



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

Master Minimum Equipment List

Revision: 5
Date: 04/04/2013

DA-2EASY
FALCON 2000EX EASy, FALCON DX/LX/S/LXS

Dassault Aviation

John K. Pinnow, Chairman
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration
Flight Standards Division
Seattle Aircraft Evaluation Group, SEA-AEG
1601 Lind Ave. S.W.
Renton, WA 98057-3356

Telephone: (425) 917-6600
FAX: (425) 917-6638

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

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Highlights of Change		

REV 5

This revision incorporates updates to several policy letters and removal of fault code references.

Major Changes

ATA 21 – Air Conditioning

Updated categories
 Minor changes to several items
 Deletion of Items
 Removal of fault code references

ATA 23 – Communications

Addressed PL-9
 Addressed PL-29
 Addressed PL-58

ATA 24 – Electrical Power

Addressed different battery fan modifications

ATA 25 – Equipment Furnishings

Addition of item 21 – Console Table Deployed Annunciators
 Addressed PL-79
 Addressed PL-56
 Addressed PL-85
 Added Lifeline

ATA 28 – Fuel

Added relief

ATA 32 – Landing Gear

Added Nose Up Autobrake
 Deleted NWS system

ATA-34

Addressed PL-32

ATA 36 – Pneumatics

Added relief

ATA 73 – Engine Fuel & Control

Added relief

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DEFINITIONS		

Insert current Policy Letter 25 DEFINITIONS here.

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PREAMBLE		

Insert current Policy Letter 34 or 36, as applicable, PREAMBLE here.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
1. Cabin Pressure Controller (CPC)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) UP-DN manual regulator and DUMP mode are verified operative before each departure, b) Cabin visual and audio warnings are verified operative, c) Pressurization indications on ECS synoptic page are operative and are closely monitored during the flight, d) MAN amber label is correctly displayed on ECS synoptic page, e) UP-DN manual regulator is set to the middle of the white range, and f) Destination airfield landing elevation and current airfield altitude are below 8,000 ft.
	C	1	0	(O) May be inoperative provided the flight is conducted in an unpressurized configuration.
2. UP-DN Manual Regulator	C	1	0	(O) May be inoperative provided the flight is conducted in an unpressurized configuration.

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21 AIR CONDITIONING				
3. Outflow Pressurization Valves				
1) Electro-pneumatic Outflow Valve	C	1	0	May be inoperative provided aircraft is operated at 14,000 ft MSL or below.
2) Pneumatic Outflow Valve	C	1	0	(O) May be inoperative provided the flight is conducted in an unpressurized configuration.
4. Pressurization Indications (on ECS synoptic page)				
1) ALTITUDE Indication	C	1	0	(O) May be inoperative provided the flight is conducted in an unpressurized configuration.
2) Delta PCAB Indication	C	1	0	(O) May be inoperative provided: a) ALTITUDE indications are operative, and b) A chart to convert cabin altitude to cabin differential pressure is provided to the crew.
	C	1	0	(O) May be inoperative provided the flight is conducted in an unpressurized configuration.
3) RATE Indication	C	1	0	(O) May be inoperative provided Delta PCAB indication is operative.
	C	1	0	(O) May be inoperative provided the flight is conducted in an unpressurized configuration.

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21 AIR CONDITIONING				
5. Conditioning Pack	C	1	0	(O) May be inoperative provided the flight is conducted in an unpressurized configuration.
6. Cold Conditioning Valves	C	2	1	(M) One may be inoperative in the closed position.
	C	2	0	(M)(O) Both may be inoperative in closed position provided the flight is conducted in an unpressurized configuration.
7. Hot Conditioning Valves	C	2	1	(M)(O) One may be inoperative in the closed position provided: a) Manual air conditioning interconnect valve is set to OPEN position, and b) Flight Level is limited to 41,000 ft or below.
	C	2	0	(M)(O) Both may be inoperative in closed position provided the flight is conducted in an unpressurized configuration.
8. Cabin Air Recirc Valve	C	1	0	(M) May be inoperative in the closed position.
9. Jet Pump Valve	C	1	0	(M)(O) May be inoperative in the closed position provided: a) Air Conditioning remains OFF on ground and in flight when TAS is below 300 kts, and b) Air Conditioning is switched ON in flight only when TAS is above 300 kts.

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21 AIR CONDITIONING				
10. Temperature Regulation (TCS) AUTO Mode	A	2	0	(O)(M) One or more may be inoperative provided: a) MANUAL mode is verified operative, and b) Repairs are made within three consecutive calendar days.
Temperature Regulation (TCS) AUTO Mode Fault Codes				DELETED REVISION 5.
1) Engine Throttle Position Functions	A	2	1	One may be inoperative provided: a) Engine throttles are operative, and b) Repairs are made within three consecutive calendar days.
2) Computer Dialog Functions (Cockpit and Cabin)	A	2	1	One may be inoperative provided repairs are made within three consecutive calendar days.
3) Compressor Overheat Sensor Functions (Cockpit and Cabin)	A	2	1	One may be inoperative provided repairs are made within three consecutive calendar days.
4) CREW and PAX Auto Temperature Potentiometer Functions	A	2	0	One or more may be inoperative provided repairs are made within three consecutive calendar days.

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21 AIR CONDITIONING					
10. Temperature Regulation (TCS) AUTO Mode (Cont'd)					
5) Cockpit and Cabin Duct Temperature Sensor Functions	A	2	1		One may be inoperative provided repairs are made within three consecutive calendar days.
11. Temperature Regulation (TCS) MANUAL mode	C	1	0		(O) May be inoperative provided the flight is conducted in an unpressurized configuration.
Temperature Regulation (TCS) MANUAL mode Fault codes					DELETED REVISION 5.
1) CREW and PAX Manual Temperature Potentiometer Functions	A	2	1		One may be inoperative provided repairs are made within three consecutive calendar days.
12. Cabin Temperature Remote Control (Soft Key on ECS synoptic page)	C	1	0		
13. Cabin Temperature Indication (on ECS synoptic page)	C	1	0		
14. Pressure Control Valve (Gasper Supply Valve)	C	1	0		
15. Pilot Gaspers	C	2	1		
	C	2	0		Both may be inoperative provided at least one gasper remains in open position.

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21 AIR CONDITIONING					
16. LOW rate (Soft Key on ECS synoptic page)	C	1	0		
17. Cabin Duct Temperature Indication (on ECS synoptic page)	C	1	0		
18. Air Conditioning Distribution Levers	C	2	0	One or more may be inoperative in the Windshield position.	
19. Glare Shield Cold Air Manual Control	C	1	0		
20. ECS By-pass Valve	C	1	0		
21. LIGHTS Test Messages				DELETED REVISION 5.	
1) COND: CABIN OVERPRESS (Lights Test Amber Message on TEST synoptic page)				DELETED REVISION 5.	
2) COND: CKPT OVERPRESS (Lights Test Amber Message on TEST synoptic page)				DELETED REVISION 5.	
3) ECU OVHT (Lights Test Amber Message on TEST synoptic page)				DELETED REVISION 5.	
4) COND PAX AUTO FAULT (Lights Test Amber Message on TEST synoptic page)				DELETED REVISION 5.	
5) COND CREW AUTO FAULT (Lights Test Amber Message on TEST synoptic page)				DELETED REVISION 5.	

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21 AIR CONDITIONING					
21. LIGHTS Test Messages (Cont'd)					
6) COND MAN FAULT (Lights Test Amber Message on TEST synoptic page)					DELETED REVISION 5.
22. Nose Cone Blower Fan	C	1	0	(M)(O) May be inoperative provided:	<ul style="list-style-type: none"> a) HF radio is not used below 10,000 feet, b) NOSE CONE OVHT Warning system is verified operative and NOSE CONE OVHT Warning CAS message is not displayed, c) Nose Cone Optional equipment is considered inoperative and associated breakers are pulled and collared, and d) Ground operations time limits do not exceed those specified in Dassault M&O document DGT 94658.
23. Temperature Regulation System	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
1) Alarm Light Command Functions (Auto Cockpit, Auto Cabin and Manual Modes)	A	3	0	One or more may be inoperative provided:	<ul style="list-style-type: none"> a) TCS fault codes are considered before each departure, and b) Repairs are made within three consecutive calendar days.
2) Turbine Temperature Control Functions (Auto and Manual Modes)	A	6	-	One or more may be inoperative provided repairs are made within two consecutive calendar days.	

