

Revision: 10 b
Date: 11/29/2005

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

MASTER MINIMUM EQUIPMENT LIST

FAN JET FALCON (FALCON 20)
SERIES C, D, E, F

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HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, The Falcon 20 Master Minimum Equipment List has been revised. Please replace affected pages of the previous list with Revision 10b for a complete up-to-date MMEL. Change bars have been included to aid the user in identifying any changes as a result of this revision.

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

Added Series "G" title page.

ATA 23 COMMUNICATIONS

Item 7, SELCAL: Amended to add Policy Letter 117 (rev. 0).

Item 17, High Frequency Communication System: Amended to update to Policy Letter 106 (rev. 3).

ATA 27 FLIGHT CONTROLS

Item 1, Arthur Q Units: Amended format (sub-items) for clarification. Added proviso for Series G aircraft.

Item 2, Arthur Q Unit Warning Light Systems: Amended format (sub-items) for clarification. Added proviso for Series G aircraft.

ATA 28 FUEL

Item 6, Wing Tank fuel Quantity Indicators: Amended number installed and number required to "2" and "1".

ATA 31 INDICATING/RECORDING SYSTEMS

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

ATA 73 ENGINE FUEL AND CONTROL

Item 4, Engine Sync System: Added sub-item and proviso Series G aircraft.

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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 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.

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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 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).

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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 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.

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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 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.

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System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's 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 affects 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)

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.

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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 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 (06/14/1989)		

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.

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.

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The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

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

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

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
1. Out-Flow/Safety Valves	C	2	0	(M) May be inoperative provided; a) Flight is conducted in an unpressurized configuration, b) Flight remains at or below 10,000 feet MSL, and c) Extended overwater flights are prohibited.	
2. Cabin Altitude/Overpressure (CAB) Warning Light	C	1	0	May be inoperative provided: a) Cabin altimeter operates normally, b) Cabin altitude warning horn operates normally, and c) Cabin pressure indicator operates normally.	
3. Cabin Altitude/Overpressure Warning Horn	C	1	0	(M) May be inoperative provided: a) Flight remains at or below 10,000 feet MSL. OR b) Flight is conducted in an unpressurized configuration.	
4. Cabin Altitude Indication	C	1	0	(M) 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. OR c) Flight is conducted in an unpressurized configuration.	

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21 AIR CONDITIONING				
5. Cabin Differential Pressure Indicator	C	1	0	(M) May be inoperative provided: a) Cabin altimeter operates normally, and b) A chart is provided to convert cabin altitude to cabin differential pressure. OR c) Flight is conducted in an unpressurized configuration.
6. Cabin Rate of Climb Indicator	C	1	0	(M) May be inoperative provided: a) Automatic pressurization control system operates normally, and b) Cabin differential pressure indicator and cabin altimeter operate normally. OR c) Flight is conducted in an unpressurized configuration.
7. Electronic Temperature Control Systems	C	2	1	(O) Automatic control may be inoperative provided manual electric temperature control operates normally.
	C	2	0	(O) Automatic and manual electric temperature controls may be inoperative provided manual temperature control (located in aft cabin) operates normally and is set before departure in accordance with an approved procedure.

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21 AIR CONDITIONING					
8. Cabin Pressurization Control System					
1) Automatic	C	1	0	(M)(O) May be inoperative provided: a) Manual cabin pressure control system operates normally, and b) Cabin altimeter and cabin differential pressure indicator operate normally.	
	C			OR c) Flight is conducted in an unpressurized configuration.	
2) Manual	C	1	0	(M)(O) May be inoperative provided: a) Automatic cabin pressure control system operates normally, and b) Cabin altimeter and cabin differential pressure indicator operate normally.	
	C			OR c) Flight is conducted in an unpressurized configuration.	
9. Cabin Temperature Remote Control	C	1	0		
10. Temperature Control Valve Position Indicator	C	1	0		
11. Cabin Temperature Indicator	C	1	0		

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21 AIR CONDITIONING					
12. Cabin Air Conditioning Valve	C	1	0	(M)(O) May be inoperative in the CLOSED position provided: a) Flight is conducted in an unpressurized configuration, and b) Cabin ram air scoop is OPEN.	
	C	1	0	(M)(O) May be inoperative in the full OPEN position provided: a) Both bleed valves operate normally, b) Both bleed valves are selected OFF for takeoff, c) Cabin Altitude/Overpressure Warning Light operates normally, and d) Cabin Altitude/Overpressure Warning Horn operates normally.	
13. Cockpit Gasper Outlets	C	2	1		
14. Electrical Rack Blowers				Deleted, revision 10a.	
15. Flood Duct System	C	1	0		
16. Ram Air Scoop	C	1	0	(O) May be inoperative in the OPEN position.	
17. Pilot Foot Warmer	C	1	0	May be inoperative CLOSED (Bleed Air) or OFF (Electric).	
18. Cockpit Cooling Fan ***	C	1	0		

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21 AIR CONDITIONING				
19. EFIS Blowers (Pro Line 4, STC ST00600WI-D)	C	4	3	(M) One may be inoperative provided: a) Both PFD blowers operate normally, and b) The cold air supply system is verified to provide an adequate air flow to the EFIS.

