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Master Minimum Equipment List (MMEL)

Revision: 9
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Dassault Aviation
DA-7X (Falcon 7X)

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HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, the Falcon 7X Master Minimum Equipment List has been revised.

A reminder of several all encompassing changes that have been made in this and previous revisions:

1. The Definition section will reference the current Policy Letter vice reprinting the text. Operators are responsible for inclusion when developing individual Minimum Equipment Lists (MEL). Current Policy Letters may be found on the internet at http://fsims.avs.faa.gov.

2. The Preamble section will reference the current Policy Letter vice printing the text. Operators are responsible for using the appropriate 14 CFR Part Preamble when developing individual Minimum Equipment Lists (MEL). Current Policy Letters may be found on the internet at http://fsims.avs.faa.gov.

EFFECTIVE ABOVE DATE, The Falcon 7X Master Minimum Equipment List has been revised. Please replace affected pages of the previous list with this revision for a complete up-to-date MMEL. Retain this sheet with your MMEL until the next revision is issued.

ATA 21 AIR CONDITIONING
Item 14 title modified
Item 19 added (CP0068)

ATA 23 COMMUNICATIONS
Item 2 modified (updated per Policy Letter 106)
Items 5, 6.1) a), 9 modified

ATA 25 EQUIPMENT / FURNISHINGS
Item 2.2) modified (wording 14 CFR)
Item 3.2) deleted
Items 6, 7, 8, 9, 10 modified (wording 14 CFR)
Items 8, 15 modified
Item 17 modified (CP0083)
Item 19.6) modified
Item 21 added (CP0083)

ATA 26 FIRE PROTECTION
Item 1 modified
Item 8 modified (wording 14 CFR)

ATA 27 FLIGHT CONTROLS
Items 1, 2, 3, 4, 5, 6, 7, 9, 10 modifed (CP0113)

HIGHLIGHTS OF CHANGE

ATA 28 FUEL
Item 11 added (CP0115)

ATA 30 ICE AND RAIN PROTECTION
Item 1.1) modified (CP0070

ATA 31 INDICATING / RECORDING SYSTEMS
Item 1, 4.1), 4.2), 5 modified (wording 14 CFR)
Item 1.1) modified
Item 9 added (CP0083)

ATA 32 LANDING GEAR
Item 4.1) c) added (CP0112)
Items 4.2) a), 4.3) a) added (CP0057)
Item 7 added (CP0028)

ATA 34 NAVIGATION
Item 2 modified (CP00128)
Items 3, 7, 8, 9 modified (CP00113)
Item 11.1) a), 11.4), 11.5) modified (wording 14 CFR)
Item 11.3) modified (CP0081)
Item 13.1), 13.2), 14.1) [Class A & B], 15 modified (wording 14 CFR)
Item 22 modified
Item 29 added (CP0081)
Item 30 added (CP0058)

ATA 35 OXYGEN
Item 5 modified (14 CFR)

Insert current Policy Letter 25 DEFINITIONS here.

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

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
1. Cabin Pressure Control System (CPCS)				
1) Automatic Mode	C	1	0	(O) May be inoperative provided: b) Flight is conducted in non-pressurized configuration, and c) Destination airfield landing elevation and current airfield elevation are below 8,000 ft.
2) LOW Cabin Altitude Rate Mode	C	1	0	
2. Cabin Ventilation Valve Automatic Controller Channels	B	2	1	(O) One may be inoperative provided: a) Cabin ventilation valve is verified operative in manual mode, and b) Baggage ventilation valve is verified operative in manual mode.
	C	2	0	Both may be inoperative provided automatic mode of cabin pressure control system is considered inoperative (refer to item 21-1).

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
3. Baggage Ventilation Valve Automatic Controller Channels	C	2	1	(O) One may be inoperative provided: a) Cabin ventilation valve is verified operative in manual mode, and b) Baggage ventilation valve is verified operative in manual mode.
	C	2	0	(O) Both may be inoperative provided: a) Both cabin ventilation valve automatic controller channels are operative, b) Baggage ventilation valve is verified operative in manual mode, c) Baggage ventilation valve is set to closed position before take-off, and d) Flight level is limited to FL 400 or below.
4. Pressurization Indications (in ECS synoptic)	C	3	0	(O) One or more may be inoperative provided the flight is conducted in non-pressurized configuration.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
5. Air Management Modules (AMM)				
1) AMM #1	C	1	0	May be inoperative provided: a) AMM #2 and AMM #3 are operative, b) Engine #1 bleed air system is considered inoperative (refer to item 36-1), c) Wing anti-icing control valve is considered inoperative (refer to item 30-2), d) S-Duct anti-icing control valve is considered inoperative (refer to item 30-3), and e) Brake heating system is considered inoperative (refer to item 30-8).
2) AMM #2	A	1	0	May be inoperative for one flight provided: a) AMM #1 and AMM #3 are operative, b) Engine #2 bleed air system is considered inoperative (refer to item 36-1), c) Wing anti-icing control valve is considered inoperative (refer to item 30-2), d) S-Duct anti-icing control valve is considered inoperative (refer to item 30-3), and e) Cabin and cockpit manual temperature controls are considered inoperative (refer to items 21-8 and 21-10). (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
5 Air Management Modules (AMM)(Cont'd)				
3) AMM #3	A	1	0	May be inoperative for one flight provided: a) AMM #1 and AMM #2 are operative, b) Engine #3 bleed air system is considered inoperative (refer to item 36-1), c) Cabin and cockpit automatic temperature controls are considered inoperative (refer to items 21-8 and 21-10), and d) Humidifier is not used.
6. Cabin Zone Temperature Sensors	C	2	1	One may be inoperative.
	C	2	0	Both may be inoperative provided cabin automatic temperature control is considered inoperative (refer to item 21-8).
7. Cockpit Zone Temperature Sensor	C	1	0	May be inoperative provided cockpit automatic temperature control is considered inoperative (refer to item 21-10).
8. Cabin Temperature Control				
1) Automatic Mode	C	1	0	(O) May be inoperative provided cabin manual temperature control is verified operative.
2) Manual Mode	C	1	0	May be inoperative provided cabin automatic temperature control is operative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
9. Remote Temperature Control	D	1	0	
10. Cockpit Temperature Control				
1) Automatic Mode	C	1	0	(O) May be inoperative provided cockpit manual temperature control is verified operative.
2) Manual Mode	C	1	0	May be inoperative provided cockpit automatic temperature control is operative.
11. Lounge Valves	C	2	0	(M) One or more may be inoperative provided: a) The lounge valves are secured in open position, and b) Cabin temperature control automatic mode is operative.
12. Crew Hot Air LH/RH Distribution Control (Foot Warmer)	C	1	0	
13. *** Humidifier System (M-OPT0045)	D	1	0	(M) May be inoperative provided: a) HUMID pushbutton is set to OFF, b) Humidifier air valve is verified in closed position, c) Humidifier is purged, and d) Humidifier water shut off valve is verified in closed position.
1) Humidifier Control Sensor	D	1	0	May be inoperative provided HUMID pushbutton is set to OFF.
14. Turbine Bypass Valve (TBPV)	C	1	0	(M) May be inoperative provided it is secured in closed position.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
15. Baggage Compartment Basic Leakage Detector (A/C with M0566)	C	1	0	(O) May be inoperative provided: a) LH and RH FCS zone temperature sensors are verified operative, and b) ARINC Communication between PCB Fan and MAU is verified operative.
16. *** Baggage Compartment Optional Leakage Detector (M-OPT0045 / M-OPT0182) (A/C with M0566)	D	1	0	(O) May be inoperative provided: a) LH and RH FCS zone temperature sensors are verified operative, and b) ARINC Communication between PCB Fan and MAU is verified operative.
17. ARINC Communication Between PCB Fan and MAU (A/C with M0566)	C	1	0	(M) May be inoperative provided the discrete overheat system is verified operative.
18. Air Conditioning Main Pack				
1) Air Cycle Machine (ACM)	B	1	0	(O) May be inoperative provided: a) SAT at the departure airport is at or below 25°C (77°F), b) The number of persons on board (including crew) is limited to 7, c) Flight is not conducted into known or forecast icing conditions, d) Aircraft is operated in ECS BACKUP mode until beginning of cruise except for preflight test, and e) Climb and descent phases are minimized.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
19. *** Baggage Cooling Valve (M-OPT0706)	D	1	0	(O) May be inoperative provided it is secured in closed position. NOTE 1: It is recommended to empty all Atlas containers. NOTE 2: PAX limitation due to option M-OPT0706 does not apply any more with this dispatch configuration.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTOFLIGHT				
1. Autopilot Function (AP)	B	1	0	(O) May be inoperative provided: a) Approach and landing minima do not require its use, b) Enroute operations do not require its use, and c) Number of flight legs and flight leg durations are acceptable to the flight crew.
2. Flight Director Channels (FD #1 and FD #2)	C	2	1	One may be inoperative provided approach and landing minimums do not require its use.
3. Flight Director (FD) Upper Modes	C	-	-	(O) One or more may be inoperative provided: a) Approach and landing minima do not require use of the inoperative FD upper mode(s), and b) Enroute operations do not require use of the inoperative FD upper mode(s). NOTE 1: Any upper mode which is operative may be used. NOTE 2: This item includes associated controls / readouts on guidance panel.
4. Take-Off / Go-Around (TOGA) Mode				RESERVED
5. Touch Control Steering (TCS) Mode	C	1	0	May be inoperative. NOTE: This item includes TCS switches on side-sticks.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTOFLIGHT				
6. Autothrottle Function (AT)	C	1	0	May be inoperative provided minimums do not require its use.
7. Thrust Director (TD)	C	1	0	May be inoperative. NOTE: AT function is inoperative.
8. FD / TD Pushbuttons (on Guidance Panel)	C	2	1	(O) One may be inoperative provided FD and TD symbols are verified operative.
	C	2	0	(O) Both may be inoperative provided: a) FD and TD symbols are verified operative, and b) Approaches do not require its use.
9. AP Pushbutton (on Guidance Panel)	B	1	0	May be inoperative provided AP function is considered inoperative (refer to item 22-1).
10. AT Quick Disconnect Switches (on Throttle Quadrant Assembly)	C	2	1	One may be inoperative provided: a) AT pushbutton on guidance panel is operative, and b) Autothrottle is not used below 1,500 feet AGL.
	C	2	0	Both may be inoperative provided: a) AT pushbutton on guidance panel is operative, and b) Autothrottle is not used below 10,000 feet AGL.
11. AT Pushbutton (on Guidance Panel)	C	1	0	May be inoperative provided AT function is considered inoperative (refer to item 22-6).