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22 AUTO FLIGHT				
1. Autopilot System				
1) Autopilot (AP) Function	C	2	1	
	B	2	0	(O) Both may be inoperative provided: a) Approach minimums do not require their 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 is operative may be used.
2) Yaw Damper (YD) Function	C	2	1	
	C	2	0	(M) Both may be inoperative provided Rudder is verified to be in neutral position before each departure.
				NOTE: Autopilot (AP) Function can be used without Yaw Damper (YD) Function.
3) Autothrottle (AT) Function	C	1	0	
4) Mach Trim (MT) Function	C	2	0	One or more may be inoperative provided airspeed does not exceed .80 Mach.
5) Flight Director (FD) Function	C	2	0	(O) One or more may be inoperative provided approach minimums do not require their use.

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22 AUTO FLIGHT				
2. Autopilot Disengage Switches	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	Both may be inoperative provided Autopilot is not used.
3. Go-Around Buttons	C	2	1	(O) Copilot's button may be inoperative.
	C	2	0	Both may be inoperative provided autopilot or flight director is not used below 1,500 feet AGL.
4. Touch Control Steering Switches (TCS)	C	2	0	One or more may be inoperative provided the associated AP disengage switch is operative.
5. Autothrottle Disconnect Switches (Throttle)	C	2	1	One may be inoperative provided autothrottle is not used below 1,500 feet AGL.
	C	2	0	Both may be inoperative provided autothrottle is not used below 10,000 feet AGL.
6. Servomotors (Pitch and Roll)	B	2	0	One or more may be inoperative provided Autopilot (AP) Function (item 22-1.1) is considered inoperative.
7. Roll Servomotor				DELETED REVISION 5.

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2 AUTO FLIGHT				
8. AIOP (actuator input/output processor) Modules				
1) AIOP 1A and/or AIOP 1B	C	2	0	NOTE: AP1, YD1 and AT functions are inoperative.
2) AIOP 2A and/or AIOP 2B	C	2	0	
3) AIOP 1A and/or AIOP 1B AND AIOP 2A and/or AIOP 2B	A	4	0	
				NOTE: AP2 and YD2 functions are inoperative.
				One or more may be inoperative provided repairs are made within three consecutive calendar days.
				NOTE: AP, YD, AT and MT functions are inoperative.

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23 COMMUNICATIONS				
1. VHF Tuning Knobs (on guidance panel)	C	2	1	One may be inoperative provided both VHF Communications Systems may be tuned by Cursor Control Device (CCD) and Multi-functions Keyboards (MKB).
2. Communications Systems				
1) (VHF or UHF) Communications Systems	D	-	-	Any in excess of those required by CFR may be inoperative provided it is not powered by an Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. NOTE: CPDLC / ATN B1 function (M3309) is not used if VHF#3 is inoperative NOTE: CPDLC / FANS-1A VHF#3-based function (M3402) may be affected. (Continued)

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23 COMMUNICATIONS				
2. Communications Systems (Cont'd)				
2) High Frequency (HF) Communication System(s)	D	-	-	Any in excess of those required by FAR may be inoperative.
	C	-	1	(O)May be inoperative while conducting operations that require two Long Range Communications Systems (LRCS) provided: a) SATCOM Voice or Data Link is operative, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available. If not available, prior coordination with appropriate ATS (FIR) 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.
3. Flight Deck Speakers	C	2	0	One or more may be inoperative provided: a) Procedures do not require the use of speakers, and b) Associated headset(s) for the inoperative side(s) are installed and verified operative.

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23 COMMUNICATIONS				
4. Flight Deck Headsets Earphones/ Headphones and Boom Microphones				
1) Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.
	D	-	-	Any in excess of those required by regulation may be inoperative.
2) Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
	D	-	-	Any in excess of those required by regulation may be inoperative.
3) Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.

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23 COMMUNICATIONS				
5. Public Address System				
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 Deck/Cabin Interphone system is operative. 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.
a) Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used
2) Cargo Configuration	D	1	0	

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23 COMMUNICATIONS				
6. 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.
7. Static Dischargers				DELETED REVISION 4+
8. ACARS ***	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
9. AFIS (VHF/SAT) ***	C	-	0	

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23 COMMUNICATIONS					
10. Cockpit Voice Recorder System (CVR)					
1) With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three flight days.	
2) Without Flight Data Recorder Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
				(Continued)	
23 COMMUNICATIONS					
10. Cockpit Voice Recorder System (CVR) (Cont'd)					
3) For an operator other than a holder of an air carrier or commercial operator certificate.	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.	
4) Recorder Independent Power Supply (RIPS) (M3315).	C	-	-		
11. SATCOM	D	-	0	May be inoperative provided procedures do not require its use.	
				NOTE: CPDLC / FANS-1A Satcom-based function (M3402) may be affected.	
12. Boom Microphones				DELETED REVISION 5	
13. Third Audio Panel (non-commercial operators only)	D	1	0	NOTE: Air Carriers use relief of Chapter 25, Item 4.	

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23 COMMUNICATIONS				
14 Audio Panels				
1) VHF Pushbuttons (Mic or Aud)	D	-	-	May be inoperative provided the associated VHF COM System(s) (item 23-2.1) is (are) considered inoperative.
2) HF Pushbuttons (Mic or Aud)	D	-	-	May be inoperative provided the associated HF System(s) (item 23-2.2) is (are) considered inoperative.
3) SAT (Mic or Aud) Pushbuttons	D	-	-	May be inoperative provided SATCOM (item 23-11) is considered inoperative.
4) DME Pushbuttons	D	-	-	May be inoperative provided the associated DME (item 34-7) is (are) considered inoperative.
5) ADF Pushbuttons	C	-	1	
	C	-	-	Any in excess of ADF system(s) required by FAR may be inoperative.
6) VCE Pushbuttons	C	-	0	May be inoperative provided Radio Navigation Systems are operative without filter functions.
7) MKR/MUTE Pushbuttons	C	-	1	
	C	-	0	May be inoperative provided approach minimums do not require the Marker Beacon System use.
8) CONF/XFER Pushbuttons	C	-	0	
9) Side Tone Pushbuttons	C	-	0	
(Continued)				

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23 COMMUNICATIONS				
14 Audio Panels (Cont'd)				
10) SPKR Pushbuttons	C	-	0	May be inoperative provided associated Flight Deck Speakers (item 23-3) are considered inoperative.
11) HDPH Pushbuttons	D	-	-	May be inoperative provided associated Headset (item 23-4) is considered inoperative.
12) GRND Pushbuttons	C	-	1	
15 Emergency Locator Transmitter (ELT)				
1) Survival Type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
2) Fixed ELTs	A	-	0	May be missing provided repairs are made within 90 consecutive calendar days.
	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar days
	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
	D	-	-	(M) Any in excess of those required by FAR may be inoperative provided system is deactivated.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
16. Controller Pilot Data *** Link Communication (CPDLC)				
1) ATN B1 Function (M3309)	D	1	0	(O) May be inoperative provided enroute operations do not require its use
2) FANS-1A Function (M3402)	D	1	0	(O) May be inoperative provided enroute operations do not require its use
17. Flight Deck Hand Microphones	D	-	0	Any in excess of those required by regulation may be inoperative.

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	4. REMARKS AND EXCEPTIONS			

24 ELECTRICAL POWER					
1. Battery Fan					
1) With M2674 ***	D	1	0		
2) Without M2674	C	1	0	(O) May be inoperative provided BAT TEMP...INOP amber CAS message is not displayed.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
25 EQUIPMENT/ FURNISHINGS				
1. Pilot Seat(s)				
1) Vertical Adjustment	C	2	0	(M)(O) One or more may be inoperative provided: a) Seat is secured at the individual crewmember's requirements, b) Fore-aft adjustments are operative, and c) The associated "CREW SEATS" C/B is pulled and collared.
2) Armrests	C	4	0	(M)(O) One or more may be inoperative provided: a) Affected armrest is in the up position or removed, and b) Seat is acceptable to the affected crewmember.
3) Recline Adjustment	C	2	0	(M)(O) One or more may be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move full Fore and Aft on its track.
4) Headrests	C	2	0	(O) Headrest fairing only may be damaged provided: a) Headrest structure is verified adequate, and b) Seat is acceptable to the affected crewmember.