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22 AUTO FLIGHT

1. Autopilot Systems

C

-

1

B

-

0

Except for ER operations, may be inoperative provided:
 a) Approach minimums do not require autopilot 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: Operator should make every effort to repair the autopilot early in the repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density and the effects of other inoperative systems.

NOTE 2: Any mode which functions normally may be used.

2. AUTOPILOT
DISENGAGE Lights

C

-

1

B

-

0

May be inoperative provided autopilot is not used.

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22 AUTO FLIGHT				
3. Control Wheel Autopilot Disengage Buttons	C	2	1	One may be inoperative provided autopilot is not utilized at less than initial approach altitude.
	C	2	0	May be inoperative provided autopilot is not used below 10,000 feet AGL.
4. Yaw Damper	C	1	0	
5. Autopilot Computer (Pro Line 4, STC ST00600WI-D)				
1) AP Function	B	1	0	Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Approach minimums do not require autopilot use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to the flight crew. <p>NOTE 1: Operators should make every effort to repair the autopilot early in the repair interval, as provided by this relief statement, in consideration of such factors as weather, traffic density and the effects of other inoperative systems.</p> <p>NOTE 2: Any mode which functions normally may be used.</p> <p>(Continued)</p>

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTO FLIGHT				
5. Autopilot Computer (Pro Line 4, STC ST00600WI-D) (Cont'd)				
2) FD Function	C	2	0	May be inoperative provided approach minimums do not require their use.
3) AP Warning Light	C	1	0	May be inoperative provided annunciation on EFIS and aural warning operate normally.
6. Autopilot Interlock Switches (Pro Line 4, STC ST00600WI-D)				
	C	3	2	
	C	3	1	Two may be inoperative provided autopilot is not utilized at less than initial approach altitude.
	C	3	0	May be inoperative provided autopilot is not used below 10,000 AGL.

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	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
7. Go-Around Buttons (Pro Line 4, STC ST00600WI-D)	C	2	1	(O) Copilot's button may be inoperative.
	C	2	0	May be inoperative provided autopilot or flight director is not utilized at less than initial approach altitude.
8. Flight Control Panel (FCP) (Pro Line 4, STC ST00600WI-D)	B	1	0	(O) Except when enroute operations require the use of ALT AP function may be inoperative provided: a) ASEL and course functions are verified to operate normally before takeoff, and b) Autopilot and flight director are considered inoperative and not used.
9. Pitch and Roll *** Servomotors (Pro Line 4, STC ST00600WI-D)	B	2	0	May be inoperative provided autopilot is considered inoperative and not used.

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	4. REMARKS AND EXCEPTIONS			

23 COMMUNICATIONS				
1. 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.
a) Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
2) Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
(Continued)				

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
1. Passenger Address System (PA) (Cont'd)					
2) Cargo Configuration (Courier/Supernumerary Address System)					
a) Lavatory Speakers	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
	D	1	0		May be inoperative provided procedures do require its use.
2. Communications Systems (VHF, 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 Knob	C	-	2		
d) Frequency Indication	C	-	2		

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
3. Flight Deck Speakers	C	-	-	May be inoperative provided; a) Procedures do not require their use, and b) Headsets are installed and operate normally.
4. Crewmember Interphone System(s)	C	-	1	
1) Passenger Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operated normally on at least fifty percent of the cabin headsets, and b) Alternate communications procedures between the affected flight attendants station(s) are established and used.
				NOTE: Any station function(s) that operate normally may be used.
b) Flight Deck to Ground Function	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.
				(Continued)

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
4. Crewmember Interphone System(s) (Cont'd)				
2) Cargo Configuration				
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
b) Flight Deck to Ground Function	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.
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	As required by FAR.

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23 COMMUNICATIONS				
6. Telephone System ***	D	1	0	
7. Selective Call Systems *** (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.
8. Automatic Cabin Briefer ***	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
9. Microphones	C	-	2	May be inoperative provided one microphone operates normally at each pilot station.
10. Radio Master Switch	C	1	0	May be inoperative ON.

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
11. Boom Microphones (With Flight Data Recorder Installed)				
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 121.359(g), 135.151(d) or 125.277(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 to Record Boom Microphone (Without Flight Data Recorder Installed)	D	-	0	Any in excess of those required by FAR may be inoperative.
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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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
12. Radio Tuning Unit (RTU) (Pro Line 4, STC ST00600WI-D)	C	2	1	(O) One may be inoperative provided radio tuning function of the FMS operates normally.
13. Headsets	C	-	0	May be inoperative provided: a) Procedures do not require their use, and b) Flight Deck Speakers operate normally.
14. Satellite Communication *** System (SATCOM)	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.
15. Airborne Flight *** Information System (AFIS) (VHF and Satellite)	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.
16. Emergency Locator *** Transmitter (ELT)	D	-	-	Any in excess of those required by FAR may be inoperative.

