



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

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# Master Minimum Equipment List

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Revision: 6  
Date: 11/16/2009

## **DASSAULT AVIATION FALCON 10/100**

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### Highlights of Change

EFFECTIVE ABOVE DATE, The Falcon 10/100 Master Minimum Equipment List has been revised. Please replace affected pages of the previous list with revision 6 for a complete up-to-date MMEL.

#### 21 AIR CONDITIONING

- Item 5, Cabin Altitude Indicator: Deleted "OR" for clarification. Relief remains the same.
- Item 6, Cabin differential Pressure Indicator: Deleted "OR" for clarification.
- Item 7, Cabin Rate of Climb Indicator: Deleted "OR" for clarification.
- Item 8, Cabin/altitude Warning Light: Deleted "OR" for clarification.
- Item 15, Cabin altitude Warning Horn: Deleted "OR" for clarification.

#### 22. AUTO FLIGHT

- Item 1, Autopilot systems: Amended to reflect RVSM requirements.
- Item 2, AUTOPILOT DISENGAGE Lights: Amended to reflect RVSM requirements.
- Item 3, Control Wheel Autopilot Disengage Buttons: Amended to Policy Letter 93, (Rev 1).

#### 23. COMMUNICATIONS

- Item 1, Communication Systems(VHF): Amended to Policy Letter 95, (Rev. 1).
- Item 2, Passenger Address System: Amended to Policy Letter 9, (Rev 8).
- Item 5, Cockpit Voice Recorder: Amended to Policy Letter 29 (Rev 4).
- Item 6, Selective Call System: Amended to Policy Letter 117 (Rev 0).
- Item 8, Flight Phone: Amended category from "C" to "D".
- Item 10, Automatic Cabin Briefer: Amended category from "C" to "D".
- Item 11, Oxygen Mask Microphone: Standardized proviso.
- Item 12, Boom Microphones: Amended to Policy Letter 58, (Rev 3).
- Item 13, High Frequency Communication System: Amended to Policy Letter 106 (Rev 3).

#### 25. EQUIPMENT/FURNISHINGS

- Item 1, Crewmember Shoulder Harness: Deleted Revision 6.
- Item 3, Passenger Seat(s): Amended to Policy Letter 79 (Rev 6).
- Item 4, Emergency Transmitter: Amended to Policy Letter 120 (Rev 1)
- Item 5, Non-Essential Equipment and Furnishings (NEF): Amended to Policy Letter 116 (Rev 1).
- Item 8, Galley Waste Receptacles: Amended to Policy Letter 96 (Rev 1).

#### 27. FLIGHT CONTROLS

- Item 1, Rudder, Elevator, and Aileron Q Units: Amended to reflect RVSM requirements.
- Item 2, Q Unit, Aileron, Rudder Warning Lights: Amended to reflect RVSM requirements.
- Item 15, Stabilizer Trim Aural Warning: Amended to reflect RVSM requirements.

#### 30. ICE and RAIN PROTECTION

- Item 5, Static Pressure Port Heating Systems: Amended to reflect RVSM requirements.

31 INDICATING/RECORDING SYSTEMS

Item 2, Flight Data Recorder System: Amended to Policy Letter 87, (Rev. 8).

33 LIGHTS

Item 3, Passenger Lighted Information Signs: Amended to Policy Letter 123 (Rev. 0).

34 NAVIGATION

Item 7, Altitude Alerting System: Deleted Revision 6, Policy Letter 39 (Rev 4).

Item 11, Standby Altitude Indicator: Amended to Policy Letter 111 (Rev 1),

Item 21, ATC Transponder & Automatic Reporting System: Amended to Policy Letter 76 (Rev 5).

Item 30, Ground Proximity Warning System: Amended to Policy Letter 54 (Rev 10).

Item 31, Weather Radar: Amended to Policy Letter 67 (Rev 3).

Item 42, Traffic Alert and Collision Avoidance System: Amended to Policy Letter 32 (Rev 7).

35 OXYGEN

Item 4, Protective Breathing Equipment: Amended to Policy Letter 43 (Rev 1).

73. ENGINE FUEL & CONTROL

Item 1, Fuel Flowmeters: sub-item 1b, amend word "vertical" to "analog".

Item 2, Fuel Used Indicator: Removed category, number installed and number required.  
Item deleted in revision 4.

### Definitions

The Definitions are as published in FAA Policy Letter 25.

### Preamble

The Preamble is as published in FAA Policy Letter 34.

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1. SYSTEM,  
SEQUENCE NUMBERS &  
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REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
1. Automatic Pressure Controller	C	1	0	(O)May be inoperative provided: a) Manual Control operates normally, b) Cabin differential pressure indicator operates normally, c) Cabin rate of climb indicator operates normally, and d) Cabin altitude indicator operates normally.
2. Outflow Pressurization Valves				
1) IDC Kollsman Valves	C	2	1	(M)(O)One may be inoperative for pressurized flight provided the emergency relief function of the inoperative valve remains functional.
2) ABG-Semca Valves	C	2	1	(M)(O)One may be inoperative for pressurized flight provided: a) Failed valve is locked closed, b) Emergency relief function of the inoperative valve remains functional, and c) Remaining valve operates normally.
3) IDC Kollsman and ABG-Semca Valves	C	2	0	(O)May be inoperative provided the flight is conducted in an unpressurized configuration.

