	0	May be inoperative provided associated Boom Microphone is operative. ]

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
9.	Cockpit Microphones (Boom and Handheld) (Cont'd)			
	2) Boom Microphone			
	a) Cockpit Voice A Recorder Equipped to Record Boom Microphone per FAR 121.359(e), 135.151(d), 125.227(e)	- 0		May be inoperative provided: a) Associated Hand Held Mike is operative, b) Flight Data Recorder (FDR) is operative, and c) Repairs are made within three flight days.
	b) Cockpit Voice D Recorder Not Equipped to Record Boom Microphone	- 0		May be inoperative provided associated Hand Held Mike is operative.
*** 3)	Mask/Boom Microphone Selector SW	D - 0		May be inoperative provided: a) Boom Mike is not required for Cockpit Voice Recorder, and b) Mask Mike is operative.
10.	Cockpit Headsets	C - 0		May be inoperative provided associated Flight Deck Speaker is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
11.	Flight Attendant *** Handsets				
	1) Passenger Configuration	C	- 1	1	Handset used when cabin attendant is seated, must be operative for PA and interphone.
	2) Cargo Configuration	D	- 0	0	
12.	Radio Management Units (RMU) (CV-5800)	A	2	1	One may be inoperative provided: a) Clearance Delivery Unit (CDU) is operative, and b) Repair is made within three flight days.
13.	Clearance Delivery Unit (CDU) (CV-5800)	A	1	0	May be inoperative provided: a) Both Radio Management Units (RMU) are operative, and b) Repair is made within three flight days.
14.	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) ] operates normally, and b) Repair is made within three flight days.
	1) Aircraft only equipped with a Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs ] are made within three flight days. ] ] ]
15.	Radio Tuning Units (RTU) (STC N49)	A	2	1	One may be inoperative provided repair is made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER					
1.	Inverter					DELETED in Revision 9.
2.	Transformer Rectifier Unit (TRU)	B	1	0		May be inoperative provided both Generators (DC) are operative.
3.	Generator (DC) (Engine Driven)	B	2	1		One may be inoperative provided: a) APU Generator (DC) of equivalent rating is operated for the entire flight, and b) Aircraft is operated within the APU altitude limitations for starting and operating.
*** 1)	Aircraft with 35 or less Amp TRU (GTC 85-90F)	B	2	1		(M)One may be inoperative provided: a) Aircraft is operated in VMC, b) The Cockpit Heater and Coffee Maker are disabled, c) Load on the good DC generator is maintained at 80% or less, and d) The Transformer Rectifier Unit is operative.
*** 2)	Aircraft with 200 or more Amp TRU	B	2	1		(M)One may be inoperative provided: a) The Cockpit Heater and Coffee Maker are disabled, b) Load on the good DC generator is maintained at 80% or less, and c) The Transformer Rectifier Unit is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
	3. Generator (DC) (Engine Driven) (Cont'd)				
*** 3)	Generator (DC) (Engine Driven) (Airplanes with APU GTC 85-90F)	B	2	1	One may be inoperative provided: a) APU Generator is operated in flight and on the ground as needed, and b) Airplane is operated within the APU altitude limitations for starting and operating.
		A	2	1	(O)One may be inoperative provided: a) VHF Transceivers, DG Compass System, and VOR System are operative, b) The circuit brakers on the Cockpit Heater and Coffee Maker are pulled, c) The load on the operative generator is maintained at 80% or less, d) The Transformer Rrectifier Unit (TRU) is operative, and e) Repair is made within three flight days.
4.	Inverter Fail Light System	C	1	0	May be inoperative provided the Instrument Power Failure Indicators are operative.
		C	1	0	May be inoperative provided the Inverter ON Indicator Light is operative.
		C	1	0	May be inoperative provided EFIS Power Failure is displayed when Inverter fails.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