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	4. REMARKS AND EXCEPTIONS			

23 COMMUNICATIONS				
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17. High Frequency (HF) Communication System	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required.
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				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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	D	-	-	Any in excess of those required by FAR may be inoperative.
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	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER				
1. Inverters	B	3	2	(O) One may be inoperative provided the remaining two operate normally.
2. DC Voltmeter	C	1	0	May be inoperative provided all other generator system components operate normally.
3. 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.
4. Battery Temperature Indicator System	C	-	0	May be inoperative provided battery temperature warning light operates normally.
5. Generator Warning Lights	C	2	1	(O) One may be inoperative provided the D.C. voltmeter operates normally.

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
1. Crewmember Shoulder Harness				Deleted, Rev.8.
2. Emergency Locator Transmitter (ELT)				Deleted, Rev. 10a. Relief incorporated into Item 23-16.
3. Passenger Seats	C	-	-	May be inoperative provided: a) Seat does not block as Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat 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	C	-	-	May be inoperative and seat occupied provided seat is secured in the up-right position.

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
4. Crewmember Seat Adjustments	C	2	2	(M) Adjustment in a vertical mode may be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-aft adjustment operates normally.
5. Drag Chute	C	1	0	(M) May be inoperative provided or removed provided weight and balance are verified in accordance with an acceptable procedure.
6. Passenger Convenience *** Item(s)		-	0	Passenger convenience items, as expressed in the 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, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the operator's appropriate document. NOTE: Lavatory door ashtrays are not considered convenience items.
7. First Aid Kits	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.
8. Lavatory Door Ashtray	A	1	0	May be inoperative provided it is replaced within 3 calendar days.

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	4. REMARKS AND EXCEPTIONS			
26 FIRE PROTECTION				
1. Fire Extinguisher Thermal Discharge Discs	C	2	0	(M) May be missing provided pressure indicators are checked once each flight day to verify adequate charge.
2. APU Fire Warning System	C	1	0	May be inoperative provided APU is not used.
3. APU Fire Extinguisher System	C	1	0	May be inoperative provided APU is not used.
4. 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. Arthur Q Units (Aileron and Elevator)(Series C, D, E, and F)	C	2	0	(M)(O) May be inoperative provided; a) Arthur Q units are in the low speed position, and b) Airspeed remains at or below 250 KIAS - .8 Mach.
1) Retrofit (F20-5)	C	2	0	(M)(O) May be inoperative provided: a) Arthur Q units are in the low speed position, and b) Airspeed remains at or below 260 KIAS - .76 Mach.
2) Series G	C	2	0	(M)(O) May be inoperative provided: a) Arthur Q units are in the low speed position, and b) Airspeed remains at or below 200 KIAS.
2. Arthur Q Unit Warning Light Systems (Series C, D, E and F)	C	2	0	(M)(O) May be inoperative provided: a) Associated Arthur Q unit(s) are in the low speed position, and b) Airspeed remains at or below 250 KIAS- .8 Mach.
1) Retrofit (F20-5)	C	2	0	(M)(O) May be inoperative provided: a) Associated Arthur Q unit(s) are in the low speed position, and b) Airspeed remains at or below 260 KIAS - .76 Mach.
2) Series G	C	2	0	(M)(O) May be inoperative provided: a) Arthur Q units are in the low speed position, and b) Airspeed remains at or below 200 KIAS.

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	4. REMARKS AND EXCEPTIONS			

27 FLIGHT CONTROLS				
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3. Air Brake System Warning Lights	C	2	1	(O) One may be inoperative provided: a) Airbrakes operate normally, a) Verify airbrakes are properly set before departure, and c) T/O configuration warning operates normally.
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4. Trailing Edge Flap Indicator Light	C	1	0	May be inoperative provided flap position indicator operates normally.
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27 FLIGHT CONTROLS				
5. Leading Edge Device Indicator Light	C	1	0	(O) May be inoperative provided: a) Position of leading edge devices is visually checked before each departure and after each commanded movement of the leading edge devices in flight, b) All other flap position indicators and lights operate normally, and c) For night flight, wing ice detection lights operate normally.
6. Stall Warning Horn Test System	C	1	0	(M)(O) May be inoperative provided the stall warning system is verified to operate normally before each departure.
7. Flap Bypass System	C	1	0	(O) May be inoperative provided; a) AMD SB 537 is installed, b) Manual flap system operates normally, and c) Standby pump operates normally.
8. Horizontal Stabilizer Trim Indicator	C	1	0	(O) May be inoperative provided: a) Takeoff trim system is visually checked using the reference marks on the vertical stabilizer before each departure, and b) Audio trim in motion warning system is installed and operates normally.