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21	AIR CONDITIONING				
3.	Pressure Reducing Valves	C	2	0	(O)May be inoperative provided the flight is conducted in an unpressurized configuration.
4.	Emergency Pressurization Valve	C	1	0	(M)May be inoperative provided the flight is conducted in an unpressurized configuration.
5.	Cabin Altitude Indicator	C	1	0	(O)May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to convert cabin differential pressure to cabin altitude.
		C	1	0	(O)May be inoperative provided flight is conducted in an unpressurized configuration
6.	Cabin Differential Pressure Indicator	C	1	0	(M)May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to convert cabin altitude to cabin differential pressure.
		C	1	0	(M)May be inoperative provided flight is conducted in an unpressurized configuration.

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21 AIR CONDITIONING

7. Cabin Rate of Climb  
Indicator

C

1

0

(M)May be inoperative provided:  
a) Automatic cabin pressurization control system operates normally, and  
b) Cabin differential pressure indicator and cabin altimeter operates normally,

C

1

0

(M)May be inoperative provided flight is conducted in an unpressurized configuration.

8. Cabin/Altitude Warning  
Light

C

1

0

(M)(O)May be inoperative provided:  
a) External fueling and cargo doors are checked for security,  
b) Visual indications on the main cabin door are checked before departure, and  
c) Cabin altitude warning horn operates normally.

C

1

0

(M)(O)May be inoperative provided flight is conducted in an unpressurized configuration.

9. Test Circuit – Cabin  
Warning Light/Cabin  
Altitude Warning Horn

C

1

0

(M)May be inoperative provided:  
a) Cabin warning light operates normally,  
b) Cabin altitude warning horn operates normally, and  
c) Both are checked before departure.

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21	AIR CONDITIONING				
10.	Cabin Conditioning Control Valve	C	1	0	(O)May be inoperative closed provided: a) Emergency pressurization valve operates normally, and b) Freon system operates normally.
11.	Pilot Foot Conditioning Valve	C	1	0	
12.	Pilot Air Gasper	C	-	0	
13.	Freon System	C	1	0	May be inoperative provided cabin conditioning control valve operates normally.
14.	Temperature Control System (Automatic)	C	1	0	(O)May be inoperative provided manual control operates normally.
15.	Cabin Altitude Warning Horn	C	1	0	(M)May be inoperative provided: a) Cabin altitude warning light operates normally, and b) Cabin altitude indicator operates normally.
		C	1	0	(M)May be inoperative provided flight is conducted in an unpressurized configuration.
16. ***	Auxiliary Heated Flood Duct	C	1	0	
17. ***	Mixing Valve Position Indicator	C	1	0	

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22 AUTO FLIGHT				
1. Autopilot Systems	C	-	1	
	B	-	0	(O)May be inoperative provided: a) Approach minimums do not require its use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to the flight crew.
				NOTE: Any mode which operates normally may be used.
2. AUTOPILOT DISENGAGE Lights	C	-	1	
	C	-	0	(O)May be inoperative provided: a) Autopilot is not used, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to the flight crew.
3. Control Wheel Autopilot Disengage Buttons	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.
	B	2	0	May be inoperative provided autopilot is not used.
4. Yaw Damper	C	1	0	

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23 COMMUNICATIONS

1. Communications  
Systems (VHF and UHF)

D

-

-

Any in excess of those required by FAR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.

1) VHF Comm Control  
Panels

a) Frequency Transfer Light

C

-

0

b) Frequency Transfer  
Switch

C

-

0

c) Frequency Selector

C

-

2

d) Frequency Indication

C

-

2

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23 COMMUNICATIONS				
2. Passenger Address System (PA)				
1) Passenger Configuration	B	1	0	(O)May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally.  NOTE: Any station function(s) that operate normally may be used.
	C	1	0	(O)May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.  NOTE: Any station function(s) that operate normally may be used.
2) Cargo Configuration	D	1	0	
3. Cockpit Speakers	C	2	0	May be inoperative provided: a) Procedures do not require their use, and b) Headsets are installed and operate normally.
4. Microphones	C	-	2	May be inoperative provided one microphone operates normally at each pilot station.