5.	Alternators (Engine B Driven) (Aircraft with STC SA4-1343)	B	2	1	One may be inoperative provided: a) APU Alternator is operative, b) APU Alternator can be used to Feather prop of the unassociated engine, and c) APU Alternator is operated during Takeoff.
6.	Voltmeters (DC)				DELETED in Revision 9.
7.	Loadmeters (DC)				DELETED in Revision 9.
8.	Fuses				DELETED in Revision 11.
9.	Voltmeter (AC)				DELETED in Revision 9.
10.	Alternator Inoperative Light System	C	2	1	One may be inoperative provided the AC voltmeters and ammeters are operative in all positions.
11.	Batteries				DELETED in Revision 11.
12.	Battery Temperature Monitoring System	D	1	0	May be inoperative provided Nicad Batteries are not installed.
13.	Compass Power Failure Indicator	A	1	0	May be inoperative provided: a) Aircraft is operated in Day VC, and b) Repair is made within three flight days.
14.	Essential Bus Warning Light System	C	1	0	(O)May be inoperative provided essential bus power is monitored on voltmeter.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
15.	ATM Alternator ***	C	1	0	
16.	APU Alternator *** (STC SA4-1343)	C	1	0	May be inoperative provided both Engine Driven Alternators are operative.
17.	Frequency Meter ***	C	1	0	
18.	GTC Alternator (DC) *** (STC SA4-1343)	C	1	0	
19.	Generator (DC) (APU)	B	1	0	May be inoperative provided both Engine Driven Generators (DC) are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
1.	Emergency Locator *** Transmitter	A	- 0		(M) May be inoperative provided: a) Affected ELT is deactivated or removed using accepted procedures, and b) Repair is made within FAR time limits.
2.	Flight Attendant Seat Assembly (Single or Dual Position)				
	1) Seats Required by FAR	B	- -		(M) (O) One Single or one Dual Position Seat Assembly may be inoperative provided: a) Affected seat(s) is not occupied, b) Flight Attendant(s) displaced by inoperative seat(s) occupies the passenger seat (s) most accessible to their assigned exit, c) Alternate procedures are established for displaced Flight Attendant(s), d) Folding type seat(s) is stowed or secured in the retracted position, and e) Passenger seat(s) assigned to Flight Attendant(s) is placarded "FOR FLIGHT ATTENDANT USE ONLY".
					NOTE: A folding seat that will not stow automatically is considered inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
2.	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)				
***	2) Seats in Excess D of the Number Required by FAR	-	-	(M) (O) May be inoperative provided: a) Affected seat(s) is not occupied, and b) Folding type seat(s) is stowed or secured in the retracted position.	
				NOTE 1: A folding seat that will not stow automatically is considered inoperative.	
				NOTE 2: Individual operator MELs will be specific as to the numbers and locations of inoperative seats and combinations of seats to ensure the proximity to exits and distribution requirements of the applicable FAR are met.	
3.	Shoulder Harnesses	B	-	-	May be inoperative provided associated seat position is considered inoperative.
4.	"Fasten Seat Belt While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
5.	Flight Attendant Seat Lap Belt	B	-	-	May be inoperative provided associated Flight Attendant Seat Position is considered inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
6.	Observer Seat (Including Associated Equipment)	A	-	1	May be inoperative provided: a) A passenger seat in the passenger cabin is available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
7.	Megaphones				
	1) Passenger Configuration	D	-	-	(M)Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative megaphone is removed from the passenger cabin, and b) Required Distribution is maintained.
*** 2)	Cargo Configuration	D	-	0	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
8.	Passenger Convenience Items	- 0		<p>Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included.</p> <p>NOTE 1: (M) and (O) procedures may be required and included in the air carrier's appropriate document.</p> <p>NOTE 2: LAVATORY DOOR ASH TRAYS ARE NOT CONSIDERED CONVENIENCE ITEMS.</p>