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27 FLIGHT CONTROLS				
9. Horizontal Stabilizer Trim Takeoff Warning Light	C	1	0	(O) May be inoperative provided: a) Stabilizer trim is checked to be in proper position before each departure, and b) Horizontal stabilizer trim position indicator operates normally.
10. Horizontal Stabilizer Trim Operating Aural Alert (Clacker)	C	1	0	(O) May be inoperative provided: a) Horizontal stabilizer trim position indicator operates normally, b) Trim is monitored during takeoff, and c) Autopilot is not used.
11. Aileron Trim Indicator	C	1	0	(M)(O) May be inoperative provided: a) Aileron trim system is verified to operate normally before each departure, and b) Aileron trim is properly set before each departure.
12. Rudder Trim Indicator	C	1	0	(M)(O) May be inoperative provided: a) Rudder trim system is verified to operate normally before each departure, and b) Rudder trim is properly set before each departure.
13. Rudder Pedal Adjustments	C	2	0	May be inoperative provided rudder pedals are in a position which permit full rudder travel and brake application without restriction.

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	4. REMARKS AND EXCEPTIONS			
28 FUEL				
1. Booster Pumps	C	2	1	(M)(O) One may be inoperative provided: a) Both transfer pumps operate normally, b) Feeder tank pressurization is normal and is checked before each departure, c) Crossfeed valve operates normally, and d) AFM provisions for engine operation without assistance of any booster pump are observed.
2. Transfer Pumps	C	2	1	(O) One may be inoperative provided: a) Both booster pumps operates normally, b) Wing interconnect operates normally and is used to prevent fuel imbalance, and c) Crossfeed valve operates normally.
3. Low Fuel Pressure Warning Lights (CF 700 Engines Only)	C	2	0	(O) May be inoperative provided associated fuel pressure indicators operate normally.
4. Fuel Pressure Indicators (CF 700 Engines)	C	2	0	(O) May be inoperative provided the associated fuel low pressure warning light(s) operates normally.
5. Wing Interconnect System	C	1	0	(M)(O) May be inoperative provided: a) All other fuel system components operate normally, and b) Wing interconnect valve is secured closed.

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	4. REMARKS AND EXCEPTIONS			
28 FUEL				
6. Wing Tank Fuel Quantity Indicators	C	2	1	(M) One tank indication may be inoperative provided: a) Alternate procedures are established and used to ensure fuel is adequate for operations being conducted, and b) Both Fuel Flow/Fuel Used indicators operate normally.
7. Wing Fuel Tank Dip Sticks	C	2	0	(M) May be inoperative provided they are verified in the locked CLOSED position.
8. Pressure Fueling	C	1	0	(M) May be inoperative provided: a) System is deactivated and secured in accordance with an acceptable procedure, and b) All cockpit fuel quantity indicators operate normally.
9. Fuel Temperature *** Indicator	C	1	0	(O) May be inoperative provided: a) Boost pumps, transfer system 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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	4. REMARKS AND EXCEPTIONS			
29 HYDRAULIC POWER				
1. Hydraulic Quantity Indicators (Dual Indicating)	C	2	0	(M)(O) Hydraulic quantity indications may be inoperative provided: a) Hydraulic quantity in the associated reservoir(s) is verified adequate using an acceptable procedure before each departure, and b) All other hydraulic system indicators and warning lights operate normally.
2. Main System Pressure Warning Lights (HYDR1 and HYDR2)	C	2	0	(O) May be inoperative provided all other hydraulic system pressure indicators and warning lights operate normally.
3. Standby Pump Warning Lights (Arrows)	C	2	0	(O) May be inoperative provided all other hydraulic system pressure indications and warning lights operate normally.
4. System Pressure Warning Lights (Flight Control Circuit Red Light 1 and 2)	C	2	0	(O) May be inoperative provided all other hydraulic system pressure indications and warning lights operate normally.

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	4. REMARKS AND EXCEPTIONS			

29 HYDRAULIC POWER					
5. Hydraulic Pressure Indicators (Triple Indicating)					
1) Main Pressure Systems	C	2	0	Main system pressure functions may be inoperative provided the associated main system warning light(s) operate normally.	
2) Standby Pressure System	C	1	0	May be inoperative provided all other main and standby system warning lights and pressure gauge indications operate normally.	
6. Hydraulic Reservoir Pressurization Warning Light	B	1	0	(M)(O) May be inoperative provided: a) Reservoir pressurization is determined to operate normally using an acceptable procedure before each departure.	
	B			OR b) Flight is operated at or below 12,000 feet MSL.	

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	4. REMARKS AND EXCEPTIONS			
30 ICE AND RAIN PROTECTION				
1. Airframe Anti-Icing System	C	1	0	(O) May be inoperative CLOSED provided the airplane is not operated in known or forecast icing conditions.
2. Engine Inlet Anti-Icing Systems	C	2	1	(O) One may be inoperative CLOSED provided the airplane is not operated in known or forecast icing conditions.
3. Pitot Heater Systems	B	2	1	(O) One may be inoperative provided flight is conducted in day VMC flight conditions only.
4. Pitot Heater Light Systems	B	2	1	(O) One may be inoperative provided: a) Remaining elements of the pitot heat system are verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.
5. Static Heater Systems	C	2	1	(O) One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Taxiway or runway is not covered with standing water or slush.