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTOFLIGHT				
12. APP Pushbutton (on Guidance Panel)	C	1	0	(O) May be inoperative provided approaches do not require its use.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
1. VHF Communication Systems	D	3	-	(O) Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or DC Transfer Bus and not required for emergency procedures. NOTE: VHF #1 communication system must be operative and tunable.
1) Tuning Means	C	4	2	Any in excess of two may be inoperative provided there remains one means to tune each VHF at each pilot's station.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
2. HF Communication Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.
	C	2	1	(O) May be inoperative while conducting operations that require two Long Range Communications Systems (LRCS) provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.
3. Third Audio Panel (non-commercial operators only)	D	1	0	May be inoperative. NOTE: Air carriers use relief of chapter 25, item 2.
4. Headsets	D	-	-	One headset (including boom microphone) must be operative for each required flight crew member on flight deck duty. Any in excess of those required by regulations may be inoperative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
5. Public Address System (PA)	C	1	0	(O) 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.
1) Lavatory Speakers	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.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
6. Flight Crew Interphone System				
1) Passenger Configuration				
a) Flight Deck to Cabin / Cabin to Flight Deck Functions	C	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, 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)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
6. Flight Crew Interphone System (Cont'd)				
2) Cargo Configuration				
a) Flight Deck to Cabin / Cabin to Flight Deck Functions	C	-	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.
7. Handheld Mikes	C	-	-	One or more may be inoperative or missing provided associated headset (including boom microphone) is operative.
8. Cockpit Loudspeakers	C	2	0	One or more may be inoperative provided headsets are installed and used.
9. SATCOM ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
10. *** AFIS / SAT AFIS	C	1	0	May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
11. *** 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.
12. *** Data Collection Transmission Unit (DCTU / FAST) System (A/C with M-OPT0320)	D	1	0	(O) May be inoperative provided: a) Data Transmission Unit (DTU) Switch is set to OFF, and b) Engine data download is performed every 50 flight hours up to 1200 flight hours and 25 flight hours thereafter or once every 2 months whichever comes first.
13. *** Controller Pilot Data Link Communication (CPDLC)				
1) ATN B1 Function (A/C with M-OPT0642)	D	1	0	(O) May be inoperative provided procedures do not require its use.
2) FANS-1A Function (A/C with M-OPT0652)	D	1	0	(O) May be inoperative provided enroute operations do not require its use.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24 ELECTRICAL POWER				
1. DC External Power System	C	1	0	May be inoperative provided APU electrical generation system is operative.
2. Ram Air Turbine (RAT) Generator Heater	A	1	0	May be inoperative for one flight.
3. APU Electrical Generation System	C	1	0	
4. Engine-Driven Generators				
1) Diodes	A	3	2	Engine-driven generator #1 or #3 diodes may be inoperative for one flight provided the associated GEN# switch on the overhead panel is set to OFF.
2) Generator Line Contactor (GLC)	A	3	2	(O) GLC #1 or #3 may be inoperative for one flight provided: a) Associated GEN switch on the overhead panel is set to OFF position, and b) GLC is verified in open position.
3) Bearing Sensors (A/C with M0650)	A	3	2	One may be inoperative provided repairs are made within ten consecutive calendar days.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24 ELECTRICAL POWER				
5. Battery Temperature Indication (Only for Sealed Lead Acid (SLA) batteries)				
1) A/C without M724	C	2	1	(M) One may be inoperative provided the associated battery heater relay is verified operative every three consecutive calendar days.
2) A/C with M724	C	2	1	(O) One may be inoperative provided the associated battery heater system is verified operative.
6. Overhead Panel Power Supply Boards				
1) Channel A LH Main	C	1	0	(M) May be inoperative provided: a) "OCP LH MAIN LH" Circuit Breaker is pulled and collared, and b) All other Overhead Panel Power Supply Boards are operative.
2) Channel B RH Main	C	1	0	(M) May be inoperative provided: a) "OCP RH MAIN RH" Circuit Breaker is pulled and collared, and b) All other Overhead Panel Power Supply Boards are operative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
1. Flight Crew Seats				
1) Power Adjustments	D	2	0	May be inoperative for each flight crew member.
2) Manual Adjustments				
a) Vertical and Recline Adjustments	B	2	0	One or more may be inoperative provided, for each flight crew member, the associated power control is operative.
	B	2	0	(M) One or more may be inoperative provided, for each flight crew member, the associated seat is secured or locked in a position acceptable to the flight crew member.
b) Other Adjustments	C	-	0	One or more may be inoperative provided: a) Associated seat is secured in a position acceptable to the flight crew member, and b) Longitudinal adjustments must be operative. NOTE: This includes lateral adjustments. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
1. Flight Crew Seats (Cont'd)				
3) Armrests	C	4	0	One or more may be inoperative provided: a) Affected armrest is in up position, b) It does not hinder an emergency evacuation or any other flight deck duties, and c) Seat is acceptable to the flight crew member.
	C	4	0	(M) One or more may be inoperative provided: a) Affected armrest is removed, and b) Seat is acceptable to the flight crew member.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
2. Third Crew Member 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) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for the performance of official duties, and c) 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. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
25 EQUIPMENT / FURNISHINGS					
2. Third Crew Member Seat (including associated equipment) (Cont'd)					
1) *** Additional Observer Seat(s) (including associated equipment)	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(s).	
2) Observer Seat Not Required by 14 CFR (including associated equipment)	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(s).	|

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
3. Passenger Seats	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) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
1) Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.
2) Underseat Baggage Restraining Bars				DELETED Rev 9

(Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
3. Passenger Seats (Cont'd)				
3) Armrest				
a) Armrest with Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.
4. Flash Lights	C	-	-	One or more may be inoperative provided each required crew member assigned to affected position has an operative flash light.
5. Protective Breathing Equipment (PBE)				Refer to ATA 35.
6. Life Rafts	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
7. Crash Axes	D	-	-	Any in excess of those required by 14 CFR may be inoperative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
25 EQUIPMENT / FURNISHINGS					
8. Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	|
9. 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 14 CFR may be incomplete, missing, or inoperative.	|
10. First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, 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 14 CFR may be incomplete, missing, or inoperative.	|
11. Emergency Locator Transmitter (ELT)				Refer to ATA 31.	

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
12. Lifejackets	D	-	-	Any in excess of the minimum required may be missing or inoperative, provided: a) Inoperative lifejacket is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution of serviceable lifejackets is maintained.
13. Exterior Lavatory Door Ashtrays				
1) A/C with more than one exterior lavatory door ashtray	A	-	-	Up to and including 50 percent may be missing or inoperative for 10 days.
	A	-	-	More than 50 percent may be missing or inoperative for 3 days. Note: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.
2) A/C with only one exterior lavatory door ashtray	A	1	0	May be missing or inoperative for 10 days.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
25 EQUIPMENT / FURNISHINGS					
14. Passenger Convenience / Non-Essential Equipment & Furnishings (NEF) Items					
1)				DELETED Rev 3	
2) *** 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 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 NEF items.	
15. Cockpit Convenience Items				Refer to item 25-14.2.	|

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
16. Emergency Vision *** Assurance System (EVAS) (A/C with M-OPT0023)	C	2	0	One or more may be inoperative provided the failed EVAS ON/OFF power switch is set to OFF position.
	D	2	0	(M) One or more may be inoperative provided the failed EVAS unit is removed from the cockpit.
17. Stow Table *** Annunciation System (A/C with M-OPT0649)				
1) EXIT TABLE *** DEPLOYED Light (A/C without M-OPT0785)	C	1	0	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, and b) Table is placarded “DO NOT USE”.
2) STOW TABLE *** Ordinance Sign	C	1	0	(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, and b) Table is placarded “DO NOT USE”.

(Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
17. Stow Table *** Annunciation System (A/C with M-OPT0649) (Cont'd)				
3) Cabin Sonalert ***	C	1	0	(O) May be inoperative, if acceptable for crew, provided: a) Table is verified stowed before each departure and approach, and b) Table is placarded "DO NOT USE".
	C	1	0	(M)(O) May be inoperative provided: a) Table is verified stowed before each departure and approach, b) Table is placarded "DO NOT USE", and c) Cabin Sonalert is deactivated.
18. Aft Vacuum Toilet *** (M-OPT0038)	D	1	0	(M)(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, b) Flush valve is secured in closed position, c) "VACUUM GENERATOR" Circuit Breaker is pulled and collared, d) Waste tank assembly is drained and rinsed, and e) Aft vacuum toilet is not used and placarded. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
18. *** Aft Vacuum Toilet (M-OPT0038) (Cont'd)				
1) Rinse Valve	D	1	0	(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, and b) Aft vacuum toilet is not used and placarded.
2) Flush Valve	D	1	0	(O) May be inoperative provided: a) Manual vacuum water isolation valve is secured in closed position, b) Flush valve is secured in closed position, and c) Aft vacuum toilet is not used and placarded.
3) Vacuum Generator System	D	1	0	(M) May be inoperative provided: a) "VACUUM GENERATOR" Circuit Breaker is pulled and collared, b) Flush and rinse valves are operative, c) "TOILET INOP" sign is operative, and d) Aft vacuum toilet is only used at FL 160 or above.
4) TOILET INOP Sign	D	1	0	(O) May be inoperative provided aft vacuum toilet is verified operative on ground before each departure.
	D	1	0	(O) May be inoperative provided aft vacuum toilet is not used and placarded.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
19. *** Crew Rest Area (CRA) and Rest Facilities (M-OPT0317 or M-OPT0359)				
1) Seat	D	1	0	(O) May be inoperative and CRA used for pilot rest provided: a) CRA seat is set to the berthing position, and b) CRA seat is placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seat belt is considered inoperative.
	D	1	0	May be inoperative provided: a) CRA seat is blocked and placarded "DO NOT OCCUPY", b) CRA Curtain/Door remains in open position, and c) Operations are not predicated on CRA use. NOTE: A seat with an inoperative seat belt is considered inoperative.
2) Seat Recline Mechanism	C	1	0	May be inoperative and seat occupied (including during TTOL phases) provided: a) Seat is immovable in full upright position, b) Seat belt is operative, and c) Operations are not predicated on CRA use. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
19. *** Crew Rest Area (CRA) and Rest Facilities (M-OPT0317 or M-OPT0359) (Cont'd)				
3) Oxygen Mask	D	-	1	Any in excess of one may be inoperative or missing. NOTE: Pilot rests in the position where the operative oxygen mask is the most accessible.
	D	-	0	May be inoperative or missing provided: a) CRA seat is blocked and placarded "DO NOT OCCUPY", b) CRA Curtain/Door remains in open position, and c) Operations are not predicated on CRA use.
4) Emergency Light	D	1	0	May be inoperative or missing provided: a) CRA seat is blocked and placarded "DO NOT OCCUPY", b) CRA Curtain/Door remains in open position, and c) Operations are not predicated on CRA use.
5) Reading Light System	D	1	0	May be inoperative or missing provided an alternate lighting is used.
6) Public Address (PA) System Speaker	D	1	0	May be inoperative provided operations do not require its use. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
19. *** Crew Rest Area (CRA) and Rest Facilities (M-OPT0317 or M-OPT0359) (Cont'd)				
7) "FASTEN SEAT BELT" or "RETURN TO SEAT" Sign				
a) A/C with M-OPT0317	D	1	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
b) A/C with M-OPT0359	D	1	0	May be inoperative or missing provided: a) CRA seat is blocked and placarded "DO NOT OCCUPY", b) CRA Door remains in open position, and c) Operations are not predicated on CRA use.
8) "NO SMOKING" Placard and Sign				
a) A/C with M-OPT0317	D	2	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
b) A/C with M-OPT0359	D	2	0	May be inoperative or missing provided: a) CRA seat is blocked and placarded "DO NOT OCCUPY", b) CRA Door remains in open position, and c) Operations are not predicated on CRA use.

(Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
19. *** Crew Rest Area (CRA) and Rest Facilities (M-OPT0317 or M-OPT0359) (Cont'd)				
9) Heating System (Fan Heater and/or Carpet Heater)	D	1	0	(M) May be inoperative provided: a) It is set to OFF, b) Relevant Circuit Breakers are pulled and collared, and c) Operations are not predicated on CRA use.
10) Curtain or Door	D	1	0	May be inoperative provided: a) CRA Curtain/Door remains in open position, and b) Operations are not predicated on CRA use.
11) Flash Light				
a) A/C with M-OPT0317	D	1	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
b) A/C with M-OPT0359	D	1	0	May be inoperative or missing provided: a) CRA Door remains in open position, and b) Operations are not predicated on CRA use.
12) Berthing Plate	D	1	0	May be inoperative or missing provided operations are not predicated on CRA use.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
20. *** Divan Inflatable Restraint System (M-OPT0686)	D	(-)	0	(M) May be inoperative provided: a) Inoperative Divan Inflatable System is deactivated and secured, and b) Forward divan seat is not used for TTOL phases. <u>Note:</u> Center and aft divan seats may be used for TTOL phases.
21. *** Cabin Divider (A/C with M-OPT0488)				
1) *** Pocket Sliding Door	D	1	0	(O) May be inoperative provided: a) Pocket Sliding Door is verified stowed before each departure and approach, and b) Pocket sliding door is placarded “DOOR TO REMAIN OPEN ANY TIME”.
2) *** Pocket Sliding Door Electrical Actuation (M-OPT0488 Electrical Variant)	D	1	0	(M) May be inoperative provided: a) Pocket Sliding Door is secured in open position, and b) Pocket sliding door is placarded “DOOR TO REMAIN OPEN ANY TIME”. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
21. *** Cabin Divider (A/C with M-OPT0488) (Cont'd)				
3) *** AFT CABIN ISOL Light (A/C without M-OPT0785)	C	1	0	(O) May be inoperative provided the Pocket Sliding Door is verified stowed before each departure and approach.
	D	1	0	May be inoperative provided Pocket Sliding Door is considered inoperative (refer to item 25-21.1) for manual door or item 25-21.2) for electrical actuation).
4) *** DOOR MUST BE OPENED AND SECURED – DURING TAXI TAKEOFF OR LANDING Ordinance Sign	C	1	0	(O) May be inoperative provided the Pocket Sliding Door is verified stowed before each departure and approach.
	D	1	0	May be inoperative provided Pocket Sliding Door is considered inoperative (refer to item 25-21.1) for manual door or item 25-21.2) for electrical actuation).

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
26 FIRE PROTECTION					
1. APU Fire Protection System				May be inoperative provided APU is considered inoperative (refer to item 49-1).	| | |
2. Engine Fire Repeater Systems (red lights on throttle levers)	C	3	0		
3. Engine Decision Help Systems (white LED on DISCH# pushbuttons)	C	3	0		
4. Baggage Compartment Fire Protection System	C	1	0	(O) May be inoperative provided baggage compartment remains empty.	
5. Rear Compartment Fire Protection System	C	1	0	May be inoperative provided pre-cooler systems are operative.	
6. Toilet Smoke Detector ***	D	-	-	Any in excess of those required by regulations may be inoperative.	
7. Aft Lounge Smoke Detector ***	D	1	0	Any in excess of those required by regulations may be inoperative.	
8. Hand Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR 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.	|

