

Cv600r6.txt

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

Revision: 6
Date: 09/14/79

MASTER MINIMUM EQUIPMENT LIST

CONVAIR 600/640 (TURBO PROP)

Federal Aviation Administration
Flight Standards Division
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Control Page

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Highlights of Change 6

Effective above date, insert the pages listed below in the CONVAIR 600/640 Master Minimum Equipment List, and as applicable, remove the like numbered page it replaces.

Remove page	Dated	Insert page	Dated
Log of Pages	Apr 11, 1978	Log of Pages	Sep 4, 1979
Table of Contents	Apr 11, 1978	Table of Contents	Sep 4, 1979
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Notes and Definitions

- NOTE:
- (1) Asterisk (*) requires inoperative unit or components to be placarded.
 - (2) Hash Mark (#) requires appropriate procedures to be established, published and complied with if flight is accomplished with item inoperative.
 - (3) Dash (-) in Column 1 indicates a variable quantity.
 - (4) Definitions for the purpose of this list:
 - A. "VFR flight conditions" means atmospheric environment is such as to allow the flight to proceed under the Visual Flight Rules applicable to the flight.
 - B. "Icing Condition" means the atmospheric environment is such that ice can form on the aircraft, propellers, or in the engine.
 - C. "Regulations" means the applicable portions of the Federal Aviation Act and Federal Aviation Administration Regulations in force during the flight.
 - D. All conditions set down in "Remarks and/or Exceptions" must be met unless otherwise indicated.

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Preamble

If some deviations from the type certificated configuration and equipment required by the operating rules were not permitted, the aircraft could not be flown unless all such equipment was operable. Experience has proven that the operation of every system or component installed on the aircraft is not necessary when the remaining operative instruments and equipment provide continued safe operations. Therefore certain deviations from these requirements are authorized to permit continued or uninterrupted operation of the aircraft. The Federal Aviation Regulations permit the publication of a MINIMUM EQUIPMENT LIST (MEL) designed to provide owners/operators with the authority to operate an aircraft with certain items or components inoperative provided the Administrator finds an acceptable level of safety maintained by appropriate operations limitations, by a transfer of the function to another operating component or by reference to other instruments or components providing the required information.

For the sake of brevity, the MEL does not include obviously required items such as wings, rudders, flaps, engines, landing gear, etc. Also, the list may not include items which do not affect the airworthiness of the aircraft, such as galley equipment, entertainment systems, passenger convenience items, etc. However, it is important to note that ALL ITEMS WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND NOT INCLUDED ON THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE.

Unless otherwise specified in the remarks column, the FAA does not define "where" or "when" an inoperative item is to be repaired or replaced; but rather indicates through approval of MELs those instruments and items of equipment that may be inoperative for certain flight conditions with the intent that no flight can take off from an airport with inoperative equipment other than that specified. The failure of instruments or items of equipment in excess of those allowed to be inoperative by the MEL causes the aircraft to be unairworthy. The FAA makes no distinction in the MEL for dispatch or operation of a flight between points of origin and termination, including intermediate stops or flights beyond the scheduled termination of the flight. The MEL was never intended to provide for continued operation of the aircraft for an indefinite period with inoperative items. The basic purpose of the MEL is to permit the operation of an aircraft with inoperative equipment within the

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Preamble

framework of a controlled and sound program of repairs and parts replacement. It is important that the owner/operator make repairs at the first airport where repairs or replacements may be made but, in any case, repair should be accomplished at the terminating airport, since additional malfunctions may require the aircraft to be taken out of service.

Owners/operators are responsible for exercising the necessary operational control to assure that no aircraft is dispatched or flown with multiple MEL items inoperative without first determining that any interface or interrelationship between inoperative systems or components will not result in a degradation in the level of safety and/or undue increase in crew workload.

The exposure to additional failures during continued operation with inoperative systems or components must also be considered in determining that an acceptable level of safety is being maintained. The MEL may not deviate from requirements of the AFM limitations section, emergency procedures or airworthiness directive unless the airworthiness directive or AFM provides otherwise.