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30 ICE AND RAIN
PROTECTION6. Windshield Heating
Systems

C

2

1

(O) One may be inoperative provided:
a) Airplane is not operated in known
or forecast icing conditions, and
b) Windshield de-fog system
operates normally.7. Side Window Heating
System

C

1

0

8. Windshield Wipers

C

2

0

(O) May be inoperative provided the
airplane is not flown in precipitation within
5 nautical miles of the airport of takeoff or
intended landing.

9. Rain Repellent Systems

C

2

0

10. Defog System

C

1

0

May be inoperative provided windshield
heating systems operate normally.11. Angle of Attack Heating
System (for Speed Index)

C

1

0

(O) May be inoperative provided the
airplane is not operated in known or
forecast icing conditions.12. Stall Warning Sensor
Heating System

C

1

0

(O) May be inoperative provided the
airplane is not operated in known or
forecast icing conditions.

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	4. REMARKS AND EXCEPTIONS			

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	-	1	Any in excess of those required by FAR may be inoperative.
Part 135 Operators	C	-	1	Any in excess of those required by FAR may be inoperative.
	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorded (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 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 was 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.
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	4. REMARKS AND EXCEPTIONS			
31 INDICATING/ RECORDING SYSTEMS				
2. Flight Data Recorder (FDR) System (Cont'd)				
1) FDR Recording Parameters required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) 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.
Part 91 Operators	C	-	1	Any in excess of those required by FAR may be inoperative.
	A	-	0	May be inoperative provided repairs are made in accordance with applicable FARs.
3. TAS Indicator	C	1	0	
4. SAT/TAT/TAS Indicator	C	1	0	(O) May be inoperative provided RAT indicator operates normally.
5. RAT Indicator	C	1	0	(O) May be inoperative provided air data computer and associated SAT/TAT indicator system are installed and operate normally.

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	4. REMARKS AND EXCEPTIONS			
32 LANDING GEAR				
1. Anti-Skid System (Includes Annunciator Lights)				
1) Dry Runways	C	1	0	(O) May be inoperative provided operations are conducted in accordance with the Performance Data of the AFM.
2) Wet Runways (No standing water present in areas of takeoff ground roll, no snow, no icy runway conditions.)	C	1	0	(O) May be inoperative provided: a) Operations are limited to utilization of PFCO or grooved runways, b) Thrust reversers operate normally, c) Acceptable Performance Data from an analysis of the Accelerate Stop Capability on Wet Runway Surfaces is developed and used, d) The crosswind component for both departure and arrival runways is forecast to be 15 knots or less, e) Acceptable Performance Data Report is referenced in the Operator's Minimum Equipment List (MEL) by Report Name, Number, Revision Number, and Acceptance Data, f) Performance Data Report assumes that reverse thrust action is terminated at 60 knots, and g) Wet runway landing operations are conducted in accordance with available landing performance data in the AFM.

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	4. REMARKS AND EXCEPTIONS			
32 LANDING GEAR				
2. Landing Gear Selector Handle Warning Light	C	1	0	(O) May be inoperative provided the landing gear position indicators and warning horn operate normally.
3. Parking Brake Annunciator Light (P Brake)	C	1	0	(O) May be inoperative provided: a) Emergency Brake accumulator pressure is verified normal before each departure, and b) Number 2 braking system operates normally.

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	4. REMARKS AND EXCEPTIONS			
33 LIGHTS				
1. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, b) Positioned so that direct rays are shielded from 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.
3. Passenger Notice System ("No Smoking/Fasten Seat Belt" Signs)	C	-	-	(O) "No Smoking/Fasten Seat Belt" signs may be inoperative and the associated passenger seat(s) may be occupied provided: a) Passenger Address System operates normally, and can be clearly heard throughout the cabin during flight, and b) An acceptable procedure is used to notify passengers when seat belts must be fastened or smoking is prohibited.

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33 LIGHTS

4. Landing Lights (Wing
Root or Retractable)

C

2

1

One may be inoperative for night
operations provided taxi light operates
normally.

C

2

0

May be inoperative for day operations.

5. Landing Light Retraction
Systems

C

2

1

(O) One may be inoperative in the
retracted position for night operations
provided taxi light operates normally.

C

2

0

(O) May be inoperative in the extended
position provided AFM speed restrictions
are observed.6. Wing Root Recognition
Lights

C

2

0

7. 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.