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26 FIRE PROTECTION				
9. *** Crew Rest Area (CRA) Smoke Detector System (M-OPT0359)	D	1	0	May be inoperative provided: a) Heater system is set to OFF, b) CRA Door remains in open position, and c) Operations are not predicated on CRA use.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
1. Flight Control Computers (FCC)				
1) Main Flight Control Computers (MFCC)	C	3	2	(O) MFCC #1 or MFCC #3 may be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), b) AHRS channel #1 is verified operative, c) AHRS channel #2 is verified operative, d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and e) Hold time is respected prior to take-off.
	C	3	2	(O) MFCC #2 may be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), b) AHRS channel #1 is verified operative, c) AHRS channel #2 is verified operative, d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and e) Hold time is respected prior to take-off. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
1. Flight Control Computers (FCC) (Cont'd)				
2) Secondary Flight Control Computers (SFCC)	C	3	2	(O) One may be inoperative provided: a) AHRS channel #1 is verified operative, b) AHRS channel #2 is verified operative, c) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and d) Hold time is respected prior to take-off.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
2. Flight Data Concentrators (FDC)	C	5	4	(O) FDC #1 may be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), b) AHRS channel #2 is verified operative, c) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, d) Crosswind at take-off or landing is limited to 15 kt, e) Airbrakes are manually extended at touch down, and f) Landing distance is increased by 12%.
	C	5	4	(O) FDC #2 or FDC #4 may be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), b) AHRS channel #1 is verified operative, c) AHRS channel #2 is verified operative, d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, e) Hold time is respected prior to take-off, f) Crosswind at take-off or landing is limited to 15 kt, g) Airbrakes are manually extended at touch down, and h) Landing distance is increased by 12%. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
2. Flight Data Concentrators (FDC) (Cont'd)	C	5	4	(O) FDC #3 may be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), b) AHRS channel #1 is verified operative, c) AHRS channel #2 is verified operative, d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, e) Hold time is respected prior to take-off, f) Crosswind at take-off or landing is limited to 15 kt, g) Airbrakes are manually extended at touch down, and h) Landing distance is increased by 12%.
	C	5	4	(O) FDC #5 may be inoperative provided: a) AHRS channel #1 is verified operative, and b) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
3. Actuator Control and Monitoring Units (ACMU)				
1) ACMU #1 or ACMU #2	C	2	1	(O) ACMU #1 or ACMU #2 may be inoperative provided: a) Other ACMU are operative, and b) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.
2) ACMU #3	C	1	0	(O) ACMU #3 may be inoperative provided: a) Other ACMU are operative, b) Selection and Monitoring #3 (SELMON #3) is operative, c) Horizontal Stabilizer Trim Control #3 (THS #3) is operative, and d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
3. Actuator Control and Monitoring Units (ACMU) (Cont'd)				
2) ACMU #3 (Cont'd)				
a) THS #3	C	1	0	(O) THS #3 may be inoperative provided: a) Other ACMU are operative, b) Selection and Monitoring #3 (SELMON #3) is operative, c) THS Backup Motor is verified operative, d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and e) Aircraft speed is limited to 320 KIAS / MI 0.85.
b) SELMON #3	A	1	0	(O) SELMON #3 may be inoperative for one flight provided: a) Other ACMU are operative, b) THS Backup Motor is verified operative, c) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and d) Aircraft speed is limited to 320 KIAS / MI 0.85. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
3. Actuator Control and Monitoring Units (ACMU) (Cont'd)				
3) ACMU #4	C	1	0	(O) ACMU #4 may be inoperative provided: a) Other ACMU are operative, b) Selection and Monitoring #4 (SELMON #4) is operative, c) Horizontal Stabilizer Trim Control #4 (THS #4) is operative, and d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.
a) THS #4	C	1	0	(O) THS #4 may be inoperative provided: a) Other ACMU are operative, b) Selection and Monitoring #4 (SELMON #4) is operative, c) THS Backup Motor is verified operative, d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and e) Aircraft speed is limited to 320 KIAS / MI 0.85.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
4. Maintenance and Avionics Interface Computers (MAIC)	C	4	3	(O) MAIC #1 or MAIC #3 may be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), and b) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.
	C	4	3	(O) MAIC #2 or MAIC #4 may be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), and b) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.
5. Front / Rear Rack Power Supplies				
1) RH Front Power #1	C	1	0	(O) May be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), b) FDC #1 is considered inoperative (refer to item 27-2), c) AHRS channel #2 is verified operative, and d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.
2) RH Rear Power #1	C	1	0	(O) May be inoperative provided no amber "FCS: TEST FAIL" CAS message is displayed after the FCS test. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
5. Front / Rear Rack Power Supplies (Cont'd)				
3) LH Front Power #2	C	1	0	(O) May be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), b) FDC #2 is considered inoperative (refer to item 27-2), c) AHRS channel #1 is verified operative, d) AHRS channel #2 is verified operative, e) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and f) Hold time is respected prior to take-off.
4) LH Rear Power #2	C	1	0	(O) May be inoperative provided no amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.
5) LH Front Power #3	C	1	0	(O) May be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), b) AHRS channel #1 is verified operative, c) AHRS channel #2 is verified operative, d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and e) Hold time is respected prior to take-off. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
5. Front / Rear Rack Power Supplies (Cont'd)				
6) LH Rear Power #3	A	1	0	(O) May be inoperative for one flight provided: a) THS Backup Motor is verified operative, b) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and c) Aircraft speed is limited to 320 KIAS / MI 0.85.
7) LH Front Power #4	C	1	0	(O) May be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), b) FDC #4 is considered inoperative (refer to item 27-2), c) AHRS channel #1 is verified operative, d) AHRS channel #2 is verified operative, e) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and f) Hold time is respected prior to take-off.
6. Sidestick Pitch / Roll Sensors	C	20	16	(O) Any in excess of sixteen may be inoperative provided no amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
7. Primary Flight Control System Permanent Magnet Alternator (PMA) Converters	C	2	1	(O) PMA #1 converter may be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), b) FDC #1 is considered inoperative (refer to item 27-2), c) AHRS channel #2 is verified operative, and d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.
	C	2	1	(O) PMA #2 converter may be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), b) FDC #2 is considered inoperative (refer to item 27-2), c) AHRS channel #1 is verified operative, d) AHRS channel #2 is verified operative, e) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and f) Hold time is respected prior to take-off.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
27 FLIGHT CONTROLS					
8. Back-Up Mode	A	1	0	May be inoperative for one flight without passenger provided: a) Primary Flight Control System operated spoilers are operative, and b) Primary Flight Control System operated Horizontal Stabilizer Trim (THS #3 and THS #4) is operative.	
9. Rudder Pedal Sensors	C	4	3	(O) One may be inoperative provided no amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.	|
10. Flap Position Sensors Channels					
1) Inboard Flap Position Sensors - Primary Flight Control System (PFCS) Channels	C	4	3	(O) One may be inoperative provided no amber "FCS: TEST FAIL" CAS message is displayed after the FCS test. NOTE: This item does not include the flap position sensors channels dedicated to the Slat/Flap and Airbrake Unit.	|