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23 COMMUNICATIONS

5. Cockpit Voice Recorder

1) Part 135 Operators

a)	Flight Data Recorder Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
----	--------------------------------	---	---	---	---

b)	Flight Data Recorder Not Installed	A	1	0	May be inoperative provided repairs are made within three flight days.
----	------------------------------------	---	---	---	--

2)	Part 91 Operators	A	1	0	May be inoperative provided repairs are made in accordance with the appropriate FARs.
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6. ***	Selective Call System (SELCAL)	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
-----------	--------------------------------	---	---	---	---

		D	-	0	May be inoperative provided procedures do not require its use.
--	--	---	---	---	--

1)	Channels	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
----	----------	---	---	---	---

		D	-	0	May be inoperative provided procedures do not require its use.
--	--	---	---	---	--

7.	Static Dischargers	C	-	-	No more than a total of two may be damaged or missing.
----	--------------------	---	---	---	--

8. ***	Flight Phone	D	1	0	
-----------	--------------	---	---	---	--

9. ***	Voice Advisory/ Flight Profile Advisory	C	-	0	
-----------	---	---	---	---	--

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23 COMMUNICATIONS				
10. Automatic Cabin Briefer ***	D	-	0	(O)May be inoperative provided alternate procedures are established and used.
11. Oxygen Mask Microphone	C	-	2	Any in excess of those required by FAR may be inoperative.
12. Boom Microphones				
Cockpit Voice Recorder (CVR) with Flight Data Recorder Installed				
1) Cockpit Voice Recorder Equipped To Record Boom Microphone per FAR 121.359(g), 135.151(d) or 125.227(e)	A	-	0	May be inoperative provided: a) Flight data recorder (FDR) operates normally, and b) Repairs are made within three flight days.
2) Cockpit Voice Recorder *** Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.
Cockpit Voice Recorder (CVR) without Flight Data Recorder				
1) Cockpit Voice Recorder Equipped To Record Boom Microphone per FAR 121.359(g), 135.151(d) or 125.227(e)	A	-	0	May be inoperative provided repairs are made within three flight days.
2) Cockpit Voice Recorder *** Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.

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23 COMMUNICATIONS

13. High Frequency (HF)  
\*\*\* Communication System

D

-

-

Any in excess of those required by FAR may be inoperative.

C

-

1

(O)May be inoperative while conducting operations that require two LRCS provided:

- a) SATCOM Voice or Data Link operates normally,
- b) Alternate procedures are established and used,
- c) SATCOM coverage is available over the intended route of the flight, and
- d) If Inmarsat codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required.

NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.

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24 ELECTRICAL POWER					
1. Inverters	B	3	2		(O)One may be inoperative provided the remaining two operate normally.
2. Batteries	C	2	1		(M)(O)One may be inoperative provided: a) Both generators operate normally, b) Inoperative battery is disconnected in accordance with an acceptable maintenance procedure, and c) A ground power unit is used for engine start.
3. Battery Blower	C	1	0		(O)May be inoperative provided: a) Either hot battery light or hot battery indicator operates normally, and b) For extended ground delays, battery switches are turned off and reset before departure.
4. Generator Warning Lights (GENE 1 and GENE 2)	C	2	1		(O)One may be inoperative provided: a) Voltmeter and DC ammeter operate normally, and b) Generator output current is frequently monitored during flight.
5. Ground Power Unit Battery Charging System	C	1	0		

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24	ELECTRICAL POWER				
6.	Battery Failure Warning Light (BATT light)	C	1	0	(O)May be inoperative provided: a) Voltage and current flow of each battery is checked before departure, and b) Voltmeter and DC ammeter are monitored.
7. ***	Battery Temperature Indicating System	C	1	0	(O)May be inoperative provided HOT BAT light operates normally.
8.	HOT BAT Light	C	1	0	May be inoperative provided optional battery temperature system is installed and operates normally.
9.	AC Voltmeter	C	1	0	May be inoperative provided AC 1 and AC 2 fail lights operate normally.
10.	AC Fail Warning Lights	C	2	1	
11.	DC Voltmeter	C	1	0	May be inoperative provided generator lights and ammeter on associated generator operate normally.

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25	EQUIPMENT/ FURNISHINGS				
1.	Crewmember Shoulder Harness				Deleted, Revision 6.
2.	Crewmember Seat Adjustment	C	2	0	(M)May be inoperative provided: a) Position of the seat(s) permits normal pilot visibility and full flight control movement, b) Seat(s) is secured with fore and aft mechanical stops, and c) Electrical portion is deactivated.
3.	Passenger Seat(s)	D	-	0	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat is blocked and placarded "Do Not Occupy".  NOTE 1: A seat with inoperative seat belt is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
1)	Recline Mechanism	D	-	-	(M)May be inoperative and seat occupied provided seat is secured in the full upright position.
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
					(Continued)

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25 EQUIPMENT/  
FURNISHINGS

3. Passenger Seat(s )  
(Cont'd)

2) Armrest

a) Armrest with recline  
Mechanism

D

-

-

(M)May be inoperative or missing and  
seat occupied provided:

- a) Armrest does not block an  
Emergency Exit,
- b) Armrest does not restrict any  
passenger from access to the  
main aircraft aisle, and
- c) If armrest is missing, seat is  
secured in the full upright  
position.

b) Armrest without  
Recline Mechanism

D

-

-

May be inoperative or missing and seat  
occupied provided:

- a) Armrest does not block an  
Emergency Exit, and
- b) Armrest does not restrict any  
passenger from access to the  
main aircraft aisle.