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33 LIGHTS				
8. Position Light System	C	1	0	May be inoperative for day operations.
9. Anti-Collision Lights	B	-	0	May be inoperative for night operations provided strobe light system is installed and operating normally.
	C	-	0	May be inoperative for day operations.
10. Wing Ice Detection Lights	C	2	0	May be inoperative for night operations provided: a) A portable light/lamp of adequate capacity is available for use in icing conditions. OR b) Airplane is not operated in known or forecast icing conditions.
	C			
	C	2	0	May be inoperative for day operations.
11. Strobe Light System	C	1	0	May be inoperative for night operations provided anti-collision lights operate normally.
12. Exterior Emergency Light System	C	1	0	May be inoperative for day operations.
13. Logo Light System	D	1	0	
14. Baggage Compartment Lights	C	-	0	
15. Pulse Light System ***	D	-	0	

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
1. Rate of Climb Indicators	C	2	1	One may be inoperative for day VMC flight operations only.
2. Angle of Attack Systems	C	-	0	(O)May be inoperative provided stall warning systems operate normally.
3. Turn and Bank Indicators				
1) Rate of Turn Indicators ***	C	2	1	
	C	2	0	May be inoperative provided Standby Horizon indicator operates normally.
4. Stabilized Heading Indication Systems				Deleted, Rev. 8.

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4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
5.	Non-Stabilized Magnetic Compass	B	1	0	(O)May be inoperative provided any magnet compass 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 Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the en route portion of the flight.
		C	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.
6.	Flight Director Systems	C	2	0	May be inoperative provided approach minimums do not require their use.

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34 NAVIGATION				
7. Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by FAR may be inoperative.
8. Weather Radar/ Lightning Detection System	C	-	-	As required by FAR.
9. VHF Navigation System	C	-	-	As required by FAR.
10. Ground Proximity *** Warning System	A	-	0	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	C	-	0	(O)May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.
1) Modes 1-4	A	-	0	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	C	-	0	(O)May be inoperative provided: a) It is not required by FAR, and b) Alternate procedures are established and used.
				(Continued)

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34 NAVIGATION					
10. Ground Proximity *** Warning System (Cont'd)					
2) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
	C	-	0	(O)May be inoperative provided: a) It is not required by FAR, and b) GPWS is considered inoperative.	
3) Glideslope Deviation (Mode 5)	B	2	0		
	C	2	0	May be inoperative provided it is not required by FAR.	
4) Advisory Callouts ***	C	-	0	(O)May be inoperative provided alternate procedures are established and used.	
5) Windshear Mode	C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.	
	C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.	
6) TAWS ***	C	-	0		

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34	NAVIGATION				
11.	Radio Altimeter System	A	-	-	(M)(O)May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, and c) Repairs are made within two flight days.
12.	Instrument Comparator	C	1	0	May be inoperative provided approach minimums do not require their use.
13.	Marker Beacon	C	-	-	May be inoperative provided approach minimums do not require their use.
14.	Radio Compass (ADF) System	D	-	-	Any in excess of those required by FAR may be inoperative.
15.	Glide Slope Receiver	C	-	-	As required by FAR.
16.	Mach/Airspeed Warning	B	1	0	(O)May be inoperative provided: a) Airspeed remains at or below Vmo- 330 kts, KIAS Mmo-.82 M, and b) Both mach/airspeed indicators operate normally.
17.	ATC Transponders and Automatic Reporting Systems	B	-	0	May be inoperative provided: a) Enroute 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.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
18. Altitude Alerting System	A	-	0	(O)May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.
	C	-	0	May be inoperative provided it is not required by FAR.
19. 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.
				NOTE: The Standby Attitude Indicator must be operative at dispatch for aircraft equipped with the Pro Line 4 system.
20. Remote Magnetic Indicator (RMI)	C	-	-	
21. Inertial Navigation System (INS)	C	-	-	As required by FAR.
22. Flight Management System (FMS)	C	-	-	May be inoperative provided required navigation and communication systems are not affected.

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34 NAVIGATION					
23. Vertical Navigation System	C	-	0		
24. VLF/OMEGA System	C	-	-		As required by FAR.
25. Microwave Landing Systems (MLS)	C	-	-		As required by FAR.
26. GPS/LORAN System	C	-	-		As required by FAR.
27. RNAV System	C	-	-		As required by FAR.
28. EFIS Display Source Select System	C	-	1		One may be inoperative provided: a) Pilot and copilot EFIS systems remain connected to independent sources, b) Associated sources operate normally, c) All EFIS CRTs operate normally, and d) Inoperative switches are not moved in flight.
29. EFIS Symbol Generator Units (SGU, DPU, and/or MPU)	C	3	2		
30 Multifunction Display (MFD)	C	1	0		(O) May be inoperative provided: a) Procedures do not require its use, and b) When radar is required, at least one radar display operates normally.

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34 NAVIGATION					
31. 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		
4) ILS Deviation	C	2	0		As required by FAR.
5) Marker Indications	C	2	0		As required by FAR.
6) Composite/Mix Mode	C	2	1		
7) Airspeed	C	2	0		May be inoperative provided airspeed information is removed from display.
8) Speed Trend	C	2	0		May be inoperative provided trend information is removed from display.
9) Mach Indication	C	2	0		May be inoperative provided Mach information is removed from display.
10) Accel/Decel Indication	C	2	0		
11) DH Set	C	2	0		May be inoperative provided approach minimums do not require their use.