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
11. LH Aileron Fighting Force Compensation	C	1	0	(O) May be inoperative provided no amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.
12. RH Aileron Fighting Force Compensation	C	1	0	(O) May be inoperative provided no amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.
13. LH Elevator Fighting Force Compensation	C	1	0	(O) May be inoperative provided no amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.
14. RH Elevator Fighting Force Compensation	C	1	0	(O) May be inoperative provided no amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
1. Fuel Quantity Management Computer (FQMC) Channels	A	2	1	FQMC channel #1 may be inoperative provided: a) APU oil tank gauging system is considered inoperative (refer to item 49-7), and b) Repairs are made within three consecutive calendar days.
	A	2	1	FQMC channel #2 may be inoperative provided repairs are made within three consecutive calendar days.
2. Booster Pumps	C	6	5	(M) One normal booster pump may be inoperative provided the associated stand-by booster pump is used. NOTE: Dispatch with stand-by booster pumps inoperative is not authorized.
3. Fuel Crossfeed Systems				
1) X-BP 1-2 Crossfeed System	B	1	0	(M)(O) May be inoperative provided: a) BP #2 transfer valve is secured in open position, b) BP #1 transfer valve is secured in closed position, c) X-BP 2-3 crossfeed system is operative, d) All booster pumps are operative, e) Back-up X-BP 1-3 crossfeed system is verified operative, f) Back-up X-TK 1-3 transfer system is verified operative, and g) Defuelling transfer valve is secured in closed position. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
3. Fuel Crossfeed Systems (Cont'd)				
2) X-BP 2-3 Crossfeed System	B	1	0	(M)(O) May be inoperative provided: a) BP #2 transfer valve is secured in open position, b) BP #3 transfer valve is secured in closed position, c) X-BP 1-2 crossfeed system is operative, d) All booster pumps are operative, e) Back-up X-BP 1-3 crossfeed system is verified operative, f) Back-up X-TK 1-3 transfer system is verified operative, and g) Defuelling transfer valve is secured in closed position. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
3. Fuel Crossfeed Systems (Cont'd)				
3) X-BP 1-3 Crossfeed Systems	C	2	1	(M)(O) Normal X-BP 1-3 crossfeed system may be inoperative provided: a) Failed BP transfer valve is secured in closed position, and b) Back-up X-BP 1-3 crossfeed system is verified operative.
	B	2	1	(M)(O) Back-up X-BP 1-3 crossfeed system may be inoperative provided: a) Back-up X-BP 1-3 crossfeed system and back-up X-TK 1-3 crossfeed system are secured in normal flight configuration position, b) All booster pumps are operative, and c) Normal X-BP 1-3 crossfeed system is verified operative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
4. Fuel Transfer Systems				
1) X-TK 1-2 Transfer System	B	1	0	(M)(O) May be inoperative provided: a) BP #2 transfer valve is secured in open position, b) BP #1 transfer valve is secured in closed position, c) X-BP 2-3 crossfeed system is operative, d) All booster pumps are operative, e) Back-up X-BP 1-3 crossfeed system is verified operative, f) Back-up X-TK 1-3 transfer system is verified operative, and g) Defuelling transfer valve is secured in closed position.
2) X-TK 2-3 Transfer System	B	1	0	(M)(O) May be inoperative provided: a) BP #2 transfer valve is secured in open position, b) BP #3 transfer valve is secured in closed position, c) X-BP 1-2 crossfeed system is operative, d) All booster pumps are operative, e) Back-up X-BP 1-3 crossfeed system is verified operative, f) Back-up X-TK 1-3 transfer system is verified operative, and g) Defuelling transfer valve is secured in closed position. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
4. Fuel Transfer Systems (Cont'd)				
3) X-TK 1-3 Transfer Systems	C	2	1	(M)(O) Normal X-TK 1-3 transfer system may be inoperative provided: a) Failed BP transfer valve is secured in closed position, b) Back-up X-TK 1-3 transfer system is verified operative and c) Defuelling transfer valve is secured in closed position.
	B	2	1	(M)(O) Back-up X-TK 1-3 transfer system may be inoperative provided: a) Back-up X-BP 1-3 crossfeed system and back-up X-TK 1-3 crossfeed system are secured in normal flight configuration position, b) All booster pumps are operative, and c) Normal X-TK 1-3 transfer system is verified operative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
5. Fuel Gauging Systems	B	3	2	(O) One may be inoperative provided: a) Initial quantity in the associated group tanks can be determined by an acceptable means before each departure, b) Associated fuel flowmeter is operative, c) Associated fuel 1,000 lb level sensor is operative, d) All booster pumps are operative, e) Partial refueling mode is not used, and f) Associated Fuel Remaining (FR) and Fuel Used (FU) indications are operative. NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.
1) LH Wing Outboard Tank Gauges	C	2	1	One may be inoperative provided: a) LH wing middle tank gauges are operative, b) LH wing inboard tank gauges are operative, and c) All booster pumps are operative. NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.
	B	2	0	One or more may be inoperative provided group #1 tanks fuel gauging system is considered inoperative (refer to item 28-5). (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
5. Fuel Gauging Systems (Cont'd)				
2) LH Wing Middle Tank Gauges	C	3	2	One may be inoperative provided: a) LH wing outboard tank gauges are operative, b) LH wing inboard tank gauges are operative, and c) All booster pumps are operative. NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.
	B	3	0	One or more may be inoperative provided group #1 tanks fuel gauging system is considered inoperative (refer to item 28-5).
3) LH Wing Inboard Tank Gauges	C	2	1	One may be inoperative provided: a) LH wing outboard tank gauges are operative, b) LH wing middle tank gauges are operative, and c) All booster pumps are operative. NOTE 1: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system. NOTE 2: This item does not include the high level sensor fitted on the LH wing inboard tank forward gauge. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
5. Fuel Gauging Systems (Cont'd)				
	B	2	0	One or more may be inoperative provided group #1 tanks fuel gauging system is considered inoperative (refer to item 28-5). NOTE: This item does not include the high level sensor fitted on the LH wing inboard tank forward gauge.
4) Front Tank Gauges	C	2	1	One may be inoperative provided: a) Rear tank gauges are operative, and b) All booster pumps are operative. NOTE 1: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system. NOTE 2: This item does not include the high level sensor fitted on the front tank forward gauge.
	B	2	0	One or more may be inoperative provided group #2 tanks fuel gauging system is considered inoperative (refer to item 28-5). NOTE: This item does not include the high level sensor fitted on the front tank forward gauge. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
5. Fuel Gauging Systems (Cont'd)				
5) Rear Tank Gauges	C	3	2	One may be inoperative provided: a) Front tank gauges are operative, and b) All booster pumps are operative. NOTE 1: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system. NOTE 2: This item does not include the fuel 1,000 lb level sensor fitted on the rear tank left gauge.
	B	3	0	One or more may be inoperative provided group #2 tanks fuel gauging system is considered inoperative (refer to item 28-5). NOTE: This item does not include the fuel 1,000 lb level sensor fitted on the rear tank left gauge.
6) RH Wing Outboard Tank Gauges	C	2	1	One may be inoperative provided: a) RH wing middle tank gauges are operative, b) RH wing inboard tank gauges are operative, and c) All booster pumps are operative. NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.
	B	2	0	One or more may be inoperative provided group #3 tanks fuel gauging system is considered inoperative (refer to item 28-5). (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
5. Fuel Gauging Systems (Cont'd)				
7) RH Wing Middle Tank Gauges	C	3	2	One may be inoperative provided: a) RH wing outboard tank gauges are operative, b) RH wing inboard tank gauges are operative, and c) All booster pumps are operative. NOTE: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system.
	B	3	0	One or more may be inoperative provided group #3 tanks fuel gauging system is considered inoperative (refer to item 28-5).
8) RH Wing Inboard Tank Gauges	C	2	1	One may be inoperative provided: a) RH wing outboard tank gauges are operative, b) RH wing middle tank gauges are operative, and c) All booster pumps are operative. NOTE 1: The fuel transfer systems are inhibited, except back-up X-TK 1-3 transfer system. NOTE 2: This item does not include the high level sensor fitted on the RH wing inboard tank forward gauge. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
5. Fuel Gauging Systems (Cont'd)				
	B	2	0	One or more may be inoperative provided group #3 tanks fuel gauging system is considered inoperative (refer to item 28-5). NOTE: This item does not include the high level sensor fitted on the RH wing inboard tank forward gauge.
6. Fuel Flowmeters	B	3	2	One may be inoperative provided: a) Associated engine primary parameters are operative, and b) Associated fuel gauging system is operative.
7. Fuel 1,000 lb Level Sensors	B	3	2	One may be inoperative provided: a) Associated fuel gauging system is operative, and b) Associated fuel flowmeter is operative.
8. Fuel Temperature Probes	C	2	1	
	C	2	0	(O) Both may be inoperative provided fuel temperature monitoring is performed based on TAT indication.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
9. Pressure Refueling System	C	1	0	May be inoperative provided: a) Gravity refueling is performed, and b) X-TK 1-2 and X-TK 2-3 transfer systems are operative. NOTE: This item includes refueling valves jammed closed and inoperative Refueling Control Panel (RCP) functionalities.
1) Full Refueling Mode	C	1	0	May be inoperative provided pressure partial refueling or gravity refueling is performed. NOTE: This item only includes inoperative Refueling Control Panel (RCP) functionalities associated with full refueling mode.
2) Partial Refueling Mode	C	1	0	May be inoperative provided pressure full refueling or gravity refueling is performed. NOTE: This item only includes inoperative Refueling Control Panel (RCP) functionalities associated with partial refueling mode.
3) Vent Valves	C	3	0	(M) Automatic operation of the vent valves may be inoperative provided: a) Vent valves are manually set to open position before starting the pressure refueling sequence, and b) Vent valves are manually set to closed position and secured at the end of the pressure refueling sequence. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
9. Pressure Refueling System (Cont'd)				
	C	3	0	(M) One or more may be inoperative provided: a) Gravity refueling is performed, b) X-TK 1-2 and X-TK 2-3 transfer systems are operative, and c) Vent valves are secured in closed position at the end of the gravity refueling sequence.
4) Pressurization Valves	C	2	0	(M) Automatic operation of the pressurization valves may be inoperative provided: a) Pressurization valves are manually set to open position before starting the pressure refueling sequence, and b) Pressurization valves are manually set to closed position and secured at the end of the pressure refueling sequence.
	C	2	0	(M) One or more may be inoperative provided: a) Gravity refueling is performed, b) X-TK 1-2 and X-TK 2-3 transfer systems are operative, and c) Pressurization valves are secured in closed position at the end of the gravity refueling sequence.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
10. Fuel High Level Detection Systems				
1) LH Wing Fuel High Level Detection System	C	1	0	(M)(O) May be inoperative provided: a) Center Fuel High Level Detection System is verified operative, b) RH Wing Fuel High Level Detection System is verified operative, c) Fuel Gauging Systems are operative, d) Normal X-TK transfers to group 1 are not used, e) Back-up X-TK 1-3 transfer system is verified operative, f) X-BP 1-2 crossfeed system is operative, g) X-BP 2-3 crossfeed system is operative, h) Normal X-BP 1-3 crossfeed system is verified operative, and i) Refueling is only performed using LH wing gravity refueling port. NOTE: This item does not include the LH wing inboard tank forward gauge on which the high level sensor is fitted. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
10. Fuel High Level Detection Systems (Cont'd)				
1) LH Wing Fuel High Level Detection System (Cont'd)	C	1	0	(O) May be inoperative provided: a) Fuel Gauging Systems are operative, b) Normal X-TK transfers to group 1 are not used, c) Back-up X-TK 1-3 transfer system is verified operative, d) X-BP 1-2 crossfeed system is operative, e) X-BP 2-3 crossfeed system is operative, f) Normal X-BP 1-3 crossfeed system is verified operative, and g) Refueling is neither required nor performed. NOTE: This item does not include the LH wing inboard tank forward gauge on which the high level sensor is fitted. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
10. Fuel High Level Detection Systems (Cont'd)				
2) Center Fuel High Level Detection System	C	1	0	(O) May be inoperative provided: a) Fuel Gauging Systems are operative, b) Normal X-TK transfers to group 2 are not used, c) X-BP 1-2 crossfeed system is operative, d) X-BP 2-3 crossfeed system is operative, e) Normal X-BP 1-3 crossfeed system is verified operative, and f) Refueling is neither required nor performed. NOTE: This item does not include the front tank forward gauge on which the high level sensor is fitted. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
10. Fuel High Level Detection Systems (Cont'd)				
3) RH Wing Fuel High Level Detection System	C	1	0	(M)(O) May be inoperative provided: a) Center Fuel High Level Detection System is verified operative, b) LH Wing Fuel High Level Detection System is verified operative, c) Fuel Gauging Systems are operative, d) Normal X-TK transfers to group 3 are not used, e) Back-up X-TK 1-3 transfer system is verified operative, f) X-BP 1-2 crossfeed system is operative, g) X-BP 2-3 crossfeed system is operative, h) Normal X-BP 1-3 crossfeed system is verified operative, and i) Refueling is only performed using RH wing gravity refueling port. NOTE: This item does not include the RH wing inboard tank forward gauge on which the high level sensor is fitted. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
10. Fuel High Level Detection Systems (Cont'd)				
3) RH Wing Fuel High Level Detection System (Cont'd)	C	1	0	(O) May be inoperative provided: a) Fuel Gauging Systems are operative, b) Normal X-TK transfers to group 3 are not used, c) Back-up X-TK 1-3 transfer system is verified operative, d) X-BP 1-2 crossfeed system is operative, e) X-BP 2-3 crossfeed system is operative, f) Normal X-BP 1-3 crossfeed system is verified operative, and g) Refueling is neither required nor performed. NOTE: This item does not include the RH wing inboard tank forward gauge on which the high level sensor is fitted.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
11. Fuel Density Compensation (A/C with M1401)				
1) Left Fuel Density Compensation	C	1	0	(O) May be inoperative provided: a) Center Fuel Density Compensation is operative, b) Fuel Flowmeters are operative, c) Fuel 1,000 lbs Level Sensors are operative, and d) Additional margins on fuel quantity indications are considered.
2) Center Fuel Density Compensation	C	1	0	(O) May be inoperative provided: a) Left Fuel Density Compensation is operative, b) Fuel Flowmeters are operative, c) Fuel 1,000 lbs Level Sensors are operative, and d) Additional margins on fuel quantity indications are considered.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29 HYDRAULIC POWER				
1. Hydraulic Filter Electrical Differential Pressure Indicators (DPI)	C	11	0	(M) One or more may be inoperative provided associated filter is verified free of contaminant.
2. Hydraulic Pressure Transducers	C	3	0	(O) One or more may be inoperative provided associated hydraulic pressure switches are operative.
3. Hydraulic Pressure Switches	C	6	3	(O) One per hydraulic system may be failed in the open position provided: a) Associated hydraulic pumps are verified operative, and b) Hydraulic pressure transducers associated with the affected hydraulic systems are operative.
4. Hydraulic Quantity Transducers	C	3	1	(O) Hydraulic system #A and #C quantity transducers may be inoperative provided: a) Associated visual hydraulic quantity indicators (on hydraulic reservoir) are operative, b) Associated hydraulic reservoir quantity is verified adequate before each flight, and c) Associated hydraulic pressure switches are operative.
5. Visual Hydraulic Quantity Indicators (on hydraulic reservoirs)	C	3	0	One or more may be inoperative provided associated hydraulic quantity transducers are operative.
6. Reservoir Bleed/Relief Valves	C	3	0	(M) One or more may be inoperative provided it is verified to be in the closed position.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
30 ICE AND RAIN PROTECTION					
1. Multi-Function Probe (MFP) Heating Systems					
1) Primary Heating Systems (A/C with M1350)	B	4	3	(M)(O) One may be inoperative provided: a) The inoperative MFP primary heating system and associated ADS are deactivated and secured, b) ADS associated with the non-heatable MFP is considered inoperative (refer to item 34-9), c) PF side is on the side-slip compensated ADS, d) Approach and landing minima are limited to CAT 1 operations, e) Enroute operations do not require its use, and f) Flight is not conducted into known or forecast icing conditions. NOTE: In case of MFP #3 or MFP #4 primary heating system inoperative, air data parameters displayed on SFD are not side-slip compensated.	|
2) Secondary Heating Systems	C	4	3	One may be inoperative.	