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25 EQUIPMENT/ FURNISHINGS				
2. Rudder Pedal Adjustment	C	2	0	(M) One or more may be inoperative provided: a) Adjustment can be secured in a position that suits individual pilot(s) requirements, and b) Position of pedal(s) permits normal full flight control movement.
3. Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) is(are) 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	-	-	(M) May be inoperative and seat occupied provided seat is secured in the up-right position. (Continued)

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
3. Passenger Seat(s) (Cont'd)				
2) Armrests	C	-	-	May be inoperative 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.
3) Underseat Baggage *** Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.
4) Electrical/ Electronic *** Systems/ Components	C	-	-	(M) May be inoperative and seat occupied provided associated component(s) is(are) deactivated.
5) Swivel Mechanism	C	-	-	(M) May be inoperative and seat occupied provided: a) Associated seat does not block an emergency exit, b) Associated seat does not restrict any passenger from access to main aisle, and c) Associated seat is locked in the takeoff position for takeoff and landing.
				(Continued)

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

25 EQUIPMENT/ FURNISHINGS				
3. Passenger Seat(s) (Cont'd)				
6) Forward/Aft Tracking Mechanism	C	-	-	May be inoperative and seat occupied provided: a) Associated seat does not block an emergency exit, b) Associated seat does not restrict any passenger from access to main aisle, and c) Associated seat remains in the takeoff position for takeoff and landing.
7) Headrests	C	-	-	May be inoperative, and seat occupied, provided the associated passenger seat is in takeoff position.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/
FURNISHINGS

4. Forward Observer Seat
(Including Associated
Equipment)

A

1

0

May be inoperative provided:
a) A passenger seat in the
passenger cabin is made
available to an FAA inspector for
the performance of official duties,
and
b) Repairs are made within two flight
days.

A

1

0

May be inoperative provided:
a) Forward Observer's Seat is
available with the required
minimum safety equipment
(safety belt and oxygen) and
acceptable to the FAA for the
performance of official duties, and
b) Repairs are made within two flight
days.

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

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

NOTE 3: When not occupied, the
observer seat must be stowed so as to
not impede egress from the cockpit.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
4. Forward Observer Seat (Including Associated Equipment) (Cont'd)					
1) For an operator other than a holder of an air carrier or commercial operator certificate	D	-	0	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat.	
5. Emergency Locator Transmitter (ELT)				Item transferred to ATA 23, MMEL REVISION 4	
6. Passenger Convenience/NEF Items					
*** Non-Essential Equipment & 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 operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.	
7. Flight Phone ***	D	-	0		

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25 EQUIPMENT/ FURNISHINGS				
8. Exterior Lavatory Door Ashtrays				
1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	A	-	-	One may be missing provided it is replaced within 10 calendar days.
2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 10 calendar days.
9. Emergency Vision *** Assurance System (EVAS) (STC #SA00892LA or M2821)	D	-	0	(O) May be inoperative provided the EVAS ON/OFF power switch(es) are in the OFF position.
	D	-	0	(M) May be inoperative provided the EVAS is (are) removed from the cockpit.
10. Aircraft Ladders				
1) Forward and Aft Service Compartment Ladders	C	2	0	(M) One or more may be removed or inoperative in the stowed position.
*** 2) Portable Ladder	D	-	0	May be removed or inoperative in the stowed position.

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25	EQUIPMENT/ FURNISHINGS				
11.	Baggage Compartment Shelves				
1)	Shelf Stowage Straps	D	2	0	One or more may be inoperative or removed provided the shelves remain in the down position.
2)	Shelf Support Straps	D	4	0	One or more may be inoperative or removed provided the associated shelf remains in the stowed (up) position and is not used.
3)	Shelves	D	2	0	One or more may be removed or inoperative provided the shelf remains in the stowed (up) position and is not used.
12.	Overwater Equipment (Flotation Devices/ Rafts)	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
13.	Crewmember Flashlight Holder Assemblies (Including Flashlight)	C	-	-	May be inoperative or missing provided crewmember has a flashlight or equivalent readily available.
14.	Cockpit Convenience Items				Refer to item 25-6
15.	Keyed Locks	C	-	0	(O) May be inoperative provided the associated door, compartment, or cap is verified secure prior to each departure.
16. ***	Galley-to-Cabin Sliding Door ("Pocket" door)	D	1	0	(M) May be inoperative provided the door is secured in open position using an acceptable means.

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	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
17. Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.
18. Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.
19. Lifeline (Overwater operations survival equipment)	D	-	-	May be inoperative or missing provided overwater operations are not conducted.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

25	EQUIPMENT/ FURNISHINGS				
19.	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by FAR, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight .
		D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.
20.	WIFI Router *** (M2718)	D	1	0	(O) May be inoperative provided: a) The Ethernet Wire Router is not used, and b) Associated circuit breaker is disengaged.
21.	Console Table *** Deployed Annunciators (visual and aural) (M3446 or M3357)				
1)	"EXIT TABLE *** DEPLOYED" Light (Without M-OPT 55B)	C	1	0	(O) May be inoperative provided an alternate procedure is used to verify the console table is in stowed position before taxi, takeoff and landing.
2)	"STOW TABLE" *** Ordinance Sign	C	1	0	(O) May be inoperative provided an alternate procedure is used to verify the console table is in stowed position before taxi, takeoff and landing. (Continued)

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	4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS				
21. ***	Console Table Deployed Annunciators (visual and aural) (M3446 or M3357)				
3) ***	Cabin Sonalet	C	1	0	(O) May be inoperative silent provided an alternate procedure is used to verify the console table is in stowed position before taxi, takeoff and landing.
		C	1	0	(M)(O) May be inoperative provided: a) Alternate procedure is used to verify the console table is in stowed position before taxi, takeoff and landing operations, and b) Cabin sonalet is deactivated.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
26 FIRE PROTECTION					
1. Hand 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 cannot be mistaken for a functional unit, and b) Required distribution is maintained.	
2. AFT Lavatory and LH *** Crew Closet Smoke Detectors (M1620)	D	2	-	Any in excess of those required by FAR may be inoperative or missing.	

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
27 FLIGHT CONTROLS				
1. Horizontal Stabilizer Position Indication "STAB" (on HSI and/or ENG-TRM-BRK windows)	A	1	0	(M)(O) May be inoperative provided: a) Stabilizer is verified to be between the two takeoff reference marks before each departure, b) Stabilizer trim is operative, c) T/O CONFIG warning system is operative, d) Touch and go training maneuvers are prohibited, e) Autopilot is considered inoperative (item 22-1.1), and f) Repairs are made within three consecutive calendar days.
2. Elevator Arthur Variable Bellcrank	B	1	0	(M)(O) May be inoperative provided: a) PITCH FEEL circuit breaker is pulled and collared, b) Arthur bellcrank is secured in the low speed position and is verified before each departure, c) Stabilizer position indication STAB is operative, d) Stabilizer is verified to be between the two takeoff reference marks before takeoff, e) Touch and go training maneuvers are prohibited, f) Airspeed does not exceed 260 KIAS/ .76 Mach g) AFM procedures, limitations and performance penalties are applied, and h) Cat II autopilot approaches are not authorized.
3. PITCH AFU Heating System	D	1	0	(M) May be inoperative provided the PITCH AFU heating system is disconnected and secured.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
27 FLIGHT CONTROLS					
4. Roll Trim Control System	C	1	0		(M) May be inoperative provided: a) Roll Trim is verified in neutral position, b) Rudder trim system is operative, c) TRIM AILERON circuit breaker is pulled and collared, d) Fuel quantity indications are operative, and e) Fuel imbalance is limited to 500 lbs. or less.
5. Roll Trim Position Indication "AIL" (on ENG-TRM-BRK window)	C	1	0		(M)(O) May be inoperative provided: a) Roll trim control system is operative, b) The two control surfaces are verified to be in the same position, c) Fuel quantity indications are operative, and d) Fuel imbalance is limited to 500 lbs or less.
6. Aileron Arthur Variable Bellcrank	C	1	0		(M)(O) May be inoperative provided: a) Arthur bellcrank is secured in the low speed position b) AFM procedures, limitations and performance penalties are applied, and c) Cat II autopilot approaches are not authorized.