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25	EQUIPMENT/FURNISHINGS				
9.	Passenger Seat(s)	D	-	-	May be inoperative provided: ] a) Seat does not block ] emergency exit, ] b) Seat does not restrict any ] passenger from access to the ] main aircraft aisle, and ] b) The affected seat(s) are ] blocked and placarded "DO ] NOT OCCUPY". ]  NOTE 1: A seat with an inoperative ] lap belt is considered ] inoperative. ]  NOTE 2: Inoperative seat(s) do not ] affect the required number ] of Flight Attendants. ]  NOTE 3: Affected seat(s) may ] include the seat(s) behind ] and/or adjacent outboard ] seats. ]
1)	Recline Mechanism	D	-	-	May be inoperative and seat ] occupied provided seat is secured ] in the up-right position. ]
2)	Underseat Baggage Restraining Bars	D	-	-	(O)May be inoperative provided: ] 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. ]

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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.	First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.
11.	Exterior Lavatory Door Ashtrays				
	1) Airplanes with more than one exterior lavatory door ashtray installed	A	-	-	One may be missing provided it is replaced within 10 calendar days.
	2) Airplanes with only one exterior lavatory door ashtray installed	A	1	0	May be missing provided it is replaced within 3 calendar days.
12.	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	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
13.	Cargo Restraint Systems	C	-	-	(M)May be inoperative or missing such that the effect is that the item must be considered inoperative, provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
		C	-	-	May be inoperative or missing such that the effect is that the item must be considered inoperative, provided cargo compartment remains empty.
		C	-	-	May be inoperative or missing such that the effect is that the item must be considered inoperative, provided pallet with inoperative lock(s) is removed.
14.	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/Closets	C	-	-	May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Compartment is not used for storage of emergency equipment, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed.
					NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin.

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SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		1.	3. NUMBER REQUIRED FOR DISPATCH	
26	FIRE PROTECTION			
1.	Engine Fire Warning And Detection System			DELETED in Revision 9.
2.	Upper Aft Baggage Compartment Viewing Window			DELETED in Revision 9.
3. ***	Baggage Compartment C Lighting System Lights	-	-	May be inoperative provided remaining lighting provides sufficient illumination of the baggage area for smoke detection.
4.	Engine Fire Extinguisher System			DELETED in Revision 9.
5.	Portable Fire Extinguisher	D	-	Any in excess of those required by FAR may be inoperative provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained
6. ***	Fire Extinguisher Thermal Discharge Discs	C	4 0	(M)May be missing provided prior to first flight of each day bottles are weighed or gauge readings made to determine adequate charge.

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: ALLSON CONVAIR 340/440 (CV-580, CV-5800) (TURBO PROP)	REVISION NO: 11 c	PAGE: 26-2
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
7.	Lavatory Smoke Detection Systems	C	-	-	(M)(O)For each lavatory, the lavatory smoke detection system may ] be inoperative provided: ] a) Lavatory waste receptacle is empty, b) Lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER", and c) Lavatory is not used for any purpose.  NOTE 1: These provisos are not intended to preclude lavatory inspections by crewmembers.  NOTE 2: Lavatory Smoke Detection Systems are not required for all-cargo operations.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
8.	Lavatory Fire Extinguisher Systems	C	-	-	For each lavatory, the Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detection System is operative.
		C	-	-	(M) (O) May be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked CLOSED and placarded, "INOPERATIVE - DO NOT ENTER", and c) Lavatory is not used for any purpose.
					NOTE 1: These provisos are not intended to preclude lavatory inspections by crewmembers.
					NOTE 2: Lavatory Fire Extinguisher Systems are not required for all- cargo operations.
9.	Cargo Compartment Fire Detection/Suppression Systems	C	-	0	May be inoperative provided associated cargo compartment remains empty.
					NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, ect.
					NOTE: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS					
1.	Wing Flaps Electrical Control System, Downside Solenoid	B	1	0		(O)May be inoperative provided: a) The retraction (up) side is operative, b) The Wing Flap Position Indication System is operative, c) Flaps are operated in accordance with applicable AFM.
2.	Wing Flap Position Indication System Needles	B	2	1		(O)One may be inoperative provided: a) A visual inspection of wing flap position is accomplished before each takeoff, and b) The wing flaps electrical control system is operative.
3.	Flap/Landing Gear Aural Warning System					DELETED in Revision 9.
4.	Takeoff Warning Horn System					DELETED in Revision 9.
5. ***	Electric Trim System	C	1	0		(M)May be inoperative provided it is verified that the Manual Trim System is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28	FUEL				
1.	Fuel Quantity Indicators (Cockpit)	C	2	1	(M)One may be inoperative provided: a) Both fuel flow meters are operative, and b) Fuel quantity is checked by an alternate measuring device before each takeoff.
2.	DELETED				DELETED in Revision 9.
3.	DELETED				DELETED in Revision 9.
4.	Fuel Quantity *** Indicators (Under Wing)	D	2	0	
5.	Electric Fuel *** Boast Pumps (S/N 454 ONLY)	D	4	2	(O)One per side may be inoperative provided: a) The operative Fuel Boast Pump is selected, and b) The Fuel Boast Pump Low Pressure Light is extinguished.