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
2. Wing Anti-Icing System				
1) Wing Anti-Icing Control Valve	C	1	0	(M)(O) May be inoperative provided: a) Wing anti-icing control valve is secured in closed position, and b) Flight is not conducted into known or forecast icing conditions.
2) Skin Temperature Sensors	C	2	0	(O) One or more may be inoperative provided: a) Wing anti-icing control valve is set to closed position, b) Wing anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.
3) Pressure Transducers	C	2	0	(O) One or more may be inoperative provided: a) Wing anti-icing control valve is set to closed position, b) Wing anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
3. S-Duct Anti-Icing System				
1) S-Duct Anti-Icing Control Valve	C	1	0	(M)(O) May be inoperative provided: a) S-duct anti-icing control valve is secured in closed position, and b) Flight is not conducted into known or forecast icing conditions.
2) Skin Temperature Sensors	C	2	0	(O) One or more may be inoperative provided: a) S-duct anti-icing control valve is set to closed position, b) S-duct anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.
3) Pressure Transducers	C	2	1	
	C	2	0	(O) Both may be inoperative provided: a) S-duct anti-icing control valve is set to closed position, b) S-duct anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
4. Engine Inlet Anti-Icing Systems				NOTE: Only one engine inlet anti-icing system may be affected by inoperative equipment at any one time.
1) Pressure Regulating Shut-Off Valves (PRSOV)	C	3	2	(M)(O) One may be inoperative provided: a) Engine inlet PRSOV is verified and secured in closed position, b) Associated pressure transducer is operative, and c) Flight is not conducted into known or forecast icing conditions.
2) Pressure Transducers	C	3	2	(O) One may be inoperative provided: a) Associated engine inlet anti-icing PRSOV is set to closed position, b) Associated engine inlet anti-icing system is not used, and c) Flight is not conducted into known or forecast icing conditions.
5. Rain Repellent System	C	1	0	(M) May be inoperative provided dry coat is verified to be efficient.
	C	1	0	May be inoperative provided: a) Operations are not conducted in known or forecast precipitation within the arrival and departure areas, and b) When low visibility conditions are known or forecast, approach or take-off minima do not require its use.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
6. Windshield De-Icing System				
1) LH / RH Power Supply Modules	C	2	1	(O) One may be inoperative provided: a) BACK UP power supply module is verified operative, b) Related WINDSHIELD pushbutton is set to OFF, and c) Related WINDSHIELD BACKUP position is used.
2) BACK UP Power Supply Module	C	1	0	(O) May be inoperative provided LH and RH power supply modules are verified operative.
7. Ice Detection System	D	1	0	(M) May be inoperative provided the failed ice detector is deactivated.
8. *** Brake Heating System (M-OPT0011)	D	1	0	(M) May be inoperative provided brake heating control valve is secured in closed position.
9. TAT Probe Heating Systems	C	2	1	One may be inoperative provided associated TAT probe is considered inoperative (refer to item 31-6).
10. Ram Air Turbine (RAT) Generator Heater				Refer to ATA 24.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31 INDICATING / RECORDING SYSTEMS				
1. Combined Recorders (CVR/DFDR)				
1) Flight Data Recorder (FDR) Systems				
a) For a holder of an air carrier or commercial operator certificate	C	2	-	Any in excess of those required by 14 CFR may be inoperative.
	A	2	0	May be inoperative provided: a) At least one Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to take-off, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31 INDICATING / RECORDING SYSTEMS				
1. Combined Recorders (CVR/DFDR) (Cont'd)				
1) Flight Data Recorder (FDR) Systems (Cont'd)				
b) FDR Recording Parameters required by 14 CFR (FDR #1 or FDR #2) For a holder of an air carrier or commercial operator certificate	A	-	-	Up to three (3) recording parameters (including FDR #2 parameter #5A) may be inoperative provided: a) At least Cockpit Voice Recorder #2 (CVR #2) and RIPS operate normally, and b) Repairs are made within 20 consecutive calendar days.
	A	-	-	Up to three (3) recording parameters (including FDR #2 parameter #5A) may be inoperative provided: a) At least one Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 10 consecutive calendar days.
c) FDR Recording Parameters not required by 14 CFR (FDR #2) For a holder of an air carrier or commercial operator certificate	A	-	-	Except for parameter #5A, may be inoperative provided: a) FDR #1 operates normally, and b) Repairs are made prior to the completion of the next heavy maintenance visit. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
31 INDICATING / RECORDING SYSTEMS					
1. Combined Recorders (CVR/DFDR) (Cont'd)					
1) Flight Data Recorder (FDR) Systems (Cont'd)					
d) For an operator other than a holder of an air carrier or commercial operator certificate	C	2	1	Any in excess of those required by 14 CFR may be inoperative.	| |
	A	2	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	|
2) Cockpit Voice Recorder (CVR) Systems	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	|
	A	2	0	May be inoperative provided: a) FDR #1 operates normally, and b) Repairs are made within three flight days.	
a) For an operator other than a holder of an air carrier or commercial operator certificate	C	2	1	Any in excess of those required by 14 CFR may be inoperative.	|
	A	2	-	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	|
3) Independent Power Source (RIPS)	C	1	0		

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
31 INDICATING / RECORDING SYSTEMS					
2. Enhanced Ground Proximity Warning System (EGPWS)				Refer to ATA 34.	
3. Traffic Alert and Collision Avoidance System (TCAS)				Refer to ATA 34.	
4. Emergency Locator Transmitter (ELT)					
1) Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	|
2) Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
	A	-	0	May be missing provided repairs are made within 90 days.	
	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	|
	D	-	-	Any in excess of those required by 14 CFR may be missing.	|
5. Clock Indications	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	|
6. Total Air Temperature (TAT) Probes	C	2	1	One may be inoperative provided: a) Fuel temperature indication is operative, and b) Flight is not conducted into known or forecast icing conditions.	