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	2. NUMBER INSTALLED				
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27 FLIGHT CONTROLS					
7. Rudder Trim Control System	A	1	0	(M) May be inoperative provided: a) Rudder trim is verified in neutral position before each departure, b) Aileron trim system is operative, c) TRIM RUDDER circuit breaker is pulled and collared, d) Fuel quantity indications are operative, e) Fuel imbalance is limited to 500 lbs or less, and f) Repairs are made within two consecutive calendar days.	
8. Rudder Trim Position Indication "RUDDER" (on ENG-TRM-BRK window)	C	1	0	(M) May be inoperative provided Rudder Trim is verified in the neutral position before each departure.	
9. Emergency Slat Extension (EMERG SLATS)	B	1	0	(M)(O) May be inoperative provided: a) Normal and automatic slats controls are verified operative before each departure, and b) Slat indications are operative.	
10. Slat Indication (HSI window on PDUs)				DELETED REVISION 3.	
11. STALL 1 and STALL 2 Tests				DELETED REVISION 5	

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27 FLIGHT CONTROLS				
12. LIGHTS Test Message				DELETED REVISION 5.
1) PITCH FEEL (Lights Test Amber Message on Test synoptic page)				DELETED REVISION 5.
13 Servo-Actuator Integrated Anti-Flutter Functions	A	8	7	(M) One may be inoperative for three flights or 10 flight hours, whichever occurs first, provided the associated servo-actuator is verified before each flight.

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28 FUEL					
1. Booster Pumps					
1) NORMAL Booster Pumps: Automatic Settings	C	2	0		One or more may be inoperative provided associated NORMAL booster pump is operative in manual mode.
2) NORMAL and STAND-BY Booster Pumps	C	4	3		(M)(O) One may be inoperative provided: a) NORMAL booster pump 2 is operative, b) Associated booster pump C/B is pulled and collared, c) XBP crossfeed valves are operative, d) XTK valve is operative, and e) Fuel quantity indications are operative and are closely monitored during the flight.
2. XTK Valve	C	1	0		(O) May be inoperative in closed position provided: a) All four booster pumps are operative, and b) The XBP crossfeed valves are operative.
3. XBP Crossfeed Valves	A	2	0		(M) One or more may be inoperative in closed position provided: a) All four booster pumps are operative, and b) Repairs are made within three consecutive calendar days.

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28 FUEL				
4. Transfer Valves	B	3	0	(M)(O) One or more may be inoperative provided: a) TRANSFER C/B is pulled and collared, b) Forward and rear fuel tanks are verified to be empty before each departure, and c) Fuel quantity is limited to 6,000 lbs. in each wing tank.
5. Fuel Quantity (FQ1 or FQ2) (on FUEL synoptic page)	C	2	1	(O) One may be inoperative provided: a) Fuel Flow (FF) indications are operative, and b) FUEL LEVEL.. (white CAS messages) are operative.
6. Fuel Temperature Indication (TEMP) (on FUEL synoptic page)	C	1	0	May be inoperative provided In flight tank fuel temperature is maintained 3°C above the freezing point of fuel being used.
7. Fuel Quantity Management Computer Channels (FQMC1 or FQMC2)	A	2	1	(M)(O) One Channel may be inoperative provided: a) It is verified that the fault only comes from the fuel system, b) Associated C/B is pulled and collared, c) Remaining FQMC channel is operative, and d) Repairs are made within three consecutive calendar days.
(Continued)				

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28 FUEL					
7. Fuel Quantity Management Computer Channels (FQMC1 or FQMC2) (Cont'd)					
Fuel Quantity Management Computer Channels (FQMC1 or FQMC2) Fault Codes					DELETED REVISION 5.
1) ARINC Input Data Bus Functions	B	2	1		
	C	2	0		Both may be inoperative provided in flight the display quantity is considered 400 lb higher than the actual fuel quantity for performance purpose.
2) Fuel Level Monitoring Functions	A	2	1		(O) One may be inoperative provided: a) Fuel indications are closely monitored during the flight, and b) Repairs are made within three consecutive calendar days.
8. LIGHTS Test Message					DELETED REVISION 5.
1) FUEL LEVEL..(Light test white message on TEST synoptic page)					DELETED REVISION 5.

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28 FUEL					
9. Refueling Panel					
1) TOTAL QTY Display	B	1	0	(O) May be inoperative provided cockpit fuel quantity indications are operative and are checked during refueling operation.	
2) TOTAL QTY SELECT Display	B	1	0	(O) May be inoperative provided the partial fueling selector is not used.	
3) INC/DEC Switch	B	1	0	(O) May be inoperative provided the partial fueling selector is not used.	
4) LAMP TEST Switch (FULL/FAULT Lights)	B	1	0	(O) May be inoperative provided the HIGH LEVEL TEST and the STOP FUELING red light are operative.	
5) STOP FUELING Red Light	C	1	0	(M)(O) May be inoperative provided: a) Pressure refueling is not used, b) Refueling panel is placarded "Do not use the refueling panel", and c) Fuel tanks are verified unpressurized before refueling operation.	
6) FULL Lights	B	2	0	(O) One or more may be inoperative provided HIGH LEVEL TEST is operative.	
7) FAULT Light	B	1	0	(O) May be inoperative provided the HIGH LEVEL TEST and the STOP FUELING red light are operative.	
8) HIGH LEVEL TEST Pushbutton	A	1	0	(M)(O) May be inoperative provided: a) Fuel tanks are verified unpressurized before refueling operation, b) Gravity refueling is used, and c) Repairs are made within three consecutive calendar days.	

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28 FUEL				
10. Pressure Fueling System	C	1	0	(O) May be inoperative provided amber FUELING CAS message is operative and is not displayed.
1) Vent Valves	C	3	0	(M) One or more may be inoperative provided: a) Affected vent valve(s) is (are) manually operated prior/after refueling, b) If STOP FUELING red indicator light remains lighted after opening of the vent valves, presence of airflow at each air outlet is positively checked during pressure refueling, and c) FUELING (amber CAS message) is operative and is not displayed after closing sequence.
2) Refueling Valves	A	4	3	(M) One may be inoperative provided: a) Inoperative refueling valve is verified in closed position, b) Gravity refueling is used, and c) Repairs are made within three consecutive calendar days.
3) Fuel High Level Detection System	A	1	0	May be inoperative provided: a) Full refueling is not used, b) Cockpit fuel quantity indications are operative and are monitored during refueling operation, and c) Repairs are made within three consecutive calendar days.
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28 FUEL				
10. Pressure Fueling System (Cont'd)				
4) Refueling Gauging System	C	-	0	May be inoperative provided: a) FULL lights are operative, b) Partial refueling is not used
5) Full/Partial Refueling Selection Functions	B	2	1	
	B	2	0	Both may be inoperative provided pressure refueling is not used.
11. Fuel Tank Gauges				
1) LH/RH Wing Outer Fuel Tank Gauges	C	4	2	One per wing may be inoperative provided associated tank is considered 300 lb higher than the actual fuel quantity for takeoff and landing performances data computation.
2) LH/RH Wing Inner Fuel Tank Gauges	C	2	0	One or more may be inoperative provided: a) Associated tank is considered full for takeoff and landing performances data computation, and b) Related wing center fuel tank gauge is operative.
				NOTE: Partial refueling may lead to wing asymmetry.
				(Continued)

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28 FUEL				
11. Fuel Tank Gauges (Cont'd)				
3) LH/RH Wing Center Fuel Tank Gauges	C	2	0	One or more may be inoperative provided: a) Associated tank is considered full for takeoff and landing performances data computation, and b) Related wing inner fuel tank gauge is operative. NOTE: Partial refueling may lead to wing asymmetry.
4) LH/RH Density Compensator Probes	C	2	1	
5) Forward Tank Probes	A	2	1	One may be inoperative provided associated tank is considered 100 lb higher than the actual fuel quantity for takeoff and landing performances data computation.
6) Rear Tank Probes	A	2	1	One may be inoperative provided associated tank is considered 100 lb higher than the actual fuel quantity for takeoff and landing performances data computation.

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29 HYDRAULIC POWER					
1. Hydraulic Pressure Indications (on HYD synoptic page)	C	2	1	(O) One may be inoperative provided: a) Associated hydraulic tank quantity indication is operative, b) Associated HYDR...FAIL (white CAS message) is not displayed, and c) Standby hydraulic pump is verified operative before engine start.	
2. Hydraulic Pressure Sensing Switches					
1) System No1 (L30GJ and R30GJ)	C	2	0	One or more may be inoperative provided: a) Associated hydraulic pressure and hydraulic tank quantity indications are operative, and b) HYD synoptic page is displayed and is closely monitored during the flight.	
2) System No2 (35GJ)	C	1	0	(O) May be inoperative provided: a) Associated hydraulic pressure and hydraulic tank quantity indications are operative, b) HYD synoptic page is displayed and is closely monitored during the flight, and c) Standby hydraulic pump is verified operative before engine start.	
3. HYD1 Tank Quantity Indication (QTY) (on HYD synoptic page)	C	1	0	(M) May be inoperative provided the tank fluid level is verified before engine start.	
4. Main Hydraulic Accumulators	C	2	1	System No.1 Accumulator may be inoperative.	