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			4. REMARKS OR EXCEPTIONS

21.	AIR CONDITI ONI NG			
1.	Cabi n Al ti tude Indi cator	1	0*	May be i noperati ve: (1) for unpressuri zed fl ight, or (2) Cabi n Di fferenti al Pressure Indi cator is operati ng normali y and a chart is provi ded to convert cabi n di fferenti al pressure to cabi n al ti tude.
2.	Cabi n Engi ne Dri ven Compressor (EDC)	1	0	*
3.	Cabi n Di fferenti al Pressure Indi cator	1	0	*#May be i noperati ve: (1) for unpressuri zed fl ight, or Cabi n Al ti tude Indi cator is operati ve.
4.	Automati c Cabi n Pressuri zati on Control System	1	0	*
5.	Cabi n Rate of Cl imb System	1	0	May be i noperati ve: (1) for unpressuri zed fl ight, or (2) provi ded Cabi n Al ti tude indi cator is operati ve.
6.	Oi l Pressure Warni ng Li ght	1	0	*May be i noperati ve provi ded Engi ne Dri ven compressor (EDC) is di sconnecte d.
7.	Cabi n Pressure Door Unsafe Warni ng System (If Instal led)	1	0	*#May be i noperati ve.
8.	Cockpi t El ectri c Heater	1	0	
9.	Automati c Temperature Control s System	1	0	
10.	Cooli ng System	1	0	

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		3. NUMBER REQUI RED FOR DI SPATCH		
21.	AIR CONDITI ONI NG			
11.	Pressuri zati on	1	0	

System				
12. Combustion Heaters (If Installed)	2	0		*#Both may be inoperative providing operations not conducted in icing conditions.
13. Heat Source Valves	2	0		*Either or both may be inoperative if respective combustion heater(s) inoperative not operated.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22. AUTO PILOT					
1. Auto Pilot System		1	0		*Pitot required if installed and inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23.	COMMUNICATIONS				
1.	VHF Communications Transmitters and Receivers	-	-		*As required by FAR. OR *#One transmitter and two independent communications receivers required for all operations. One of the required receivers may be a VHF navigation

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receiver provided:

(a) If the transmitter/receiver system powered by the battery system (following loss of the electrical generator system) is inoperative, the flight shall be restricted to VFR (VMC) meteorological conditions.

(b) The aircraft shall not depart an airport where repairs or replacements can be made, and

(c) Aircraft must be repaired within 24 elapsed hours from the time of radio failure.

2. Public Address System

1 0

*#May be inoperative provided:

(1) It is not required for emergency procedures, or

(2) Alternate normal and emergency procedures and/or operating restrictions established and utilized,

(3) Cabin attendant's interphone system is operative.

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23.	COMMUNICATIONS			
3.	Cabin Attendant's Inter-phone System	1	0	*#May be inoperative provided: (1) Procedures are not predicated on its use, and (2) Public address system is operative.
4.	Flight Deck Speakers	-	0	

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5.	Cockpit Interphone System	1	0	
6.	Audio Selector Panels	-	-	*#Required for pilot and co-pilot for all operations.
7.	Cockpit Microphones	2	2	
8.	Cockpit Headsets	2	2	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24.	ELECTRICAL POWER			
1.	Inverters (Main)	2	1	*#For 240D one may be inoperative provided both AC generators and emergency inverters are operative. *#One may be inoperative for VFR.
2.	Emergency Inverter (if installed)	1	1	
3.	Inverter Failure Light warning System	2	1	*#May be inoperative on inoperative inverter if power failure indicator is operative.

4.	AC Generators (Engine Driven) (CV-640 only)	2	2	
	AC Generators (Engine Driven) (CV-600 only)	2	1	*#One may be inoperative provided: (1) Aircraft not operated in icing conditions. (2) Emergency inverter operative. (3) Operations conducted within the dry weight limitations of the aircraft.
5.	Voltmeter AC Generators	1	1	
6.	Generators DC (Engine Driven)	2	1	*#One may be inoperative provided essential service auxiliary power unit and APU DC generator is operative. See note below.
7.	Voltmeter - DC	1	1	
8.	Ammeters (Loadmeter)	2	2	
9.	Fuses	-	-	As required by FAR.

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24.	ELECTRICAL POWER			
10.	Voltmeter - AC (Inverter)	1	1	
11.	AC Instrument Power Failure Indicator System (if installed)	-	1	*May be inoperative provided aircraft operated Day VFR only.
12.	Batteries	2	2	
13.	DC Generator - APU (GTP 30-95)	1	0	
14.	DC Generator Fail Lights	2	1	*May be inoperative for inoperative engine driven DC generator.

NOTE: Before aircraft can be released for flight with an inoperative generator or generator system, the cause of the malfunction must be determined and appropriate action taken to assure that no hazard exists.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25	EQUIPMENT/FURNISHINGS				
1.	Flight Attendant Seat (Single or dual position)				
	1) Seats Required by FAR.	-	-		* (M) (0) One single or one dual position seat may be inoperative provided: a) Affected seat position(s) is not occupied, b) Flight Attendant(s) displaced by inoperative seat position(s) occupies the passenger seat(s) most accessible to their assigned exit, c) Alternate operations procedures are established for displaced Flight Attendant(s),

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- d) Folding type seats that will not stow automatically is stowed or secured in the retracted position,
- e) Passenger seat(s) assigned to Flight Attendant(s) is placarded "FOR FLIGHT ATTENDANT USE ONLY" and
- f) Aircraft shall not depart an airport where repair can be made.