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31 INDICATING / RECORDING SYSTEMS				
7. Display Units (DU)				Refer to ATA 34.
8. *** Quick Access Recorder (QAR) (M-OPT0020)	C	1	0	
9. *** CABIN NOT READY Indication (M-OPT0785)	C	1	0	(O) May be inoperative provided: a) Cabin accommodation is verified in safety position before each departure and approach, b) Console table, (M-OPT0649 or equivalent), is placarded “DO NOT USE”, c) Pocket Sliding Door, (M-OPT0488 or equivalent), is considered inoperative (refer to item 25-21.1) for manual door or item 25-21.2) for electrical actuation), and d) Any other optional feature that could trigger a CABIN NOT READY indication is placarded adequately to be set in the takeoff and landing position.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
1. Brake Control Unit (BCU) Channels				DELETED Rev 6
2. Tire Pressure Indicating System (TPIS)	C	1	0	(M) May be inoperative provided inflation pressure of the associated tire(s) is manually verified every seven consecutive calendar days.
3. Brake Temperature Monitoring System (BTMS)	D	1	0	
4. Landing Gear and Steering Control Unit (LGSCU) Channels				
1) Nose Wheel Steering (NWS) System Functions				
a) A/C with M1398	C	2	1	One may be inoperative provided: a) BCU channels are operative, and b) Take-off or landing on icy runways is not authorized.
b) A/C without M1398	C	2	1	(O) One may be inoperative provided: a) “NWS angle check” pre-flight test is successful, b) BCU channels are operative, and c) Take-off or landing on icy runways is not authorized. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
4. Landing Gear and Steering Control Unit (LGSCU) Channels (Cont'd)				
1) Nose Wheel Steering (NWS) System Functions (Cont'd)				
c) A/C with M1401	A	2	1	(M) One may be inoperative for four flights provided: a) "GEAR CH 1A" and "GEAR CH 1B" Circuit Breakers are pulled and collared, b) LGSCU channel #2 is operative, and c) LGSCU channel #1 is considered inoperative (refer to item 32-4.2)).
	A	2	1	(M) One may be inoperative for four flights provided: a) "GEAR CH 2A" and "GEAR CH 2B" Circuit Breakers are pulled and collared, b) LGSCU channel #1 is operative, and c) LGSCU channel #2 is considered inoperative (refer to item 32-4.3)). (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
32 LANDING GEAR					
4. Landing Gear and Steering Control Unit (LGSCU) Channels (Cont'd)					
2) Landing Gear and Steering Control Unit (LGSCU) Channel #1	A	1	0	(M)(O) May be inoperative for four flights provided: a) "GEAR CH 1A" and "GEAR CH 1B" Circuit Breakers are pulled and collared, b) LGSCU channel #2 is operative, c) BCU channels are operative, d) Taxi Light is considered inoperative (refer to item 33-10), e) Take-off or landing on icy runways is not authorized, and f) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed.	
a) Main Landing Gear Down-Lock Proximity Switch - Channel #1	A	2	0	(M) One or more may be inoperative for four flights provided: a) "GEAR CH 1A" and "GEAR CH 1B" Circuit Breakers are pulled and collared, b) LGSCU channel #2 is operative, and c) LGSCU channel #1 is considered inoperative (refer to item 32-4.2)). (Continued)	|

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
32 LANDING GEAR					
4. Landing Gear and Steering Control Unit (LGSCU) Channels (Cont'd)					
3) Landing Gear and Steering Control Unit (LGSCU) Channel #2	A	1	0	(M)(O) May be inoperative for four flights provided: a) "GEAR CH 2A" and "GEAR CH 2B" Circuit Breakers are pulled and collared, b) LGSCU channel #1 is operative, c) BCU channels are operative, d) Take-off or landing on icy runways is not authorized, and e) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed.	
a) Main Landing Gear Down-Lock Proximity Switch - Channel #2	A	2	0	(M) One or more may be inoperative for four flights provided: a) "GEAR CH 2A" and "GEAR CH 2B" Circuit Breakers are pulled and collared, b) LGSCU channel #1 is operative, and c) LGSCU channel #2 is considered inoperative (refer to item 32-4.3)).	|

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
5. Weight-On-Wheel (WOW) System				
1) Nose Landing Gear WOW #1 (A/C with M1031 or SB 7X-065)	A	1	0	(O) May be inoperative for 4 flights provided: a) All other WOW proximity switches are operative, b) If available, Weather Radar is switched ON at T/O as applicable and switched OFF at landing, c) APU is verified not ON before take-off, d) Airbrakes are manually extended at touchdown, e) Landing distance is increased by 12%, and f) Electrical loads on synoptic are closely monitored on ground.
2) Nose Landing Gear WOW #2 (A/C with M1031 or SB 7X-065)	A	1	0	(O) May be inoperative for one flight provided: a) All other WOW proximity switches are operative, b) Ram Air Turbine (RAT) Generator Heater is considered inoperative (refer to item 24-2), c) Airbrakes are manually extended at touchdown, d) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed, and e) Electrical loads on synoptic are closely monitored on ground.
3) Nose Landing Gear WOW #3 (A/C with M1031 or SB 7X-065)				RESERVED

(Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
5. Weight-On-Wheel (WOW) System (Cont'd)				
4) LH Main Landing Gear WOW #1 (A/C with M1031 or SB 7X-065)	A	1	0	(O) May be inoperative for one flight provided: a) All other WOW proximity switches are operative, b) Ram Air Turbine (RAT) Generator Heater is considered inoperative (refer to item 24-2), c) Airbrakes are manually extended at touchdown, d) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed, and e) Electrical loads on synoptic are closely monitored on ground.
5) LH Main Landing Gear WOW #2 (A/C with M1031 or SB 7X-065)	A	1	0	(O) May be inoperative for 4 flights provided: a) All other WOW proximity switches are operative, b) Airbrakes are manually extended at touchdown, c) Landing distance is increased by 12%, d) Electrical loads on synoptic are closely monitored on ground, and e) Baggage compartment temperature is controlled when on ground. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
5. Weight-On-Wheel (WOW) System (Cont'd)				
6) LH Main Landing Gear WOW #3 (A/C with M1031 or SB 7X-065)	A	1	0	(O) May be inoperative for 4 flights provided: a) All other WOW proximity switches are operative, b) If available, Weather Radar is switched ON at T/O as applicable and switched OFF at landing, c) APU is verified not ON before take-off, d) Thrust reverser system is secured in stowed position, e) Take-off on icy runways is not authorized, f) Airbrakes are manually extended at touchdown, g) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed, h) Electrical loads on synoptic are closely monitored on ground, and i) Baggage compartment temperature is controlled when on ground. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
5. Weight-On-Wheel (WOW) System (Cont'd)				
7) RH Main Landing Gear WOW #1 (A/C with M1031 or SB 7X-065)	A	1	0	(M)(O) May be inoperative for 4 flights provided: a) All other WOW proximity switches are operative, b) Thrust reverser system is secured in stowed position, c) Take-off on icy runways is not authorized, d) Airbrakes are manually extended at touchdown, e) Landing distance is increased by 12%, and f) Electrical loads on synoptic are closely monitored on ground.
8) RH Main Landing Gear WOW #2 (A/C with M1031 or SB 7X-065)	A	1	0	(O) May be inoperative for 4 flights provided: a) All other WOW proximity switches are operative, b) Gravity refueling is performed, c) X-TK 1-2 and X-TK 2-3 transfer systems are operative, d) Procedures are established and used to warn personnel on ground that the water drain masts might be hot, e) Airbrakes are manually extended at touchdown, f) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed, and g) Electrical loads on synoptic are closely monitored on ground.
9) RH Main Landing Gear WOW #3 (A/C with M1031 or SB 7X-065)				RESERVED

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
6. Landing Gear Retraction System				
1) Landing Gear Handle	A	1	0	(O) May be jammed in Landing Gear down position for three flights or two consecutive calendar days, whichever occurs first, provided: a) Autothrottle function (AT) is considered inoperative (refer to item 22-6), b) EGPWS is considered inoperative (refer to item 34-14), c) Limitations, Procedures and Performances are applied, d) There is no Engine CAS or Fault message, e) Landing gears are down and locked, f) Main landing gear doors are closed, and g) L/G control lever is placarded in down position by a “DO NOT ACTUATE” red placard. NOTE: May be cumulated with the Nose Wheel Steering System Item. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
32 LANDING GEAR					
6. Landing Gear Retraction System (Cont'd)					
2) Landing Gear Uplock System	A	1	0	(O) May be inoperative for three flights or two consecutive calendar days, whichever occurs first, provided: a) Autothrottle function (AT) is considered inoperative (refer to item 22-6), b) EGPWS is considered inoperative (refer to item 34-14), c) Limitations, Procedures and Performances are applied, d) There is no Engine CAS or Fault message, e) Landing gears are down and locked, f) Main landing gear doors are closed, and g) L/G control lever is placarded in down position by a "DO NOT ACTUATE" red placard. NOTE: May be cumulated with the Nose Wheel Steering System Item.	
7. Park Brake Accumulator Indication	C	1	0	(O) May be inoperative provided park brake accumulator pressure is verified before each departure.	| | |

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
1. Cockpit Lighting	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Not required for an emergency procedure, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Position so that direct rays are shielded from flight crew member's eyes, and d) Lighting configuration and intensity is acceptable to the flight crew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.
2. Cabin Lighting		-	-	Considered as Non-Essential Equipment and Furnishings. Refer to ATA 25.
3. Baggage Compartment Lighting	C	2	1	One may be inoperative.
	C	2	0	Both may be inoperative provided: a) Sufficient natural or alternate lighting is available to perform the required duty on ground, and b) A flashlight is available for flight operations.
	C	2	0	Both may be inoperative provided baggage compartment is empty.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
4. Compartment Lighting	D	-	0	One or more may be inoperative provided sufficient natural lighting is available to perform the required duty.
	D	-	0	One or more may be inoperative provided an alternate lighting is used. NOTE: Compartment lighting includes nose cone light, rear compartment lighting, refueling panel lighting, water filling compartment lighting.
5. Cabin Signs (FASTEN SEAT BELT and NO SMOKING)	C	-	-	(M)(O) No passenger seat, crewmember seat or lavatory may be occupied from which a FASTEN SEAT BELT /NO SMOKING sign is not readily legible.
	C	-	-	(M)(O) FASTEN SEAT BELT /NO SMOKING signs may be inoperative and the affected passenger seat(s), cabin crew seat(s) or lavatories may be occupied provided: a) The Public Address (PA) system is operative and can be clearly heard throughout the cabin during the flight, and b) A procedure is used to notify passengers when the seat belts must be fastened, smoking is prohibited, and passengers should return to cabin from the lavatory.
	C	-	-	May be inoperative provided passengers are not carried.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
6. Wing Ice Detection Lights	C	2	1	One may be inoperative.
	B	2	0	Both may be inoperative for night operations provided a flashlight is used to illuminate ice accretion on another outside surface visible from the flight deck and ground deicing procedures do not require its use.
	D	2	0	Both may be inoperative for daylight operations.
7. Navigation Lights	C	3	0	One or more may be inoperative for daylight operations.
8. Anti-Collision Lights				
1) Red Anti-Collision Lights	C	2	1	One may be inoperative provided all White Strobe Lights are operative.
	C	2	0	Both may be inoperative for daylight operations provided all White Strobe Lights are operative. NOTE: Alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.
2) White Strobe Lights	C	3	2	One may be inoperative provided all red anti-collision lights are operative.
9. Landing Lights	B	2	1	One may be inoperative.
	C	2	0	Both may be inoperative for daylight operations.
1) Pulse Function	C	1	0	