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29	HYDRAULIC POWER				
5.	Thrust Reverser Hydraulic Accumulators	C	2	0	(M) One or more may be inoperative provided associated Thrust Reverser is considered inoperative (item 78-1).
6.	Hydraulic Filter Clogging Indicators	C	9	8	(M) One indicator may be tripped red provided: a) Associated HYDR....FAIL (white CAS message) is not displayed, and b) It is reset once during the 10-days period and is verified to remain reset before each flight during the rectification interval.
7.	Hydraulic Accumulator Pressure Indicators (M2446)	C	3	0	(M) One or more may be inoperative provided: a) Accumulator pressure inflation is checked, and b) The emergency braking accumulator is inspected before each flight and verified not to have any leaks.

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30 ICE AND RAIN PROTECTION					
1. Wing Anti-Icing System	C	1	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Wing anti-icing valve is verified in the closed position.	
2. Windshield DE-FOG System	C	2	0	One or more may be inoperative provided the windshield heating systems are operative.	
3. Windshield Wipers	B	2	1	(M) One may be inoperative in non-rest position provided: a) Airplane is not operated in precipitation within five nautical miles of the airport of takeoff or intended landing, b) Pilot flying is on the non-affected side, c) Airplane is operated with a maximum speed of 215 kt, and d) Associated circuit breaker is pulled and collared.	
	C	2	0	Both may be inoperative or missing provided airplane is not operated in precipitation within five nautical miles of the airport of takeoff or intended landing.	

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30 ICE AND RAIN PROTECTION					
4. Windshield Heating Systems					
1) Automatic Settings	C	2	0		One or more may be inoperative provided the associated windshield heating system is operative in manual mode and is used.
2) Manual Mode	C	2	1		(O) One may be inoperative provided: a) Remaining side is operative, and b) Airplane is not operated in known or forecast icing conditions.
5. Windshield Temperature Regulator Units	C	2	1		(O) One may be inoperative provided: a) Remaining Windshield Temperature Regulator Unit is operative, and b) Airplane is not operated in known or forecast icing conditions.
6. Side and Rear Flight Deck Windows Heating	C	1	0		

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30 ICE AND RAIN PROTECTION					
7. Pitot Probe Heating Systems					
1) Automatic Settings	C	3	0		One or more may be inoperative provided the associated manual mode is operative and is used.
2) Manual Modes	B	3	2		(O) Either the Pilot's or Copilot's system may be inoperative for day VMC provided: a) Airplane is not operated in visible moisture or in known or forecast icing conditions, and b) RVSM operations are not conducted.
8. Normal Static Port Heating Systems	B	2	1		(O) One may be inoperative provided: a) Airplane is not operated into visible moisture or in known or forecast icing conditions, and b) RVSM operations are not conducted.
9. Angle of Attack Sensor Heating Systems	C	2	1		(O) One may be inoperative provided: a) Stall tests are operative, b) Pitot probe heating systems are operative in manual mode, c) Normal static port heating systems are operative, and d) Airplane is not operated into visible moisture or in known or forecast icing conditions.
10. TAT Probe Heating System	B	1	0		(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION					
11. LIGHTS Test Message					DELETED REVISION 5.
1) A/I WINGS (Lights Test Amber Message on TEST Synoptic Page)					DELETED REVISION 5.
12. Ice Detection System *** (M2533)	D	1	0		
13. Brake Heating System *** (M2529 or SB F2000EX-65)	D	1	0		(M) May be inoperative provided: a) Brake heating valves are secured in closed position, and b) Brake heating system is not used (BRAKE pushbutton on overhead panel is in the OFF position).
14. Engine Anti-Icing Valves	B	2	1		(O) One may be jammed in closed position provided: a) Related ANTI-ICE ENG.. switch is set to OFF position, and b) Airplane is not operated into known or forecast icing conditions.
	B	2	1		O) One may be jammed in open position provided: a) Related ANTI-ICE ENG.. switch is set to ON position, and b) Outside Air Temperature (OAT) at the departure airport is at or below 20°F (-7°C)

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31 INDICATING/RECORDING SYSTEMS					
1. Digital Flight Data Recorder System (DFDRS) (M2508/M2515)	C	-	-	-	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 Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ol 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 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 consecutive calendar days.
1) FDR Recording Parameters required by FAR	A	-	-	-	May be inoperative provided: <ul style="list-style-type: none"> 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.
(Continued)					

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31 INDICATING/RECORDING SYSTEMS				
1. Digital Flight Data Recorder System (DFDRS) (M2508/M2515) (Cont'd)				
3) For an operator other than a holder of an air carrier or commercial operator certificate.	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.
2. Clocks	C	2	-	Any in excess of those required by FAR may be inoperative at either the pilot or copilot station.
3. CAS Message				DELETED REVISION 5.
1) Amber CAS Message				DELETED REVISION 5.
2) White CAS Messages				DELETED REVISION 5.
4. Master Warning/Master Caution Lights System	C	1	0	(O) May be inoperative provided aural warning is verified operative.
5. Quick Access Recorder (QAR) (SB227 or Mod 1896)	C	1	0	May be inoperative provided no DFDR CAS message is displayed.
		1	0	May be inoperative provided the DFDR (item 31-1) is considered inoperative.
6. Overhead Panel Switch Light Bulbs				
1) EXT PWR Switch Light Bulbs (Electrical Area)	C	4	2	One or more bulbs may be inoperative.

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32 LANDING GEAR				
1. L/G Handle Flashing Light	C	1	0	(O) May be inoperative provided: a) L/G position indication is operative, and b) GEAR aural warning is operative.
2. Nose Wheel Steering System				DELETED REVISION 5.
3. Braking and Steering Control Units (BSCU) Fault Codes				DELETED REVISION 5.
4. Brake Temperature Indications (on HYD synoptic page)	D	4	0	

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32 LANDING GEAR					
5. Landing Gear Retraction System	A	1	0	(O)(M) May be inoperative for three flights or two consecutive calendar days, whichever occurs first, provided: <ul style="list-style-type: none"> a) No abnormal L/G symbol in HSI Window displayed during last previous flight before failure occurred, b) Gear indications in HSI Window are operative, c) Landing gears are down and locked, d) Main landing gear doors are closed, e) L/G control lever was not jammed in down position during the flight where the failure occurred, f) L/G control lever is placarded in down position by a "DO NOT ACTUATE" red placard, g) EGPWS is considered inoperative. Refer to item 34-13, h) No BSCU fault code has been logged before the flight where the failure occurred, i) BSCU fault code(s) 315, 333, 415, 433 may be displayed, j) Aircraft is not operated in known or forecast icing conditions, k) RVSM operations are not conducted, l) APU is operative, m) Landing distance is increased by 10%, and n) AFM limitations are observed. 	
				NOTE: DELETED REV 5.	

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32 LANDING GEAR					
6. Autobrake System ***					
1) With M3177 ***	D	1	0	(M)(O) May be inoperative provided: a) Associated circuit breakers are pulled and collared, b) BSCU fault codes are read and considered before each departure, c) BRAKE .. FAIL CAS messages are verified operative at the beginning of the repair interval, d) Autobrake switch light is disregarded, and e) Performance landing are not predicated on its use. NOTE: Switch light can be obscured by using a sticker.	
2) With M3556 ***	D	1	0	(M)(O) May be inoperative provided: a) Associated circuit breakers are pulled and collared, b) BSCU fault codes are read and considered before each departure, c) BRAKE .. FAIL CAS messages are verified operative at the beginning of the repair interval, and d) Landing Performances are not predicated on its use.	

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32 LANDING GEAR				
7. Braking System (BSCU)				
1) Main Gear Contact Functions	A	4	3	One may be inoperative provided: a) Front gear contact functions are operative, b) Landing distance is increased by 10%, and c) Repairs are made within two consecutive calendar days.
2) Front Gear Contact Functions	A	2	1	(O) One may be inoperative provided: a) Main gear contact functions are operative, b) FADEC WOW signals are verified operative. c) Thrust Reversers (item 78-1) are considered inoperative, d) Landing distance is increased by 10%, and e) Repairs are made within two consecutive calendar days.
3) NWS Functions	C	2	1	
4) IRS Data Functions	C	4	3	One may be inoperative provided landing distance is increased by 10%.
5) Gear Handle Functions	C	2	1	One may be inoperative provided landing Gear Retraction system is operative.
6) Pressure Recorder Acquisition Functions	C	6	0	One or more may be inoperative provided Digital Flight Data Recorder System (item 31-1) is considered inoperative.