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25	EQUIPMENT/ FURNISHINGS				
4.	Emergency Locator Transmitter (ELT)				
***	Survival Type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
***	Fixed ELTs	A	-	0	(M)May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
		A	-	-	May be missing provided repairs are made within 90 days.
		D	-	-	(M)Any in excess of those required by FAR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by FAR may be inoperative.
5.	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator' appropriate document.  NOTE: Exterior lavatory door ash trays are not considered convenience items.

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25 EQUIPMENT/ FURNISHINGS					
6. First Aid Kits	D	-	-		Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.
7. Lavatory Door Ashtray	A	1	0		May be missing provided it is replaced within 3 calendar days.
8. Galley Waste *** Receptacles Access Doors/ Covers	C	-	-		(M)(O)May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

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26 FIRE PROTECTION

1. Engine Fire  
Extinguisher Discharge  
Indicator Discs

C

2

0

(M) May be inoperative provided an alternate procedure is used to verify bottle charge is adequate before each departure.

2. Portable Fire  
Extinguishers

D

-

-

Any in excess of those required by FAR may be inoperative or missing 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.

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27 FLIGHT CONTROLS

1. Rudder, Elevator, and  
Aileron Q Units

C

2

0

(O)May be inoperative provided:  
a) They are failed in low speed  
position,  
b) Autopilot is not used,  
c) Enroute operations do not  
require autopilot use, and  
d) Number of flight segments and  
segment duration is acceptable  
to the flight crew.

2. Q Unit, Aileron, Rudder  
Warning Lights (Q  
UNIT, AIL, RUD  
Warning Lights)

C

3

0

(M)(O)May be inoperative provided:  
a) Affected system is checked and  
verified to be operating  
normally,  
b) Autopilot is not used,  
c) Enroute operations do not  
require autopilot use, and  
d) Number of flight segments and  
segment duration is acceptable  
to the flight crew.

3. Aileron Trim Indicator

C

1

0

(M)(O)May be inoperative provided:  
a) Aileron trim system is verified to  
be operating normally before  
each departure,  
b) Aileron trim is checked for full  
range of travel, then set to  
neutral before each departure,  
and  
c) Rudder trim indicator operates  
normally.

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4. Rudder Trim Indicator

C

1

0

(M)(O)May be inoperative provided:  
a) Rudder trim system is verified to be operating normally before each departure,  
b) Rudder trim is checked for full range of travel, then set to neutral before each departure, and  
c) Aileron trim indicator operates normally.

5. Gust Damper Light

C

1

0

6. Gust Damper Valve

C

1

0

(O)May be inoperative closed provided yaw damper is not used.

C

1

0

May be inoperative open.

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7. Flap Position Indicator

C

1

0

(O)May be inoperative provided flaps are verified to operate normally before each departure.

8. Flap Asymmetry Warning Light

C

1

0

(M)(O)May be inoperative provided flap asymmetry protection system is checked for normal operation before each departure.

9. Airbrake Light

C

1

0

(O)May be inoperative provided:  
a) Airbrakes are verified to operate normally, and  
b) Airbrakes are verified to be retracted before each departure.

10. Slat Position Indicator

C

1

0

(O)May be inoperative provided:  
a) Slats are checked for normal operation before each departure, and  
b) Slat position is visually verified on selection.

11. Test Systems Automatic Slat Extension

C

2

0

(M)May be inoperative provided slats are checked for normal operation in relation to angle of attack probe before each departure.

12. Stall Warning System

DELETED, Rev. 1.

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13. Airbrake Warning Light  
(Red)

C

1

0

(O)May be inoperative provided:  
a) Airbrakes are verified to be operating normally,  
b) Airbrakes are verified to be retracted before each departure and landing, and  
c) Airbrake operations light (amber) operates normally.

14. Automatic Flap  
Extension System

Deleted, Rev. 2.

15. Stabilizer Trim Aural  
Warning (Cricket  
Noise)

C

1

0

(O)May be inoperative provided:  
a) Stabilizer trim operates normally and is set properly before each departure,  
b) Stabilizer warning light (red) operates normally,  
c) Autopilot is not used,  
d) Enroute operations do not require autopilot use, and  
e) Number of flight segments and segment duration is acceptable to the flight crew.

16. Horizontal Stabilizer  
Position Indicator

C

1

0

(M)(O)May be inoperative provided:  
a) Horizontal stabilizer operates normally,  
b) Stabilizer trim and warning system operates normally, and  
c) Correct trim setting is visually verified before each departure.

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28 FUEL				
1. Boost Pumps	C	2	1	(O)One may be inoperative provided: a) Fuel temperature indicator operates normally, and b) Transfer intercom and crossfeed systems operate normally.
2. Transfer Systems	C	2	1	(O)One may be inoperative provided: a) Both boost pumps operate normally, b) Engine crossfeed operates normally, and c) Intercom systems operate normally.
3. Pressure Fueling System	C	1	0	May be inoperative provided refueling connector is closed.
4. Rear Tank Intercom	C	1	0	(O)May be inoperative provided: a) Both boost pumps operate normally, b) Engine crossfeed operates normally, and c) Both transfer systems operate normally.
5. Engine Crossfeed	C	1	0	(O)May be inoperative provided: a) Both boost pumps operate normally, and b) Rear tank intercom operates normally.