NOTE: A folding seat that will not stow automatically is considered inoperative.

(Continued)

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25	EQUIPMENT/FURNISHINGS			
1.	Flight Attendant Seat (Single or dual position) (Continued)			
	2) Seats in excess of the number required by FAR.	-	-	<p>*(M)All may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected seat position(s) is not occupied and b) Folding type seat that will not stow automatically is stowed or secured in the retracted position. <p>NOTE 1: A folding type seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: Individual operator MELs will be specific as to the numbers and locations of inoperative seats and</p>

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2. Flight Attendant
Seat Lap Belt

- -

combinations of seats to ensure the proximity to exits and distribution requirements of the applicable FAR.

*One may be inoperative provided associated Flight Attendant seat position is considered inoperative.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH		
26. FIRE PROTECTION				
1.	Engine Fire Warning and Detection System	2	2	*Bell may be inoperative provided the warning lights are operative.
2.	Upper Aft Baggage Compartment Viewing Window	1	1	
3.	Baggage Compartment Lighting System	1	1	System must consist of sufficient lights to provide illumination of the baggage area.
4.	Engine Fire Extinguisher System	2	2	
5.	Hand Fire Extinguishers	-	-	As required by FAR.
6.	APU Fire Detection System	1	0	*May be inoperative if APU "INOPERATIVE".
7.	APU Fire Extinguishing System	1	0	*May be inoperative if APU "INOPERATIVE".
8.	Fire Extinguishing	2	0	*#May be missing provided bottles

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9.	Thermal and Discharge Disc Engine Overheat Warning System	2	2	are weighed or gauge readings made to determine adequate charge.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
10. Lavatory Smoke Detection Systems		-	-		<p>* (M) (0) For each Lavatory, the Smoke Detection System may be inoperative provided:</p> <ul style="list-style-type: none"> 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. <p>NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.</p> <p>NOTE 2: A lavatory smoke detection system is not required for all-cargo operations.</p>

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
11.	Lavatory Fire Extinguisher Systems	-	-	<p>* (M) (0) For each Lavatory, the Fire Extinguisher system may be inoperative provided:</p> <ul style="list-style-type: none"> a) Lavatory Smoke Detector 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. <p>NOTE 1: These provisions are not intended to prohibit lavatory inspections by crewmembers.</p> <p>NOTE 2: A Lavatory Fire Extinguisher system is not required for all-cargo operations.</p>	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27.	FLIGHT CONTROLS			
1.	Wing Flaps Electrical Control System	1	1	*#The down side of the electrical solenoid may be inoperative provided: (1) the complete electrical indicator is operative, (2) manual operation to a maximum of 28 degrees wing flap may be utilized by means of the "T" handle (manual override) in the cockpit, (3) electrical operation is required for flap retraction, and (4) the airplane may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.
2.	Wing Flap Position Indicator	1	1	*#On dual needle indicator one needle may be inoperative provided flight crew is advised and visual inspection of flap position is accomplished prior to takeoff.
3.	Flap/Landing Gear Aural Warning System	1	1	
4.	Takeoff Warning Horn System (if installed)	1	1	Must be operative.
5.	Stall Warning System	1	1	*Light (if installed) may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH		
28. FUEL				
1.	Crossfeed System	1	1	
2.	Electric Fuel Boost Pumps	4	4	
3.	Fuel Quantity Indicators (Under Wing)	1	0	
4.	Fuel Quantity Indicators (Cockpit)	2	1	*#One may be inoperative provided (1) both fuel flow meters are operative and (2) fuel quantity checked by alternate measuring devices prior to each takeoff.
5.	Fuel Heaters	2	2	*Automatic mode may be inoperative.
6.	Under Wing Refueling	1	0	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29.	HYDRAULIC POWER			
1.	Brake Pressure Indicator	1	0	
2.	Pump (Emergency - Electric)	1	1	
3.	Pumps (Engine)	2	2	
4.	Quantity Indicator (Cockpit)	1	1	
5.	System Pressure Indicator (Cockpit)	1	0	*May be inoperative provided system pressure can be read on brake pressure gauge.