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33 LIGHTS				
1. Cockpit/Flight Deck/Flight Compartment and Instrument Panel Lighting Systems	C	-	-	Individual lights may be inoperative or missing provided remaining lights are: a) Not on emergency bus, b) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, c) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmember's eyes, and d) Lighting configuration and intensity is acceptable to the flight crew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.
2. Passenger Cabin Normal Lighting System	C	1	-	Individual lights may be inoperative or missing provided: a) Cabin emergency lighting system is operative, b) Cabin lighting is sufficient for flight crew to perform required duties, and c) For night operations, inoperative lights do not exceed 50 percent of the total installed.
3. Forward and Rear Compartments, and Nose Cone Lights	C	3	0	

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33 LIGHTS				
4. Baggage Compartment Lights (Interior/Exterior)	C	2	0	
5. Pressure Fueling Bay Lights	C	-	0	May be inoperative provided alternate means of lighting are used.
6. Landing Lights	C	2	1	One may be inoperative provided TAXI light is operative.
	C	2	0	One or more may be inoperative for day operations.
1) Pulse Light System	C	1	0	
7. Taxi Light	C	1	0	May be inoperative provided both Landing lights are operative.
	C	1	0	May be inoperative for day operations.
8. Navigation Lights				
1) Without M1401	C	3	0	One or more may be inoperative for day operations.
2) With M1401 ***	C	5	0	One or more may be inoperative for day operations.
	C	5	3	One or more may be inoperative provided at least one light is operative at each position.
9. Red ANTICOL Lights	C	2	1	
	B	2	0	Both may be inoperative provided WHITE ANTICOL lights are operative.
10. White ANTICOL Lights	C	3	0	One or more may be inoperative provided red ANTICOL light(s) is(are) operative.

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33 LIGHTS				
11. Wing Ice Detection Lights	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground icing procedures do not require their use.
12. Exterior Emergency Lighting System	C	1	0	May be inoperative for day operations.
13. Passenger Notice System ("No Smoking" Sign) Automatic Setting	C	1	0	May be inoperative provided the manual mode is used.
14. Passenger Notice System ("No Smoking/Fasten Seat Belt/Return to Cabin" Signs) Manual Mode	C	-	-	(M)(O) No passenger seat, cabin attendant seat or lavatory may be occupied from which a "No Smoking/Fasten Seat Belt/Return to Cabin" sign is not readily legible or that seat or lavatory must be blocked and placarded – " DO NOT OCCUPY".
	C	-	-	(O) If one or more "No Smoking/ Fasten Seat Belt/ Return to Cabin" signs are inoperative, the affected passenger seat(s), cabin attendant seat(s), or lavatory may be occupied provided: a) Passenger Address System is operative and can be heard clearly throughout the cabin during flight, and b) An acceptable procedure is used to notify passengers when seat belts must be fastened, smoking is prohibited, and passengers should return to cabin from the lavatory.

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33 LIGHTS					
15. Logo Lights *** (M1746/M1932)	D	-	0		
16. Pylon Lights	C	-	0		
17. Chartholder Lightings *** (M1426)	D	2	0		
18. Interior Emergency Lighting					
1) Floor Emergency Escape Path Lights	C	-	0		One or more may be inoperative without passenger on board.
2) Bulkhead Exit Sign	C	-	-		May be inoperative provided no seat behind the bulkhead is occupied.
3) Pilot and Copilot Emergency Dome Light Bulbs	C	4	3		One bulb may be inoperative
4) Passenger Dome Lights *** (M3553)	D	2	0		
5) Passenger Door					
a) Exit Signs	C	2	0		One or more may be inoperative without passenger on board.
b) Opening Instruction Sign	C	1	0		May be inoperative without passenger on board.
c) Spotlights	C	2	1		
	C	2	0		One or more may be inoperative without passenger on board.
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33 LIGHTS				
18. Interior Emergency Lighting (Cont'd)				
6) Emergency Exit				
a) Exit Signs	C	2	0	One or more may be inoperative without passenger on board.
b) Handle Light	C	1	0	May be inoperative without passenger on board.
c) Opening Instruction Sign	C	1	0	May be inoperative without passenger on board.

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34 NAVIGATION					
1. Display Units (DU)	A	4	3	(M)(O) Lower DU may be inoperative provided: a) DU is switched OFF, b) Use of Jeppesen Electronic Terminal charts is not authorized, unless for aircraft with M3305, and c) Repairs are made within three consecutive calendar days.	
2. Multi-functions Keyboard (MKB)	B	2	1	(O) One may be inoperative provided both channels of the associated Cursor Control Device (CCD) are operative.	
3. Cursor Control Device (CCD) Channels	B	4	2	(O) One channel per CCD may be inoperative provided the associated MKB is operative.	
4. Attitude and Heading System (IRS)	D	-	2	(O) Either IRS#1 or IRS#3 may be inoperative.	
5. Secondary Flight Display System (SFDS)				DELETED REVISION 4.	

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34 NAVIGATION				
6. Non-Stabilized Magnetic (Standby) Compass	B	1	0	(O) May be inoperative provided any combination of three IRUs is operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two IRUs are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC during the Enroute flight phase.
	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, operative, and used in conjunction with approved free gyro navigation techniques.
1) Compass Lighting	B	1	0	May be inoperative provided the Compass (Item 34-6) is considered inoperative
	C	1	0	May be inoperative for day operations.
7. Modular Radio Cabinet (MRC)				
1) VHF Navigation Systems (VOR/ILS)	C	-	-	As required by FAR.
2) Distance Measuring Equipment (DME)	D	2	-	Any in excess of those required by FAR may be inoperative.
(Continued)				

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34 NAVIGATION				
7. Modular Radio Cabinet (MRC) (Cont'd)				
3) ATC Transponder Automatic Altitude Reporting System	B	2	0	One or more 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	2	-	Any in excess of those required by FAR may be inoperative.
a) ADS-B Squitter *** Transmissions (M3301)	A	1	0	May be inoperative provided: a) ADS-B OUT function is turned off (radio window) b) Operations do not require its use, and c) Repairs are made prior to completion of the next heavy maintenance visit.
4) Radio Compass System (ADF)	C	-	-	As required by FAR.

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34 NAVIGATION				
8. Altitude Alerter/ Preselector System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) Enroute operations, ie RVSM, do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.
	C	-	1	
1) Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
2) Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
9. Weather Radar System	C	1	-	As required by FAR.
10. Radio Altimeter	A	-	0	(M)(O) May be inoperative provided; c) Dispatch deviation for EGPWS and TCAS are observed, d) Approach minimums or operating procedures do not require its use, and e) Repairs are made within three consecutive calendar days.

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34 NAVIGATION				
11. Check List Controller (CLC)	C	2	0	
12. Electronic Check List (ECL)	C	-	0	(O) May be inoperative provided approved alternate procedures are established and used.
13 Class A TAWS Equipment Required				
1) 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 Thru 4	A	4	0	(O) One or more modes 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	
				(Continued)

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34 NAVIGATION				
13. Class A TAWS Equipment Required (Cont'd)				
1) GPWS (Cont'd)				
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.
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) are operative. (Continued)

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34 NAVIGATION					
13. Class A TAWS Equipment Required (Cont'd)					
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
a) Terrain Displays	C	-	1		
	B	-	0		
3) Runway Awareness *** & Advisory System (RAAS)	C	1	0		
13 Class B TAWS Equipment Required (Cont'd)					
1) 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 & 3	A	2	0		(O) One or more modes may be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight calendar days.
					(Continued)

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34 NAVIGATION					
13 Class B TAWS Equipment Required (Cont'd)					
1) GPWS (Cont'd)					
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) Modes 2, 4 & 5 ***	C	3	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.
e) Windshear Mode *** (Reactive)	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
2) Terrain System - Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0		
3) Terrain Displays ***	C	-	0		
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34 NAVIGATION					
13 Class B TAWS Equipment Required (Cont'd)					
4) Runway Awareness *** & Advisory System (RAAS)	C	1	0		
13. Class C TAWS Equipment					
1) TAWS/GPWS ***	C	1	0		(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that is operative may be used.
14. Traffic Alert Collision/Avoidance System (TCAS)	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 System(s)	C	2	1		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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34	NAVIGATION				
14.	Traffic Alert Collision/Avoidance System (TCAS) (Cont'd)				
2)	Resolution Advisory (RA) Display System(s)	C	2	1	One may be inoperative on the non-flying pilot's 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.
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do require use of TCAS.
5)	Airspace Selection *** Function	C	-	0	
15.	Miscompare Warning System	C	1	0	May be inoperative provided approach minimums do not require its use.
16.	Head-Up Display *** System (HUD)	D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any mode which is operative may be used.
17.	MAU Fans	A	8	7	One may be inoperative provided repairs are made within two consecutive calendar days.