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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						DELETED in Revision 9.
2.	Quantity Indicator						DELETED in Revision 9.
3.	System Pressure Indication System (Single Indicator System)						DELETED in Revision 11.
4.	Main Pressure Indication System (2 Indicator System)	C	1	1	0		
5.	AC Hydraulic Pump Pressure Indicating Light (Green)	C	1	1	0		(O)May be inoperative provided the AC Hydraulic Pump output is checked before each takeoff.
6.	Brake Pressure Indication System						DELETED in Revision 11.
7.	Left Engine Driven Hydraulic Pump *** Warning Light	C	1	1	0		

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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				
1.	Windshield Wipers	C	2	0	Both may be inoperative provided aircraft is not operated in precipitation within 5 miles of the airport of departure or arrival.
2.	Propeller Electrical Anti- Icing and De-Icing System	B	2	0	(M)(O)May be inoperative provided an approved compound is utilized in accordance with the AFM.
		C	2	0	May be inoperative provided Aircraft is not operated in known or forecast icing conditions.
3.	Wing and Tail Anti-Icing System	C	1	0	(O)May be inoperative provided aircraft is not operated in known or forecast icing conditions.
4.	Automatic *** Temperature Control, Wing and Tail Anti-Icing	C	1	0	
5.	Captain's Pitot Heater	B	1	0	May be inoperative provided: a) Aircraft is not operated in known of forecast icing conditions, and b) Aircraft is operated in VMC.
6.	NESA Panels Systems	C	3	0	(O)May be inoperative provided aircraft is not operated in known or forecast icing conditions.
	1) Left Direct Vision Window	C	1	0	
7.	Windshield Rain *** Repellent System	D	1	0	

| 8. Windshield NESA C | 1 | 0 | |

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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				
***	Indicator				
9.	Engine Ice Detector C Light System	2	1	1	One may be inoperative.
10.	Frost Shield- *** Cockpit Sliding Window	C 2	0	0	
11.	Visual Icing *** Indicator	C -	0	0	
12.	Pitot Heat INOP Warning Light System	C 1	0	0	(O)May be inoperative provided: a) All other elements are verified operative before each takeoff, and b) The aircraft is not operated in known or forecast icing conditions.
13.	Pitot Heat Ammeter	B 1	0	0	(M)May be inoperative provided all heater elements are verified operative before each takeoff.

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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.	Clock (Cockpit)	D	-	1		Any in excess of those required by FAR may be inoperative.
2.	Flight Data Recorder (FDR) System	A	1	0		May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, 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.
3.	Cockpit Voice Recorder					Moved to Chapter 23.