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SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		1.	3. NUMBER REQUIRED FOR DISPATCH	
30.	ICE AND RAIN PROTECTION			
1.	Propeller Anti-Icing System	2	0	*#May be inoperative provided an approved liquid properly utilized or operations not conducted in icing conditions.
2.	Wing and Tail Anti-ice System	1	0	*#May be inoperative provided operations not conducted in icing conditions.
3.	Pitot Heaters	2	1	*Captain's may be inoperative provided flight is made day VFR with no flight permitted in visible moisture or icing conditions.
4.	Windshield Wiper	2	0	*Both may be inoperative provided operations not conducted in precipitation in terminal areas.
5.	NESA Panels	2	-	*#May be inoperative provided operations not conducted in icing conditions. *Under icing conditions pilots DV panel may be inoperative, co-pilot's DV or main panel (not both) may be inoperative.
6.	Stall Warning Heater	1	0	*May be inoperative provided operations not conducted in icing conditions.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31. INSTRUMENTS				
1.	Clock	1	1	
2.	Flight Recorder System	1	0	*In the event of malfunction or failure of the flight recorder, the airplane may continue the flight or series of flights but shall not depart an airport where recorder repairs or replacement can be made.
3.	Cockpit Voice Recorder	1	0	*In the event of malfunctioning or failure of the voice recorder, the airplane may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.

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SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		1.	3. NUMBER REQUIRED FOR DISPATCH	
32.	LANDING GEAR			
1.	Warning and Indicating System (Lights and Horn)	1	1	
2.	Emergency Air Brake System	1	1	
3.	Anti-Skid System (If Installed)	1	0	*#May be inoperative provided aircraft is operated in accordance with Anti-Skid Inoperative Performance Data in 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 Exit Lighting System	1	1		
2.	Position Light Flasher	1	0		
3.	Position Lights, Wing Tips and Tail	3	-		Not required for day operations.
4.	Wing Illumination Lights	2	-		*#One may be inoperative and neither required for day or night operations provided a suitable portable lamp is available for night operations in icing conditions.
5.	Landing Lights	2	-		*may be inoperative for day operations. *#Carriers with approved 600 watt or better taxi lights when installed may utilize this taxi light in lieu of one landing light.
6.	Anti-Collision Light	-	-		Anti-collision lights may be inoperative for day operations. Bulbs or units may be inoperative provided field of coverage, flashing characteristics, color and intensity requirements as specified in FAR are satisfied, reference FAR 25.1401. One unit may be inoperative provided high intensity navigation (position) lights are installed and operating normally.
7.	Taxi Light	1	0		
8.	Wheel Well Lights	-	0		

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33.	LIGHTS			
9.	Passenger Loading Stair Lights	1	-	Not required for day operations. For night operations, lights sufficient to illuminate steps must be provided.
10.	Cockpit and Instrument Light System	1	1	*#Lighting must be sufficient to clearly illuminate all controls, required markings and instruments, day or night.
11.	Cabin Interior Lighting	-	-	Lighting must be sufficient for cabin attendants to perform their duties.
12.	Passenger Notice System (No Smoking and Fasten Seat Belt)	1	0	*#System may be inoperative provided: (1) Satisfactory procedures are established and used which include alerting the cabin attendants and notifying the passengers and attendants by use of public address systems, when seat belts should be fastened and smoking is prohibited. (2) The call bells and cockpit-to-cabin interphone systems are operative. (3) The P. A. System is operative and can be clearly heard throughout the cabin during flight.
13.	Door Warning Lights	-	-	*#May be inoperative provided it is determined that all bayonets and hooks are in locked position. Flight must be conducted unpressurized.

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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
33	LIGHTS			
14.	Floor Proximity Emergency Escape Path Marking System Lights	-	-	<p>*(M)Individual lights may be inoperative provided maintenance procedures are established to determine that FAA approved minimum acceptable lighting level(s) is maintained by remaining operative lights.</p> <p>NOTE: Reference the following documents for FAA approved minimum acceptable lighting levels:</p> <ul style="list-style-type: none"> 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) FAA approved report incorporated in the Master Drawing list for the applicable STC.

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

34.	NAVIGATION			
1.	Air speed Indicator	2	2	One required for each pilot station.
2.	Altimeter, Sensitive	2	2	
3.	Directional Gyro Compass System	2	-	*#One directional gyro may be inoperative for VFR flight conditions only provided at least one compass heading indication is available on each pilot's instrument panel. NOTE: Flight recorder requirements must be considered if applicable.
4.	Horizon Indicator Systems	2	-	*#For VFR night and IFR flight conditions two independent gyro horizon systems are required (one at each pilot station). For VFR day flight conditions only, a third self-contained gyro horizon indicator (if installed) may be substituted for one of the slaved instruments, provided gyro attitude information is available at both pilot stations.
5.	Turn and Bank Indicator	2	-	*#Turn function of one instrument may be inoperative for VFR flight conditions only.
6.	Rate of Climb Indicator (on Flight Panel)	2	2	One required for each pilot station.