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34 NAVIGATION				
18. Long Range Navigation Systems (GPS, Etc.)	D	-	-	Any in excess of those required by FAR may be inoperative. NOTE: ADS-B OUT function (M3301) is not used when both GPS are inoperative
19. Advanced Graphic Modules (AGM)	A	4	3	(O) One may be inoperative provided: a) Display Units (DU) are operative, b) DU Mod configuration is verified acceptable, c) Associated DU knob on the reversion panel is set to REV position, d) Use of Jeppesen Electronic Terminal Charts is not authorized, unless for aircraft with M3305, e) Use of Video System is not authorized, and f) Repairs are made within three consecutive calendar days. NOTE: A red crossed DU should not be switched off.
20. Database Modules	C	2	0	NOTE: does not apply to aircraft with M3254
21. Flight Management *** System (FMS)				
1) With 3 FMS installed (M2504)	D	3	2	
22. Jeppesen Electronic *** Terminal Charts (M2519)	D	1	0	May be inoperative provided alternate charts are available and used.
23. Lightning Sensor *** System (M2513)	D	1	0	
24. AFIS Uplink Weather ***	D	1	0	

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34 NAVIGATION					
25. Phone System ***					Refer to Item 25-7.
34 NAVIGATION					
26. Video System (M2516) ***	D	1	0		
27 Enhanced Flight Vision *** System (EFVS) (M2308 or M2759)	D	1	0		(M) May be inoperative provided: a) EFVS is not used, and b) Associated Circuit Breakers are pulled and collared. NOTE: All functions of the EFVS, to include the yoke mounted kill switch, must be operative or the entire unit must be considered inoperative and not used.
28. 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.
29. Navigation Databases Data Loader	C	1	0		May be inoperative provided Navigation Databases are not out of currency.
	C	1	0		May be inoperative provided Navigation Databases are considered out of currency.

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	4. REMARKS AND EXCEPTIONS			
35 OXYGEN				
1. Passenger Oxygen System	C	1	0	(M)(O) Automatic presentation system may be inoperative provided: a) Manual deployment is operative, and b) Airplane remains at or below FL 250.
	C	1	0	(M)(O) One or more passenger service units may be inoperative without flight restrictions provided: a) Associated seats are placarded and blocked to prevent occupancy, and b) Units are operative at all usable lavatory and flight attendant locations.
	C	1	0	(O) May be inoperative provided the airplane remains at or below 10,000 feet.
1) Cargo Only Configuration	D	1	0	
2. Portable Oxygen System	D	-	-	Any in excess of those required by FAR may be inoperative.
3. First Aid Oxygen	C	-	-	As required by FAR.
4. Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those require by FAR may be inoperative.

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	4. REMARKS AND EXCEPTIONS				
36 PNEUMATIC					
1. HP1 or HP2 Bleed Air Valves	B	2	1	(M)(O) One may be inoperative in the closed position provided: a) Associated HP pushbutton remains in the OFF position, b) XBLEED pushbutton remains in the OPEN position, c) APU is verified operative before each departure, d) Airplane remains at or below FL350, e) Airplane is not operated in known or forecast icing conditions, and f) If necessary, adjust N1 values.	
2. PRV1 or PRV2 Pressure Regulating Valves	B	2	1	(M)(O) One may be inoperative in the closed position provided: a) Associated PRV pushbutton remains in the OFF position, b) XBLEED pushbutton remains In the OPEN position, c) APU is verified operative before each departure, d) Airplane remains at or below FL350, e) Airplane is not operated in known or forecast icing conditions, and f) If necessary, adjust N1 values.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
36 PNEUMATIC					
3. Left Engine Starting Valve	A	1	0		<p>(M)(O) May be inoperative in the closed position provided:</p> <ul style="list-style-type: none"> a) Valve is opened by an acceptable procedure for engine start, b) Valve is confirmed to have closed automatically after engine start, c) Right engine start valve is operative, d) APU is verified operative before departure, e) All engine booster pumps are operative, f) Fuel system cross-feed is operative, g) Wing tank pressurization is verified with engines running, h) Bus tie system is operative, i) Airplane is not operated in known or forecast icing conditions, and j) Repairs are made within two consecutive calendar days. <p>NOTE: In flight, associated engine restart is only possible using ENGINES-WINDMILLING AIRSTART procedure.</p>

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36 PNEUMATIC					
4. Right Engine Starting Valve	A	1	0	(M)(O) May be inoperative in the closed position provided: a) Valve is opened by an acceptable procedure for engine start, b) Valve is confirmed to have closed automatically after engine start, c) Left engine start valve is operative, d) APU is verified operative before departure, e) All engine booster pumps are operative, f) Fuel system cross-feed is operative, g) Wing tank pressurization is verified with engines running, h) Bus tie system is operative, i) Airplane is not operated in known or forecast icing conditions, and j) Repairs are made within two consecutive calendar days. NOTE: In flight, associated engine restart is only possible using ENGINES-WINDMILLING AIRSTART procedure.	
5. BASC (Bleed Air System Computer)	B	1	0	(M)(O) May be inoperative provided: a) HP bleed and Anti-Ice valves are verified closed, b) Airplane is not operated in known or forecast icing conditions, and c) Flight is conducted in an unpressurized configuration.	
BASC (Bleed Air System Computer) Fault Codes				DELETED REVISION 5. (Continued)	

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	4. REMARKS AND EXCEPTIONS			
36 PNEUMATIC				
5. BASC (Bleed Air System Computer) (Cont'd)				
1) CABIN Pressure Control Monitoring Function	C	1	-	(O) May be inoperative provided: a) COND: CKPT OVERPRESS test amber message is not displayed during light test operation, b) HP1 and PRV1 bleed valve pushbuttons on overhead panel are set to OFF position, c) XBLEED pushbutton on overhead panel is set to OPEN position, d) APU is verified operative, and e) Airplane is not operated in known or forecast icing conditions.
2) COCKPIT Pressure Control Monitoring Function	C	1	-	(O) May be inoperative provided: a) COND: CABIN OVERPRESS test amber message is not displayed during light test operation, b) HP2 and PRV2 bleed valve pushbuttons on overhead panel are set to OFF position, c) XBLEED pushbutton on overhead panel is set to OPEN position, d) APU is verified operative, and e) Airplane is not operated in known or forecast icing conditions.
3) Anemometry Data Functions	C	4	2	One or more may be inoperative provided only one ADC information side is affected.

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36 PNEUMATIC				
5. BASC (Bleed Air System Computer) (Cont'd)				
4) Computer Failure Warning Functions	C	2	0	
6. LIGHTS Test Messages				DELETED REVISION 5.
1) BLEED OVHT (Lights Test Amber Message on TEST synoptic page)				DELETED REVISION 5.
7. Bleed Temperature Sensors (T1 or T2)	B	2	1	(O) One may be inoperative provided: a) All other temperature sensors are operative, b) Corresponding HP pushbutton is set to OFF position, c) XBLEED pushbutton is set to OPEN position, d) APU is verified operative, and Airplane is not operated in known or forecast icing conditions. NOTE: APU can pressurize the aircraft up to 35.000 ft but cannot anti-ice.
8. Cabin Air Conditioning Temperature Sensor (Tcp)	C	1	0	May be inoperative provided T1 and T2 sensors are operative.
9. Crew Air Conditioning Temperature Sensor (Tcc)	C	1	0	May be inoperative provided T1 and T2 sensors are operative.
10. Wing Anti-icing Temperature Sensor (Tv)	C	1	0	(O) May be inoperative provided the airplane is not operated in known or forecast icing conditions.

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36 PNEUMATIC				
11. Pressure Sensors (Pv and Pm)	B	2	0	(M)(O) One or more may be inoperative provided: a) HP1 and HP2 pushbuttons are set to OFF position and engine bleed valves (HP1 and HP2) are verified and secured in closed position, b) PRV1 and PRV2 pushbuttons are set to OFF position and associated engine Pressure Regulating Valves are verified in closed position, c) APU is verified operative, d) Flight is conducted in an unpressurized configuration, and e) Airplane is not operated in known or forecast icing conditions.