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28 FUEL					
6. Fuel Quantity Indication Systems	C	2	1	(O)One indication system may be inoperative provided: a) Fuel flow, fuel used, rear tank intercom and LO fuel warning light operate normally, and b) Alternate procedures are established and used to ensure fuel is adequate for operations being conducted.	
1) Canadian Marconi Fuel *** Quantity Indication Systems					
a) Digital Display	C	2	0	May be inoperative provided analog display operates normally.	
b) Analog Display	C	2	0	May be inoperative provided digital display operates normally.	
7. Fuel Quantity Rear Tank				Incorporated into 28-6, Rev. 4.	
8. Low Fuel Warning Light (LO FUEL)	C	1	0	(O)May be inoperative provided: a) All fuel quantity indication systems operate normally, and b) Fuel flow and fuel used systems operate normally.	

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28 FUEL					
9. Fuel Temperature *** Indication	C	1	0	(O)May be inoperative provided: a) Boost pumps, transfer systems and engine crossfeed operate normally, and b) Operations are not conducted at an RAT below the fuel freeze point.	
10. Fuel Used System	C	1	0	May be inoperative provided all fuel quantity systems operate normally.	

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29 HYDRAULIC POWER					
1. Hydraulic Tank Low Pressure Warning Lights (HYD TK 1, HYD TK 2)	C	2	0		(O)May be inoperative provided the airplane remains at or below FL 200.
2. Hydraulic System Low Pressure Warning Lights (HYD 1, HYD 2)	C	2	0		(O)May be inoperative provided associated pressure indication system operates normally.
3. #2 Hydraulic Pressure Indicator	C	1	0		(M)May be inoperative provided: a) Associated low pressure warning light system operates normally, and b) Standby pump cycles operate normally.
4. #2 Hydraulic Reservoir Level Indicator System	C	1	0		(O)May be inoperative provided: a) Associated low pressure warning light and hydraulic pressure indicating system operate normally, and b) A visual check of the reservoir level is conducted before each departure.
5. Standby Electric Pump Warning Light (ST.BY PUMP)	C	1	0		(O)May be inoperative provided: a) Standby pump is checked for operation before each departure, and b) Standby pump is switched off in cruise and reset to NORMAL during approach, or if No. 1 system fails.

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29 HYDRAULIC POWER					
6. No. 2 System Accumulator	C	1	0		
7. Accumulator Pressure Indicators	C	-	0	(M)May be inoperative provided an alternate procedure to verify accumulator pressure is established and used.	

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30	ICE AND RAIN PROTECTION				
1.	Wing Anti-icing System	C	1	0	(O)May be inoperative closed provided airplane is not operated in known or forecast icing conditions.
2.	Windshield Demisting Valve	C	1	0	(O)May be inoperative provided windshield electrical heating system operates normally.
3.	Wing Anti-icing Indication System	C	1	0	(M)(O)May be inoperative provided: a) Associated anti-ice valve operates normally, and b) Airplane is not operated in known or forecast icing conditions.
4.	Nacelle and Engine Anti-Icing Bleed Valves	B	2	1	(O)One may be inoperative open provided ambient temperature remains less than +5 degrees C at point of departure and destination.
		B	2	1	(O)One may be inoperative closed provided aircraft is not operated in known or forecast icing conditions.
5.	Static Pressure Port Heating Systems	C	2	1	(O)One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Enroute operations do not require its use.
6.	AOA/Stall Vane Heating Systems	C	2	1	(O)One may be inoperative provided the airplane is not operated in known or forecast icing conditions.

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30	ICE AND RAIN PROTECTION				
7.	Pitot/ Static System Heat Indicator Lights	B	2	1	(O)One may be inoperative provided: a) Remaining elements of the pitot heat system are checked and operate normally, and b) Airplane is not operated in known or forecast icing conditions.
8.	Windshield Electrical Heating Systems	C	2	1	One may be inoperative provided: a) Windshield demisting system operates normally, and b) Airplane is not operated in visible moisture, or in known or forecast icing conditions.
9.	Windshield Heat Transfer Light (X-FR)	C	1	0	(M)May be inoperative provided windshield heat system operates normally.
10.	Windshield Wiper Systems	C	2	0	(O)May be inoperative provided airplane is not operated in precipitations within 5 nautical miles of the airport of takeoff or intended landing.
11. ***	L/H and R/H Cockpit Side Window Heating System	C	1	0	
12. ***	Angle of Attack Heating System (For Speed Indexes)	C	1	0	

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31	INDICATING/ RECORDING SYSTEMS					
1.	Clocks	C	-	1	One may be inoperative at either the pilot's or copilot's station.	
2. ***	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by FAR may be inoperative.	
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.	
1)	FDR Recording Parameters Required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder operates normally, and b) Repairs are made within 20 calendar days.	
2)	FDR Recording Parameters Not Required by FAR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
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31 INDICATING/ RECORDING SYSTEMS				1	Any in excess of those required by FAR may be inoperative.
2. Flight Data Recorder *** (FDR) System (Cont'd)					
Part 91 Operators	C	-			
	A	-		0	May be inoperative provided repairs are made in accordance with applicable FARs.