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34	NAVIGATION				
32.	EHSI Annunciator/ Displays				
1)	Selected Headings	C	2	0	
2)	Selected Course	C	2	0	(O) May be inoperative provided navigation does not require their use.
3)	Bearing Pointers	C	4	0	May be inoperative provided adjacent RMI(s) operate normally.
4)	DME Display	C	2	0	As required by FAR.
5)	Groundspeed/ Time to go	C	2	0	
6)	ARC Mode	C	2	0	NOTE: Weather radar requirements must be considered if both ARC modes are inoperative.
7)	Second Course	C	2	0	
8)	Elapsed Time/TAS	C	2	0	
9)	Wind Speed Vector	C	2	0	

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34. NAVIGATION				
33. VOR Angular/ Linear Deviation Selector	C	-	0	May be inoperative provided at least one VOR system is operating normally in the angular mode.
34. Navigation Data Bank	C	-	0	
35. Storm Scope	C	1	0	As required by FAR.
36. NAV/COM Preselect Tuning Functions	C	-	0	May be inoperative provided direct tuning mode is installed and operates normally for each affected unit.
37. Voice Advisory/Flight Profile Advisory System	C	1	0	
38. NAV/COMM/ADF/TDR Memory Channels	C	-	0	May be inoperative provided manual tuning operates normally.
39. NAV/COMM/ADF/TDR Digital Frequency Selector/LCD/ LED Display Units	C	-	1	One pilot side only may be inoperative provided: a) Manual remote tune or dual FMS/CDU tune capability operates normally, and b) All digital Frequency Selector/LCD/LED Display units on opposite pilot side operate normally.
40. Compass Transfer	C	2	0	May be inoperative provided compass information remains in the (onside) selection.

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34 NAVIGATION					
41. ADI Transfer System	C	2	0		May be inoperative provided: a) Pilot and copilot attitude displays remain connected to independent sources, and b) The associated sources operate normally.
42. Radar Auto Inhibit	C	1	0		May be inoperative provided the primary radar indicator operates normally.
43. Radarnav/Datanav System	C	1	0		
44. Airborne Flight Information	C	1	0		

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34	NAVIGATION				
45. ***	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M)(O)May be inoperative provided: 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.
***	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)(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 Display System(s)	C	2	1	(O)One 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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4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
45.	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)				
2)	Resolution Advisory Display System(s)	C	2	1	May be inoperative on the 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.
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.
46.	Windshear Detection and Avoidance System	C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System Operates normally.
***		C	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoff and landings are not conducted in known or forecast windshear conditions.

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34 NAVIGATION					
47. Windshear Warning *** Detection and Avoidance Systems	C	-	0		(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System Operates normally.
	C	-	0		(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoff and landings are not conducted in known or forecast windshear conditions.
48. Display Controller Panels (DCP) (Pro Line 4, STC ST00600WI-D)	A	2	1		(M)(O)May be inoperative provided: a) Enroute operations do not require their use, b) Reversion switch panel (RSP) operates normally, and c) Repairs are made within three flight days.

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4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
49. Reversion Switch Panels (RSP) (Pro Line 4, STC ST00600WI-D)	B	2	0	(O)May be inoperative provided: a) Both DCP's operate normally, and b) No reversion is selected.
50. Air Data Reference Panels (ARP) (Pro Line 4, STC ST00600WI-D)	B	2	1	(O)Co-pilot position IAS/MACH function may be inoperative.
51. Attitude and Heading System (AHRS) (Pro Line 4, STC ST00600WI-D)	D	-	2	Any in excess of the two required to independently power the Captain's and Co-pilot's systems may be inoperative.
52. DDRMI/BDRMI ***	C	-	0	
53. Primary Flight Display (PFD) Indications (Pro Line 4, STC ST00600WI-D)				
1) IAS Trend Vector	C	2	0	
2) Long Accel /Mach	C	2	0	
3) Wind	C	2	0	

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	4. REMARKS AND EXCEPTIONS			

34	NAVIGATION				
54.	Multi-Function Display (MFD) Indications (Pro Line 4, STC ST00600WI-D)				
1)	Wind	C	2	0	
2)	TAS	C	2	0	
3)	GS	C	2	0	
4)	SAT/TAT	C	2	1	
55.	Flight Management System (FMS)	C	-	-	May be inoperative provided required navigation and communication systems are not affected.
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 and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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4. REMARKS AND EXCEPTIONS

35 OXYGEN

1. Passenger Oxygen
System

C

-

0

As required by FAR.

2. First Aid Oxygen

C

-

-

As required by FAR.