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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.	Warning and Indicating System (Lights and Horn)				DELETED in Revision 9.
2.	Emergency Brake System				DELETED in Revision 9.
3.	Anti-Skid System ***	C	- 0		(O)May be inoperative provided operations are conducted in compliance with the AFM.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
1.	Emergency Interior Exit Lighting System				DELETED in Revision 9.
2.	Emergency Exterior Exit Lighting System				
	1) Passenger Configuration	B	1	0	May be inoperative provided aircraft is not operated at night.
	2) Cargo Configuration	D	-	0	
3.	Position Light *** Flasher	C	-	0	
4.	Position Lights				
	1) Position Lights, Wing Tips and Tail (Bulbs)	C	-	3	May be inoperative provided the following minimum light bulbs operate normally: a) One red wing tip bulb, b) One green wing tip bulb, and c) One white tail bulb.
		C	-	0	May be inoperative provided aircraft is not operated at night.
*** 2)	Fuselage Lights	C	2	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
33	LIGHTS				
5.	Wing Illumination Lights	C	2	1	]
		C	2	0	(O)May be inoperative provided: ] a) Ground deicing procedures do ] not require their use, and ] b) A portable lamp/light of ] adequate capacity for wing ] and/or control surface ] inspection is available for ] night operation in icing ] conditions. ]
6.	Landing Lights	C	2	0	May be inoperative provided aircraft is not operated at night.
		C	2	1	May be inoperative provided an approved Taxi Light of at least 600 watts is installed and operative.
7.	Taxi Light	C	1	0	May be inoperative provided both Landing Lights are operative.
		C	1	0	May be inoperative provided airplane is not operated at night.
8.	Wheel Well Lights	C	1	0	May be inoperative provided no procedures require their use.
9.	Passenger Loading Stair Light System	C	1	0	(M)May be inoperative provided light sufficient to illuminate steps is provided for loading and unloading of passengers at night.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
10.	Cockpit and Instrument Light System Lights	C	-	-	(M) (O) May be inoperative provided: a) Flight Station Essential Bus Lighting is operative, and b) Sufficient lighting is operative to make each instrument, control and other device for which it is provided easily readable, and c) Direct rays and reflections do not impair visibility either inside or outside the aircraft, and d) Lighting intensity can be controlled or preset to a satisfactory level for expected flight conditions, and e) Light configuration at departure is acceptable to the flight crew.
11.	Cabin Interior Lighting System Lights	C	-	-	May be inoperative provided: a) Cabin emergency lighting is operative, b) Sufficient lighting is operative for crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to the flight crew.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
12.	Passenger Notice System (No Smoking and Fasten Seat Belt Signs)				
	1) Passenger Configuration	C	1	0	(M) (O) May be inoperative provided: a) Operations procedures are established for alerting the Flight Attendants and notifying the passengers by use of the Public Address System when Seat Belts should be fastened, Smoking prohibited, and passengers should return to cabin from lavatories, b) Call Bells and Cockpit-to-Cabin interphone systems are operative, and c) Public Address System is operative and can be clearly heard throughout the cabin and lavatories during flight.
	2) Cargo Configuration	D	-	-	
13.	Door Warning Lights	C	-	0	(O) May be inoperative provided: a) All Bayonets and Hooks for a door associated with an inoperative Light can be visually checked from inside the cabin, and b) All associated bayonets and hooks are in locked positions before each departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
33	LIGHTS				
14.	Anti-Collision Light System	C	1	0	May be inoperative provided aircraft is not operated at night.
	1) Individual Bulbs	C	-	-	May be inoperative provided the requirements of FAR 25.1401 are satisfied.
15.	Supplemental Strobe *** Light System	C	1	0	NOTE: These lights are not installed to meet the requirements of FAR 25.1401.
16.	Nacelle *** Illumination Lights	C	2	0	
17.	Master Caution *** System	A	-	0	(O)May be inoperative provided: a) Procedures are established and used to monitor associated lights, and b) Repair is made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS			
18. ***	Floor Proximity Emergency Escape Path Marking System Lights	C -	0	(M)Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA Engineering Approval letter. b) FAA approved report of the Type Design holder. c) Limitations and conditions section of the applicable Supplemental Type Certificate (STC). d) An FAA approved report incorporated in the Master Drawing List for the Applicable STC.
19. ***	Logo Lights	D -	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
1.	EFIS Airspeed *** Indicator (Honeywell Installation)	D	2	0		
2.	Standby Altimeter *** (Mechanical Primary Altimeter System)	B	1	0		
3.	Compass System Sensors (Directional Gyro, AHRS, IRS, etc.)	D	-	2		May be inoperative provided: a) Both Pilot's Directional Compass Systems are operative from independent sources, and b) Each pilot's panel has independent heading information.
4.	Standby Horizon *** Indicator	B	1	0		May be inoperative provided: a) Day VMC is forecast for the entire route, and b) Standby Attitude Gyro is not required by AFM Limitations.
5.	Turn and Slip Indicators					
	1) Slip Indication	C	2	0		May be inoperative provided Slip Indications are provided in each pilot's panel.
	2) Turn Indication	C	2	1		
		C	2	0		May be inoperative provided Standby Attitude Gyro is installed and operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
6.	Rate of Climb Indicator (Vertical Speed Indicator)	D	-	2	May be inoperative provided one is operative on each pilots instrument panel.
***	1) EFIS Vertical Speed Indication (Honeywell Installation)	D	-	0	]
7.	Non-Stabilized Magnetic (Standby) Compass	B	1	0	(O)May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative. ]
		B	1	0	(O)May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, and ] b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight. ]
		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, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques. ]
8.	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by FAR may be inoperative.