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32	LANDING GEAR				
1.	Landing Gear Handle Warning Light	C	1	0	May be inoperative provided landing gear position indicators and warning horn operates normally.
2.	Landing Gear Aural Warning System				Deleted Rev. 5.
3.	Parking Brake Indicator Light (BRAKE)	C	-	0	May be inoperative provided brake handle is in OFF detent position before departure.
4.	Emergency Brake Accumulator Low Pressure Warning Light (P. BRAKE)	C	1	0	(M)(O)May be inoperative provided: a) Emergency brake accumulator pressure is verified to be adequate, and b) Emergency brake operates normally.

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33 LIGHTS

1. Cockpit/Flight Deck/  
Flight Compartment  
and Instrument Lighting

C

-

-

Individual lights may be inoperative provided remaining lights are:  
 a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided,  
 b) Positioned so that direct rays are shielded from flight crewmember's eyes, and  
 c) Lighting configuration and intensity is acceptable to the flight crew.

2. Cabin Interior Lights

C

-

-

May be inoperative provided:  
 a) Adjacent light operates normally, and  
 b) Inoperative lights do not exceed 50 percent of the total installed.

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33 LIGHTS				
3. Passenger Lighted Information Signs	C	-	-	(O)May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded – “Do Not Occupy”.
	C	-	-	NOTE: These procedures are not intended to prohibit lavatory use or inspections by crewmembers.  (O)May be inoperative and associated seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
PART 91 Operations Not Requiring Use of PA System				
Passenger Lighted Information Signs	C	-	-	(O)May be inoperative provided alternate procedures are established and used to notify cabin occupants.
4. Aft Compartment Lighting System	C	1	0	

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33 LIGHTS					
5. Landing Lights	C	2	1	One may be inoperative for night operations provided taxi light operates normally.	
	C	2	0	May be inoperative for day operations.	
6. Taxi Light	C	1	0	May be inoperative for night operations provided both landing lights operate normally.	
	C	1	0	May be inoperative for day operations.	
7. Navigation Lights	C	3	0	May be inoperative for day operations.	
8. Anticollision Lights	B	-	0	May be inoperative for day operations.	
9. Exterior Emergency Lighting System	C	1	0	May be inoperative for day operations.	
10. Wing Ice Detection *** Lights	C	2	0	(O)May be inoperative provided ground deicing procedures do not require their use.	
11. Logo Light System ***	C	1	0		
12. Strobe Light System ***	C	-	0		
13. Recognition Light *** System	C	-	0		
14. Pulse Light System ***	D	-	0		

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34 NAVIGATION				
1. Ram Air Temperature *** Indicator (RAT)	C	1	0	(O)May be inoperative provided SAT/TAT indicator operates normally.
2. SAT/TAT Indicator ***	C	1	0	(O)May be inoperative provided RAT indicator operates normally.
3. Mach Indicators	C	2	0	May be inoperative provided the airplane is operated at or below FL 250.
4. Vertical Speed Indicators	B	2	1	One may be inoperative for day VMC only.
5. VMO/MMO Aural Warning	B	1	0	(O)May be inoperative provided Mach/Airspeed indicators operate normally.
6. VMO/MMO Aural Warning Test	C	1	0	(M)May be inoperative provided normal operation of Mach/Airspeed aural warning system is verified before each departure.
7. Altitude Alerting System				Deleted, Revision 6.
8. Radio Altimeter ***	C	1	0	(O)May be inoperative provided approach minimums or operating procedures do not require its use.

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34 NAVIGATION				
9. Horizon Indicators				DELETED, Rev 1.
10. Turn and Bank Indicators				
1) Rate of Turn Indicators ***	C	2	1	
	C	2	0	May be inoperative provided Standby Horizon indicator operates normally.
11. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.
	B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
12. Flight Director Systems	C	2	0	May be inoperative provided approach minimums do not require their use.
13. Instrument Comparator ***	C	-	0	May be inoperative provided approach minimums do not require their use.
14. Excessive Deviation Indication Light ***	C	1	0	May be inoperative provided approach minimums do not require its use.

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34 NAVIGATION				
15. Non-Stabilized Magnetic Compass	B	1	0	(O)May be inoperative provided any magnetic compass combinations 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 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.
16. Angle of Attack *** Indicators	C	-	0	
17. VHF Navigation Receivers (VOR/ILS)	C	-	-	As required by FAR.
18. Distance Measuring Equipment (DME)	D	-	0	Any in excess of those required by FAR may be inoperative.
19. Marker Beacon Receiver	C	-	0	May be inoperative provided approach procedures do not require its use.