3. Portable Oxygen
System

D

-

-

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

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	4. REMARKS AND EXCEPTIONS			

36 PNEUMATIC					
1. Engine Bleed Valves	C	2	1	(M)One may be inoperative provided: a) Associated valve is secured CLOSED, and b) Flight is conducted at or below FL250.	
	C	2	0	(M)May be inoperative provided: a) Valves are secured CLOSED, and b) Flight is conducted in an unpressurized configuration with ram air scoop OPEN.	
2. Pressure Regulating Valves (PRV 1 & PRV 2) (TFE 731-5 Engines)		2	0	(O)May be inoperative CLOSED provided aircraft is not operated into known or forecast icing conditions.	

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	4. REMARKS AND EXCEPTIONS		

49 AIRBORNE AUXILIARY POWER					
1. Auxiliary Power Unit	D	1	0	May be inoperative provided procedures do not require its use.	

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	4. REMARKS AND EXCEPTIONS			

52 DOORS					
1. Door Warning Light System (DOOR)	C	1	0	(M)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.	
2. GPU Door Light System ***	C	1	0	(O)May be inoperative provided it is verified by visual inspection that the door is CLOSED and locked before each departure.	

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4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73 ENGINE FUEL & CONTROL				
1. Fuel Flowmeters	B	2	1	(O)One may be inoperative provided: a) All other engine instruments for the associated engine operate normally, and b) All fuel quantity indicators operate normally.
2. Fuel Counters	C	2	0	
3. Fan Synchronization System (CF 700 Engines)	C	1	0	(M)May be inoperative provided it is deactivated using an approved procedure.
4. Engine Sync system				
1). TFE 731-5 Engines	C	1	0	(O)May be inoperative provided APR System operates normally.
2) ATF-3 Engines	C	1	0	(M)May be inoperative provided it is deactivated and secured.
5. Engine Computer Battery 1 & 2 STBY Test Circuits (TFE 731-5 Engines)	C	3	0	(M)(O)May be inoperative provided: a) Associated CMPTR fail/low voltage warning light operates normally, b) Associated engine computer battery voltage is checked before each departure, and c) Associated engine instruments operate normally.

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	4. REMARKS AND EXCEPTIONS				
74 IGNITION					
1. Igniter Indicator Lights	C	2	1	(M) One may be inoperative provided all modes of the associated ignition system operate normally.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
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76 ENGINE CONTROLS				
1. Automatic Performance Reserve (APR)	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Flight is conducted in accordance with AFM Performance section for APR system off, b) Performance charts in AFM Section 5 do not provide additional N1 thrust for altitude and temperature conditions (i.e., N1 values identical in both columns), and c) APR system selected OFF. <p>NOTE: Relief applies only for aircraft in a DASSAULT AVIATION approved configuration or those aircraft that have incorporated STC SA7673SW.</p>

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	4. REMARKS AND EXCEPTIONS			
77 ENGINE INDICATING				
1. Fan RPM Indicators (CF 700 Engines)	B	2	1	(M)(O) One may be inoperative provided: a) All other engine indication instruments for the associated engine operates normally, b) Fan freedom of movement is verified before each engine start, and c) Fan synchronization system is not used.
2. N1 Indicators	C	2	1	(M)(O) One may be inoperative provided: a) All other engine indicating instruments for associated engine operates normally, b) Compressor freedom of movement is verified before each engine start, and c) Appropriate alternate approved procedures, AFM limitations, and performance decrements are applied.

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77 ENGINE INDICATING					
3. EGT Indicators (CF 700 Engines)	C	2	1	(O) One may be inoperative provided: a) All other engine indication instruments for the associated engine operate normally, and b) Appropriate alternate approved procedures, AFM limitations, and performance decrements are applied.	
4. N2 Indicators	C	2	1	(O) One may be inoperative provided: a) All other engine indication instruments for the associated engine operate normally, and b) Appropriate alternate approved procedures, AFM limitations, and performance decrements are applied.	
5. ITT Indicators (TFE 731-5 Engines)				Moved to item 77-7, Rev. #9.	
6. Remote Oil Quantity Indicator (TFE 731-5 Engine)	C	1	0	(O) May be inoperative provided engine oil levels are checked and found adequate before each departure.	
7. Engine Instruments (N1, N2, EGT and ITT Indicators)					
1) Digital Display	C	-	0	May be inoperative provided associated analogue pointer operates normally.	

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	4. REMARKS AND EXCEPTIONS			
78 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 determine that the associated thrust reverser(s) is disabled and pinned 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 pinned in the stowed (forward thrust) position.

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	4. REMARKS AND EXCEPTIONS			

79 ENGINE OIL				
1. Oil Pressure Warning Lights	C	2	1	(M)(O) One may be inoperative provided: a) Malfunction is in the warning system, b) Oil pressure and oil temperature indicators are monitored closely during flight, and c) A light that remains illuminated must be deactivated.

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	4. REMARKS AND EXCEPTIONS				
80 STARTING					
1. Automatic Starter Cutouts	C	2	0	May be inoperative provided starter is disengaged manually at 41% N1 during start.	