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			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
9.	Weather Radar	C	1	-	Any in excess of those required by FAR may be inoperative.  May be inoperative provided alternate means is developed and used to verify the system is operative.
	1) Turbulence Mode	D	-	0	
	2) Ground Clutter Reduction (GCR)	C	-	0	
	3) Target (TGT)	D	-	0	
	4) Sector Scan (SECT)	D	-	0	
	5) Slave Annunciation	C	-	0	
	6) Test Mode	C	-	0	
	7) Flight Plan Mode	D	-	0	
	8) Ground Map Mode	D	-	0	
	9) Rain Echo Attenuation Mode (RCT)	D	-	0	
10.	ATC Transponder and Automatic Altitude Reporting Systems	C D	- -	- -	As required by FAR. ] Any in excess of those required by FAR may be inoperative.
11.	Radio Compass (ADF)	D	-	-	Any in excess of those required by FAR may be inoperative.

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34	NAVIGATION					
12.	VHF Navigation Systems (VOR, ILS)	D	-	-		Any in excess of those required by FAR may be inoperative.
13.	Microwave Landing *** System (MLS)	D	-	-		Any in excess of those required by FAR may be inoperative. ]
14.	Marker Beacon	C	-	-		May be inoperative provided affected Marker Beacon is not required for the approach to be flown.
15.	Outside Air Temperature Indicator	D	-	1		Any in excess of those required by FAR may be inoperative.
16.	Overspeed Warning Device (VMO)	C	1	0		(O)May be inoperative provided: a) Both Airspeed Indicators are operative, and b) Indicated Airspeed is maintained at least 20 knots below indicated Vmo.
17.	Altitude Alerting *** System	A	-	0		(O)May be inoperative provided: ] a) Autopilot with altitude hold is operative, and b) Repair is made within three flight days.
18.	Automatic Pressure *** Altitude Reporting Equipment System					DELETED in Revision 11c. ] Moved to Item 34-10. ]
19.	Flight Director *** Systems	C	-	-		May be inoperative provided the Flight Director is not required for the approach to be flown.
20.	Radio Altimeter ***	C	-	-		Any in excess of those required by FAR may be inoperative.

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34	NAVIGATION						
21.	Ground Proximity *** Warning System						
	1) Modes 1 - 4	A	-	0			(O)May be operative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	2) Test Mode	A	1	0			May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within two flight days.
	3) Glideslope Deviation (Mode 5)	B	2	0			
***	4) Advisory Callouts	C	1	0			(O)May be inoperative provided alternate procedures are established and used.
***	5) Windshear Mode	C	1	0			(O)May be inoperative provided alternate procedures are established and used.
***	6) TAWS	C	1	0			
22.	Long Range *** Navigation Systems (VLF/Omega, INS, Loran, etc.)	C	-	0			Any in excess of those required by FAR may be inoperative.