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34 NAVIGATION				
20. Radio Compass (ADF) System	D	-	-	Any in excess of those required by FAR may be inoperative.
21. ATC Transponder and Automatic Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
	D	-	-	Any in excess of those required by FAR may be inoperative.
1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by FAR ***	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
2) ADS-B Squitter Transmissions ***	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
22. Attitude Transfer System	C	-	0	May be inoperative provided pilot and copilot have separate attitude sources.
23. RMIs	C	-	-	
24. VOR Transfer System	C	-	0	
25. Compass Transfer System	C	-	0	May be inoperative provided compass information remains in the normal (onside) selection.

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34 NAVIGATION				
26. Navigation Systems *** (INS, IRS, VLF, LORAN, RNAV, OMEGA/Doppler)	C	-	-	As required by FAR.
27. Radar Nav System ***	C	-	0	
28. Flight Management *** System	C	-	0	May be inoperative provided required navigation and communication systems are not affected.
29. Vertical Navigation *** System	C	-	0	

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34 NAVIGATION				
30. Ground Proximity *** Warning System (GPWS)	A	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
a) Modes 1-4	A	4	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c) Glideslope Deviation(s) (Mode 5)	C	-	1	
	B	-	0	
d) Advisory Callouts	B	-	0	(O)May be inoperative provided alternate procedures are established and used.
	C	-	0	(O)May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
				(Continued)

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34 NAVIGATION				
30. Ground Proximity *** Warning System (GPWS) (Cont'd)				
e) Windshear Mode *** (Reactive)	B	1	0	(O)May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2) Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O)May be inoperative provided alternate procedures are established and used.
3) Terrain displays	C	-	1	
	B	-	0	
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0	

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34 NAVIGATION				
31. Weather Radar ***	C	-	-	As required by FAR.
1) Windshear Warning *** and Flight Guidance System (Predictive)	B	-	0	(O)May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Reactive) operates normally.

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34 NAVIGATION				
32. Radar Auto Inhibit ***	C	1	0	May be inoperative provided: a) Primary indicator operates normally, and b) Controls are set to STANDBY or OFF for all ground operations.
33. Angular/Linear Deviation VOR Selectors	C	2	0	(M)May be inoperative provided system operates normally in angular mode.
34. Microwave Landing System (MLS) ***	C	-	-	May be inoperative provided approaches do not require their use.
35. Navigation Management System ***				
1) Navigation Databases	C	-	-	(O)May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation fixes prior to dispatch, b) Procedures are established and used to verify status of suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
36. Lightning Sensor/Storm Scope	C	-	0	
37. LNAV ***	C	-	0	

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34	NAVIGATION				
38.	Symbol Generators	C	3	2	One may be inoperative provided each pilot's EFIS is driven by an independent generator unit.
39.	Multifunction Display (MFD)	C	1	0	(O)May be inoperative provided: a) Procedures do not require its use, and b) When required, at least one radar display operates normally.
40.	IRS NO AIR Light	C	-	0	(M)May be inoperative provided: a) Filter is checked for cleanliness, and b) Cooling fan operates normally.
41.	EADI Annunciators/Displays				
1)	Fast/Slow Indications	C	2	0	
2)	Flight Director Bars	C	2	0	May be inoperative provided approach minimums do not require their use.
3)	Radio Altitude	C	2	0	

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4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
41.	EADI Annunciators/Displays (Cont'd)				
4)	ILS Deviation	C	2	-	As required by FAR.
5)	Marker Indications	C	2	-	As required by FAR.
6)	Composite/ Mix Mode	C	2	1	
7)	Airspeed	B	-	0	(M)May be inoperative provided airspeed information is removed form display.
8)	Speed Trend	C	-	0	(M)May be inoperative provided trend information is removed from display.
9)	Mach Indication	C	-	0	(M)May be inoperative provided mach information is removed from display.
10)	Accel/ Decel	C	2	0	
11)	Decision Height (DH)	C	2	0	May be inoperative provided approach minimums do not require their use.

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34	NAVIGATION					
42. ***	Traffic Alert and Collisions Avoidance System (TCAS I)	B	-	0	(M)May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M)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.	
***	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M)May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M)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 Display	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
					(Continued)	

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34	NAVIGATION				
42.	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)				
2)	Resolution Advisory (RA) Display Systems	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 used.
3)	Traffic Alert (TA) Display System(s)	C	-	0	(O)May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
4)	Audio Functions	B	1	0	May be inoperative provided Enroute or approach procedures do not require use of TCAS.
5)	Airspace Selection Function	C	-	0	
43.	Global Positioning System (GPS)	C	-	0	
44.	Traffic Collision Avoidance Device (TCAD)	C	-	0	(M)(O)May be inoperative provided system is deactivated.
45.	Windshear Detection and Guidance System				Incorporated into Item 34-31, Revisions 5 c.