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	4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE				
1. Lavatory Waste System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which is operative may be used.
2. Rear Toilet Drain Valve	A	1	0	May be inoperative in closed position provided repairs are made before next toilet drain pan draining operation.
	A	1	0	(M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Toilet is not used, c) A placard is installed on the toilet door with "DO NOT USE TOILET" inscription, d) Draining port plug is verified to be in locked position, and e) Repairs are made within three consecutive calendar days.
	A	1	0	(M)(O) May be inoperative in open position provided: a) After manually operating the drain valve in closed position, it is checked there is no water leak at the drain valve, and b) Repairs are made within three consecutive calendar days.

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	4. REMARKS AND EXCEPTIONS				
38 WATER/WASTE					
3. Front Toilet Drain Valve	A	1	0	May be inoperative in closed position provided repairs are made before next toilet drain pan draining operation.	
	A	1	0	(M)(O) May be inoperative in open position provided:	
				<ul style="list-style-type: none"> a) Flight is conducted in an unpressurized configuration, b) Toilet is not used, c) A placard is installed on the toilet door with "DO NOT USE TOILET" inscription, d) Draining port plug is verified to be in locked position, and e) Repairs are made within three consecutive calendar days. 	

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	3. NUMBER REQUIRED FOR DISPATCH				
45 CENTRAL MAINTENANCE COMPUTER					
1. Central Maintenance Computer (CMC)	C	1	0		(O) May be inoperative provided alternate procedures are established and used. NOTE: Reading of the fault codes is not possible.
2. Data Management Unit (DMU)					
1) With M2519 ***	D	1	0		May be inoperative provided Jeppesen Electronic Terminal Chart (item 34-22) is considered inoperative.
2) Without M2519	D	1	0		
3) With M3305 ***	D	1	0		

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	4. REMARKS AND EXCEPTIONS			
46 NEW TECHNOLOGY				
1. Electronic Flight Bag *** Systems (EFBs)				
*** Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which is operative may be used.
	D	-	0	May be inoperative provided procedures do not require its use.
*** Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
*** Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
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	4. REMARKS AND EXCEPTIONS				
46 NEW TECHNOLOGY					
1. Electronic Flight Bag *** Systems (EFBs) (Cont'd)					
*** Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
*** Canadian Marconi Electronics Pilot View CMA-110 Class 2 EFB installed by M2735	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
49 AIRBORNE AUXILIARY POWER				
1. Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided L/G Retraction System is operative.
2. APU Starter Generator	C	1	0	(O) May be inoperative in the electrical generator function mode.
3. APU Inlet Door	C	1	0	(M)(O) May be inoperative provided: a) APU door is secured in the closed position by the appropriate tool, and b) APU (item 49-1) is considered inoperative.
4. APU Indications (on ENG synoptic page and ENG-TRM-BRK-window)				
1) N1 and EGT Indications, OVSP and OIL Amber Flags	A	4	0	(O) One or more may be inoperative provided: a) APU is used for engine start only, and b) Repairs are made within two consecutive calendar days.
2) DOOR Amber Flag	C	1	0	(M) May be inoperative provided it is verified that the fault is in the indicating system.
	C	1	0	(O) May be inoperative provided APU (item 49-1) is considered inoperative.
5. APU Oil Level	A	1	0	(M) May be inoperative for 40 flight hours provided APU oil quantity is visually verified at least once within the first three flights.
	C	1	0	May be inoperative provided APU (item 49-1) is considered inoperative.

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49	AIRBORNE AUXILIARY POWER				
6.	APU Bleed Valve	C	1	0	(M)(O) May be inoperative provided: a) APU is operated on ground for electrical power and engine start only, b) APU is shut down after engine start, c) APU Bleed Valve is manually closed after engine start, and d) APU (item 49-1) is considered inoperative during flight and not used airborne.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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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
52 DOORS				
1. Electrical Main Entrance Door Motor System	C	1	0	(M) May be inoperative provided Door is verified to manually open and close freely.
2. Exterior Baggage Door	C	1	0	(M) May be failed closed provided Door is verified closed and secure.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
73 ENGINE FUEL & CONTROL				
1. Engine FADEC System Faults	A	-	-	(M)(O) All FADEC Channels must be operative, however aircraft may be dispatched with FADEC faults provided: a) Repairs are made in accordance with times established by Short / Long Time Dispatch Fault items, or PWC Type Certificate Data Sheet number E00065NE, note 13, whichever is more restrictive, and b) Reliability monitoring data are submitted to the engine manufacturer in accordance with the engine Type Certificate Data Sheet note.
1) Short Time Dispatch Fault	A	-	-	Only one engine may be affected provided repairs are made within 150 flight hours.
2) Long Time Dispatch Fault	A	-	-	Only one engine may be affected provided repairs are made within 350 flight hours.
3) Channel monitoring Functions	A	4	3	One may be inoperative provided: a) ENG.: SHORT DISPATCH white CAS message of the associated engine is not displayed, and b) Repairs are made within 150 flight hours.

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	4. REMARKS AND EXCEPTIONS			

73 ENGINE FUEL & CONTROL					
2. Automatic Performance Reserve (APR) System: Automatic Mode	A	1	0	(O) May be inoperative provided: a) APR O'RIDE operation is verified on both engines before takeoff, b) APR O'RIDE button is pressed before takeoff and landing, and c) Repairs are made within two consecutive calendar days.	

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	4. REMARKS AND EXCEPTIONS				
74 IGNITION					
1. Igniter Channels	B	4	3	(O) One may be inoperative provided: a) All FADECs are operative, b) Only one engine has a detected ground start light-off fault (Fault messages. Refer to Engine Maintenance Manual) and c) AFM procedures are complied with.	

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	4. REMARKS AND EXCEPTIONS				
77 ENGINE INDICATING					
1. Fuel Indications (on ENG-TRM-BRK windows)					
1) Fuel Flow (FF)	B	2	1	One may be inoperative provided all other engine indications and the associated fuel quantity indication system are operative.	
2. Oil Indications (on ENG synoptic page and ENG-TRM-BRK window)					
1) Oil Pressure (PSI)	C	2	1	One may be inoperative provided: a) Associated ENG.: OIL PRESS FAIL (white CAS message) is not displayed, and b) Associated oil temperature indication is operative.	
3. Engine Vibration (on ENG synoptic page)					
1) Indications (VIB)	C	2	0		
4. Engine Vibration Computers	C	2	0		

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	4. REMARKS AND EXCEPTIONS			

78 ENGINE EXHAUST				
1. Thrust Reverser System (Without M5000 or M5001)	C	2	0	(M)(O) One or more may be inoperative provided: a) No damage to the Thrust Reverser system exists which would adversely affect operation of the airplane, b) Both Thrust Reversers are deactivated and locked in the closed (forward thrust) position by use of safety pins, c) Take-off and landing are not performed on runways contaminated with ice, d) Autobrake system is not used, e) Airplane Flight Manual Balanced Field length (BFL) is increased by 70 ft, and f) Airbrakes are manually extended in case of rejected takeoff below V1 (airbrake handle to position 2).
Thrust Reverser System (With M5000 or M5001)	C	2	0	(M)(O) One or more may be inoperative provided: a) No damage to the Thrust Reverser system exists which would adversely affect operation of the airplane, b) Both Thrust Reversers are deactivated and locked in the closed (forward thrust) position by use of safety pins, c) Take-off and landing are not performed on runways contaminated with ice, d) Autobrake system is not used, e) Airplane Flight Manual Balanced Field length (BFL) is increased on wet runway, and f) Airbrakes are manually extended in case of rejected takeoff below V1 (airbrake handle to position 2).

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		4. REMARKS AND EXCEPTIONS			
78	ENGINE EXHAUST				
2.	LIGHTS Test Message				DELETED REVISION 5.
1)	T/R..FAIL (Lights test Amber Message on TEST synoptic page)				DELETED REVISION 5.

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	4. REMARKS AND EXCEPTIONS			
79 ENGINE OIL				
1. Oil Pressure Sensing Switches	A	2	1	One may be inoperative provided: a) Associated oil pressure and oil temperature indications are operative and are closely monitored during the flight, and b) Repairs are made within two consecutive calendar days.
2. ENG...OIL CHIP (White CAS Message)				DELETED REVISION 5.
3. Oil Magnetic Chip Detection Systems	C	2	0	(M) One or more may be displayed provided associated magnetic chip detector is verified free of metal particles before each flight.
4. Engine Oil Filter Clogging Detection Systems	C	2	0	(M) One or more may be displayed provided associated oil filter is verified free of contamination before each flight.
5. Engine Oil Level	C	1	0	(M) May be inoperative provided oil tank quantity of associated engine is verified filled to normal capacity before each flight.