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			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
23.	Flight Management *** Systems (FMS)	C	-	0	
	1) Radio Tuning Unit	C	-	0	
	2) Data Transfer Unit	C	1	0	
24.	Individual EFIS *** Display Controller Selection				
	1) FULL/ARC Button	C	2	0	May be inoperative provided associated display is in Full.
	2) MAP Mode	C	2	0	
	3) Weather (WX)	C	2	1	One may be inoperative.
		C	2	0	Both may be inoperative provided Weather Radar is not required by FAR.
	4) GS/TTG/ET	C	2	0	
	5) MLS	C	-	0	May be inoperative provided MLS is not required for the approach to flown.
	6) V/L	C	2	1	One may be inoperative.
	7) FMS	C	2	0	

(Continued)

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34	NAVIGATION				
24.	Individual EFIS				
***	Display Controller Selection (Cont'd)				
	8) Bearing Pointer	C	4	3	
	9) DH	C	2	0	May be inoperative provided DH is not required for the approach to be flown.
25.	Traffic Alert	B	-	0	(M) (O) May be inoperative provided: ]
***	Collision Avoidance System (TCAS II)				a) System is deactivated and secured, and ]
					b) Enroute or approach procedures do not require its use. ]
		C	-	0	(M) (O) May be inoperative provided: ]
					a) Not required by FAR, ]
					b) System is deactivated and secured, and ]
					c) Enroute or approach procedures do not require its use. ]
*** 1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Displays	C	2	1	May be inoperative on the non-flying pilot side provided: ]
					a) TA and RA visual display is operative on flying pilot side, and ]
					b) TA and RA audio function is operative on flying pilot side. ]

(Continued)

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AIRCRAFT: ALLSON CONVAIR 340/440 (CV-580, CV-5800) (TURBO PROP)	REVISION NO: 11 c DATE: 08/21/2000	PAGE: 34-8
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
25.	Traffic Alert				
***	Collision Avoidance System (TCAS II) (Cont'd)				
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non- flying pilot side.
		C	-	0	(O)May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
25.	Traffic Alert				
***	Collision Avoidance System (TCAS) (Cont'd)				
	3) Traffic Alert (TA) Display Systems(s)	C	-	0	(0)May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
26.	TACAN	D	-	-	May be inoperative provided TACAN is not required for the approach to be flown.
***					
27.	Radio Magnetic Indicators (RMI) and Bearing Distance Heading Indicators (BDHI)	C	-	-	May be inoperative provided both pilot's Primary Heading Indicators are operative.
28.	Airspeed Indicator	D	-	0	
***	Speed Bugs (External)				
29.	Attitude System Sensors (Vertical Gyro, AHRS, IRS, etc.)	D	-	2	May be inoperative provided: a) Both Pilot's Attitude Systems are operative from independent sources, and b) Each pilot's panel has independent attitude information.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
30.	Electronic Flight *** Information Systems (EFIS)				
	1) Multifunction Display (MFD)	C	-	0	
***	2) Symbol Generator (SG/MG)	B	3	2	One may be inoperative.
	3) Single or Dual Cue Selector Switch	C	2	1	May be inoperative provided display is acceptable to the affected pilot.
31.	Multifunction *** Display Cooling Fans (EFIS)	C	2	0	(M)May be inoperative provided the associated Multifunction Display is ] rendered inoperative.
32.	Storm Scope and *** Lightning Detectors	C	-	0	
33.	Individual MFD *** Display Controller Selections				]
	1) Map/Plan	C	1	0	May be inoperative provided affected mode is not required for the anticipated flight.
	2) SRC	C	1	0	
	3) WX	C	1	0	
	4) Norm/Emerg	C	1	0	
	5) Range Select	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
33.	Individual MFD Display Controller Selections (Cont'd)				
6)	MFD Reversionary Mode	C	1	0	
7)	Joystick	C	1	0	
8)	VOR	C	1	0	
9)	APT	C	1	0	
10)	DAT	C	1	0	
11)	RCL	C	1	0	
12)	SKP	C	1	0	
13)	PAG	C	1	0	
14)	ENT	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
34.	EFIS Source *** Selectors				
	1) HDG REV	B	2	1	One may be inoperative provided: a) Both pilots have independent sources for Heading Reference , and b) Affected Switch is not operated in flight.
	2) ATT REV	B	2	1	One may be inoperative provided: a) both pilots have independent sources for Attitude reference, and b) Affected Switch is not operated in flight.
35.	Global Positioning *** System (GPS)	D	-	0	May be inoperative provided ] procedures do not require its use. ]
36.	Windshear Detection *** and Guidance Systems	C	-	0	(0)May be inoperative provided ] alternate procedures are ] established and used. ]