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SYSTEM & SEQUENCE NUMBERS	ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		1.	3. NUMBER REQUIRED FOR DISPATCH	
34.	NAVIGATION			
7.	Non-Stabilized	1	0	*May be inoperative in those

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Magnetic (Standby)
Compass

Latitudes where magnetic information is unreliable providing at least two stabilized directional gyro systems are installed and operative.

*May be inoperative over domestic routes within the contiguous 48 states and Hawaii for a period not to exceed 15 flight hours provided at least two gyro compass systems are operative.

*May be inoperative for other overland operations provided:

(a) At least two gyro compass systems are operative, and

(b) The aircraft shall not depart an airport where repairs or replacements can be made.

*May be inoperative for extended overwater flights provided three gyro compass systems are installed and operative.

8.	Distance Measuring Equipment	-	-	As required by FAR.
9.	Weather Radar	-	-	As required by FAR.
10.	ATC Transponder	-	1	As required by FAR.
11.	Radio Compass (ADF)	-	-	As required by FAR.
12.	Visual OMNI Range (VOR)	-	-	As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34.	NAVIGATION			
13.	ILS	-	-	As required by FAR.
14.	Marker Beacon	-	-	As required by FAR.

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15.	Outside Air Temperature Indicator	1	-	As required by FAR.
16.	Overspeed Warning Device	1	0	*#May be inoperative provided aircraft operated at least 30 knots (IAS) below VMO (see AFM for VMO SPEEDS). Do not deactivate and placard as inoperative an aural warning that sounds below VMO speed. However, the airplane must still be operated at speeds below the point at which the aural warning sounds whenever it is operative.
17.	Ground Proximity Warning System	1	-	*In the event of malfunctioning or failure of the GPWS, the airplane may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
49.	AUXILIARY POWER UNIT				
1.	Auxiliary Power Unit (APU)	1	0		*#May be inoperative provided the driven D.C. generator is not required for essential electrical power.
2.	Tachometer	1	1		

3.	Exhaust Gas Temperature Indicator	1	1	
4.	Oil Pressure Indicator Light	1	1	
5.	Fuel Boost Pump	1	1	
6.	95% Speed Ready to Load Light	1	1	
7.	Generator Fail Light	1	0	*#May be inoperative if generator is not loaded.
8.	Battery on APU Bus, Light	1	1	

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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 Systems	1	0		
2.	Cruise Stop Out Lights	2	2		
3.	Cruise Stop Circuit Light	1	1		
4.	Below Flight Fine	2	2		

	Pi tch Stop Li ghts		
5.	Fl ight Fi ne Pi tch Stop Ci rcui t Li ght	1	1
6.	Pi tch Stop Ci rcui t Swi tch	1	1
7.	Propeller Brake	2	0

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH		
73. ENGINE FUEL & CONTROL				
1.	Low Fuel Pressure Indicator Lights	2	2	
2.	Fuel Flow Meter	2	1	*#One may be inoperative provided: (1) torque meter, (2) TOT, (3) RPM, and (4) fuel quantity gauges in cockpit are operative on affected engine.
3.	Fuel Trimmer Indicators	2	2	
4.	Fuel Trimmer	2	2	

Swi tches

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77.	ENGINE INDICATING			
1.	Tachometers	2	2	
2.	Turbine Gas Temperature	2	2	
3.	Torque Pressure Indicator	2	2	
4.	Engine Gear Box Low Oil Pressure Warning Lights	2	2	

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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.	Pressure Warning Lights	2	1		*#One may be inoperative provided: (1) Oil Pressure Indicator and (2) Oil Temperature Indicator are operative.
2.	Oil Pressure Indicator	2	2		
3.	Oil Temperature Indicator	2	2		

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		2.	3. NUMBER REQUIRED FOR DISPATCH	
82.	WATER METHANOL INJECTION			
1.	Water Methanol	2	2	**May be inoperative provided water methanol not required for operation being conducted. See AFM.
2.	Water Methanol Pressure Indicator Lights	2	2	*#May be inoperative provided water methanol not required for operation being conducted.
3.	Water Methanol Quantity Gauge	1	0	*#May be inoperative provided water methanol system not required or tank is FILLED before EACH take-off.
4.	Water Methanol Pumps	2	0	May be inoperative if water methanol system not required for operation being conducted.
5.	Water Methanol Pump Failed Lights (If Installed)	1	0	*

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