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34	NAVIGATION				
46. ***	Flight Profile Advisory System				
1)	Gear Mode	A	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
2)	Minimums Mode	A	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
3)	Radio Altitude Mode	A	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
4)	Test Mode	A	1	0	May be inoperative provided: a) The FPA is considered inoperative, and b) Repairs are made within tow flight days.
5)	Glideslope Deviation Mode	B	1	0	
6)	Advisory Callouts	C	-	0	(O)May be inoperative provided alternate procedures are established and used.

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35 OXYGEN					
1. Passenger Oxygen System	C	-	0	As required by FAR.	
2. First Aid Oxygen ***	C	-	0	As required by FAR.	
3. Portable Oxygen System ***	C	-	-	As required by FAR.	
4. Protective Breathing Equipment (PBE) ***	D	-	-	Any in excess of those required by FAR may be inoperative.	

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4. REMARKS AND EXCEPTIONS

36 PNEUMATIC

1. HP Bleed Valves

C

2

1

(M)One may be inoperative provided:  
a) Associated valve is closed,  
b) Flight remains at or below FL 250, and  
c) Aircraft is not operated in known or forecast icing conditions.

C

2

0

(M)May be inoperative provided:  
a) Valves are closed,  
b) Flight is conducted in an unpressurized configuration, and  
c) Aircraft is not operated in known or forecast icing conditions.

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4. REMARKS AND EXCEPTIONS

52 DOORS

1. Door Warning Light  
System

C

1

0

May be inoperative provided:  
a) It is verified by visual inspection  
that all doors are closed and  
locked, and  
b) Cabin altitude aural warning  
operates normally.

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4. REMARKS AND EXCEPTIONS

56 WINDOWS

1. Windshields

DELETED, Rev. 1.

2. Direct Vision Windows

C

2

1

One may be inoperative locked closed.

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73	ENGINE FUEL & CONTROL				
1.	Fuel Flowmeters	B	2	1	(O)One may be inoperative provided all remaining engine instruments operate normally. (Compare ITT, N1 and N2 indicators with those of the other engines.)  NOTE: Fuel used counter, Total Fuel Used/ GW meter and FMS gross weight page should not be used.
1)	Canadian Marconi Fuel Flow Indication Systems				
***					
a)	Digital Display	B	2	0	May be inoperative provided analog displays operate normally.
b)	Analog Display	B	2	0	May be inoperative provided digital display operates normally.
2.	Fuel Used Indicator				Deleted, Incorporated into 28-10, Rev. 4.
3.	Engine Sync. System	C	1	0	(M)(O)May be inoperative provided system is deactivated and secured.
***					

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4. REMARKS AND EXCEPTIONS

74 IGNITION

1. Ignition Lights

C

2

1

(O)One may be inoperative provided automatic ignition system operates normally.

2. Automatic Ignition Systems

C

2

1

(O)One may be inoperative provided:  
a) It is verified that the manual ignition systems operate normally, and  
b) AIR START position is selected for all critical stages of flight (takeoff, approach, icing, turbulence.)

3. Ignition Selector Switches

C

2

1

(O) One GRD START position may be inoperative provided:  
a) Associated engine AIR START position operates normally, and  
b) Switch is returned to GRD START position after each ground start.

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77	ENGINE INDICATING				
1.	N1 Indicators				
1)	Digital Display	C	2	0	
2.	N2 Indicators	C	2	1	(O)One may be inoperative provided it is verified that N1 and Fuel Flow indicators for the associated engine operate normally.
1)	Canadian Marconi N2 Indicators				
***					
a)	Digital Display	C	2	0	
3.	ITT Indicators				
1)	Digital Display	C	2	0	

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4. REMARKS AND EXCEPTIONS

78 ENGINE EXHAUST

1. Thrust Reversers  
\*\*\*

C

2

0

(M)May be inoperative provided:  
a) No damage to the thrust reverser system exists which would adversely affect operation of the airplane, and  
b) A procedure is established and used in accordance with the applicable AFM supplement to verify that reverser(s) is disabled and bolted in the stowed (forward thrust) position.

2. Thrust Reverser  
\*\*\*  
Indicating Lights

C

2

0

(M)May be inoperative provided the associated reverser(s) is disabled and bolted in the stowed (forward thrust) position.

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4. REMARKS AND EXCEPTIONS

79	ENGINE OIL				
1.	OIL 1, and 2 Warning Lights (Oil Pressure and Chip Detectors)	B	2	0	<p>(M)(O)May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) It is verified that the malfunction is in the warning system,</li> <li>b) Associated magnetic plug is checked for evidence of metal chips or clogging before the first flight of each day,</li> <li>c) Oil pressure and oil temperature indicators are monitored during flight, and</li> <li>d) A steady warning light must be deactivated.</li> </ul>

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80	STARTING				
1.	Automatic Starter Cutout System	C	2	0	(O)May be inoperative provided starter is disengaged manually at 50% N2 during engine start.  NOTE: Flight may be conducted with affected switch in MOTOR START STOP position.