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.   2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
		-	-		
35	OXYGEN				
1.	Passenger Oxygen	C	-	0	May be inoperative when not required by FAR.
***	System				
2.	Protective	D	-	-	Any in excess of those required by FAR may be inoperative.
***	Breathing Equipment (PBE)				

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC					
1.	Fire Wall Bleed Valve	B	2	0		(M)Both may be inoperative provided: a) Valve(s) are positioned CLOSED after engine start, and b) Aircraft 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		
49	AIRBORNE AUXILIARY POWER				
1.	Gas Turbine *** Compressor Unit (GTC and GTCP)	D	1	0	(M)May be inoperative provided: a) Procedures do not require its use, and b) It is secured.
2.	Auxiliary Power *** Unit (APU)	D	1	0	May be inoperative provided: a) Both engine driven AC Alternators are operative, and b) APU is not required for Airborne Pneumatic power.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS					
1. Cargo Door ***	C	1	0		(O)May be inoperative provided all bayonets and hooks are verified locked before each departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS					
1.	Synchronization Automatic Control System (Aero products A6441FN-606A propellers)	C	1	0		NOTE: May be operated with hydraulic governors only.
2.	DELETED					DELETED in Revision 9.
3.	DELETED					DELETED in Revision 9.
4.	Synchrophaser (Hamilton Standard 54H60-77 and -164 propellers)					
	1) Synchrophaser Function	C	1	0		
	2) Normal Governing Function	C	2	0		

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
72	ENGINE				
1.	Rear Turbine Scavenge Pump Insulator and Cone	B	2	1	(M)One may be missing provided the turbine is inspected for indications of vibration and leakage.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL				
1.	Fuel Flow Meters	B	2	1	One may be inoperative provided Torque, TIT and all Fuel Quantity Indicators are operative.
2.	Temperature Datum System	C	2	0	(0)May be inoperative provided AFM procedures are followed.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
76	ENGINE CONTROLS				
1.	Low Speed Ground Idle System (LSGI)	B	2	0	

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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.	Turbine Inlet *** Temperature (TIT) Indicator Digital Indication	B	2	1	(M)One may be inoperative provided analog indication is verified operative.
2.	Horsepower *** Indicator Digital Indication	B	2	1	(M)One may be inoperative provided analog indication is verified operative.
3.	RPM Indicator *** Digital Indication	B	2	1	(M)One may be inoperative provided analog indication is verified operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
79	ENGINE OIL				
1.	Oil Cooler Inducer Valve	B	2	0	(M)May be inoperative provided the affected valve(s) is secured closed.
2.	Automatic Oil Temperature Control System	C	2	0	(O)Both may be inoperative provided aircraft is operated in accordance with the appropriate AFM.
3.	Oil Quantity Indicating System				
	1) Cockpit Indicators	B	2	1	(M)One may be inoperative provided: a) There is no evidence of above normal oil consumption, b) The Oil Quantity is checked by an alternate means at each fuel stop, and c) The associated Oil Pressure Warning Light is operative.
	2) Nacelle Indicators	B	2	0	(M)May be inoperative provided: a) Associated Cockpit Indicator is operative, and b) Alternate procedures are used to check Oil Quantity.
4.	Oil Pressure Warning Lights	B	2	1	One may be inoperative provided gearbox and power section pressure indicators are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
82	WATER INJECTION				
1.	Water Methanol *** System	C	2	0	Both may be inoperative provided Water Methanol is not required for Takeoff Performance.
2.	Water Methanol *** Quantity Indicators	C	2	0	May be inoperative provided the associated tank(s) are filled to capacity prior to each wet takeoff.
3.	Water Pressure *** Lights	C	2	0	Both may be inoperative provided Water Methanol is not required for used Takeoff Performance.

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