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
10. Taxi Light	C	1	0	May be inoperative provided landing lights are operative.
	C	1	0	May be inoperative for daylight operations.
11. Logo Lights	D	-	0	
12. Ground Utility Lighting (LH and RH pylon lights)	D	-	0	One or more may be inoperative provided sufficient natural lighting is available to perform the required duty.
	D	-	0	One or more may be inoperative provided an alternate lighting is used.
13. Cabin Emergency Lighting				
1) Path Lighting	B	-	-	One light may be inoperative. NOTE: This item does not include strip.
14. Exterior Emergency Lighting Systems	C	2	0	One or more may be inoperative for daylight operations.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
1. Display Units (DU)	B	4	3	Lower display unit may be inoperative provided: a) Inoperative DU is switched OFF, b) AGM #1, AGM #2 and AGM #4 are operative, c) Use of Jeppesen Electronic Terminal Charts is not authorized except for A/C with M1122 and M-OPT0640, and d) Video system is considered inoperative (refer to item 34-23). NOTE: Pilots should review the "loss of second DU" procedure prior to take-off.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
2. Advanced Graphics Modules (AGM)	C	4	3	AGM #1, AGM #2 or AGM #4 may be inoperative provided: a) All Display Units (DU) are operative, b) Associated DU knob on the reversion panel is set to REV, c) Use of Jeppesen Electronic Terminal Charts is not authorized, except for A/C with M1122 and M-OPT0640, and d) Video system is considered inoperative (refer to item 34-23). NOTE: A red crossed DU should not be switched OFF.
	C	4	3	AGM #3 may be inoperative provided: a) Left-hand, right-hand and upper Display Units (DU) are operative (no black DU authorized except lower DU), b) Associated DU knob on the reversion panel is set to REV, c) Use of Jeppesen Electronic Terminal Charts is not authorized, except for A/C with M1122 and M-OPT0640, and d) Video system is considered inoperative (refer to item 34-23). NOTE: A red crossed DU should not be switched OFF.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
3. Modular Avionics Unit (MAU) Channels				
1) MAU #1B (A/C without M-OPT0019)	A	1	0	(O) May be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), b) AGM #3 is considered inoperative (refer to item 34-2), c) EGPWS #1 and RAAS is considered inoperative (refer to item 34-14), d) FMS #3 is considered inoperative (refer to item 34-12), e) HUD is considered inoperative (refer to item 34-16), f) CPDLC / ATN B1 function is considered inoperative (refer to item 23-13) g) The other MAU Channels are operative, h) Three IRS are operative, i) Four ADS are operative, j) AHRS channel #1 is verified operative, k) AHRS channel #2 is verified operative, l) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, m) AFM abnormal procedure IRS2: ADS INPUT FAULT is applied before each take-off, n) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed, and o) Repairs are made within two flight days. NOTE: SVS is not available.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
3. Modular Avionics Unit (MAU) Channels (Cont'd)				
2) MAU #1B (A/C with M-OPT0019)	B	1	0	(O) May be inoperative provided: a) FD #2 is considered inoperative (refer to item 22-2), b) AGM #3 is considered inoperative (refer to item 34-2), c) EGPWS #1 and RAAS is considered inoperative (refer to item 34-14), d) FMS #3 is considered inoperative (refer to item 34-12), e) HUD is considered inoperative (refer to item 34-16), f) CPDLC / ATN B1 function is considered inoperative (refer to item 23-13) g) The other MAU Channels are operative, h) Three IRS are operative, i) Four ADS are operative, j) AHRS channel #1 is verified operative, k) AHRS channel #2 is verified operative, l) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, m) AFM abnormal procedure IRS2: ADS INPUT FAULT is applied before each take-off, and n) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed. NOTE: SVS is not available.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
3. Modular Avionics Unit (MAU) Channels (Cont'd)				
3) MAU #2B	B	1	0	(O) May be inoperative provided: a) FD #1 is considered inoperative (refer to item 22-2), b) Autothrottle function is considered inoperative (refer to item 22-6), c) AGM #2 is considered inoperative (refer to item 34-2), d) EGPWS #2 is considered inoperative (refer to item 34-14), e) HUD is considered inoperative (refer to item 34-16), f) CPDLC / ATN B1 function is considered inoperative (refer to item 23-13) g) The other MAU Channels are operative, h) Three IRS are operative, i) Four ADS are operative, j) AHRS channel #1 is verified operative, k) AHRS channel #2 is verified operative, l) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, m) AFM abnormal procedure IRS1: ADS INPUT FAULT is applied before each take-off, n) Approach and landing minima are limited to CAT 1 operations, and o) AFM abnormal procedure BRAKE: ONE SYSTEM FAIL limitations are observed.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
4. Cursor Control Device (CCD) Channels	B	4	3	One channel may be inoperative provided: a) Only PNF CCD is affected, and b) Associated MKB is operative.
5. Multi-Function Keyboards (MKB)	B	2	1	(O) One may be inoperative provided channels of the associated CCD are operative. NOTE: For CPDLC use, Pilot Non Flying (PNF) MKB must be operative.
6. Secondary Flight Display (SFD)				NOTE: SFD should be checked with engine #1 running.
1) ILS Data	C	1	0	
2) Magnetic Heading	A	1	0	May be inoperative provided: a) Flight is conducted in daylight VMC conditions, and b) Repairs are made within three consecutive calendar days.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
7. Inertial Reference Systems (IRS)	A	3	2	(O) One may be inoperative provided: a) AHRS channel #1 is verified operative, b) AHRS channel #2 is verified operative, c) Four ADS are operative, d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, e) Hold time is respected prior to take-off, and f) Repairs are made within three flights.
8. Attitude and Heading Reference System (AHRS) Channels	B	2	1	(O) AHRS channel #1 may be inoperative provided: a) AHRS channel #2 is verified operative, b) Three IRS are operative, c) Four ADS are operative, and d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.
	B	2	1	(O) AHRS channel #2 may be inoperative provided: a) AHRS channel #1 is verified operative, b) Three IRS are operative, c) Four ADS are operative, and d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
9. Air Data Systems (ADS)	B	4	3	(O) ADS #1 or ADS #2 may be inoperative provided: a) AHRS channel #1 is verified operative, b) AHRS channel #2 is verified operative, c) Appropriate operative ADS and associated IRS are selected, d) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and e) Crosswind at take-off or landing is limited to 15 kt.	|
	B	4	3	(O) ADS #3 may be inoperative provided: a) AHRS channel #2 is verified operative, b) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and c) Crosswind at take-off or landing is limited to 15 kt.	|
	B	4	3	(M)(O) ADS #4 may be inoperative provided: a) AHRS channel #1 is verified operative, b) “ADS 4” Circuit Breaker is pulled and collared, c) No amber "FCS: TEST FAIL" CAS message is displayed after the FCS test, and d) Crosswind at take-off or landing is limited to 15 kt.	|

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
10. Radio-Altimeters (RA) (A/C with M1094)	B	2	1	(M)(O) One may be inoperative provided: a) The affected RA is deactivated and secured, and b) Approach and landing minima are not predicated on its use.	
11. Modular Radio Cabinets (MRC)					
1) VIDL-G Modules				NOTE: VIDL-G modules host VOR/ILS Data Link and GPS functions.	
a) VOR/ILS Data Link Functions	D	2	-	Any in excess of those required by CFR 14 may be inoperative.	|
b) GPS Functions	C	2	-	May be inoperative provided operations do not require its use. NOTE: ADS-B OUT function (A/C with M-OPT0637) is not used when both GPS are inoperative.	
2) COM Modules (VHF)				Refer to ATA 23.	
3) XPDR Modules				Refer to ATA 34 - ATC Transponder	|
4) ADF Modules	B	2	0	One or more may be inoperative provided: a) Alternate approved navigational equipment is operative, and b) The ADF are not required for the planned routes to be flown.	
	D	2	-	Any in excess of those required by CFR 14 may be inoperative.	|
5) DME Modules	D	2	-	Any in excess of those required by CFR 14 may be inoperative.	|

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
12. Flight Management Systems (FMS)	D	3	2	One may be inoperative.
1) Take Off and Landing Data (TOLD)	D	3	0	One or more may be inoperative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
13. Traffic Alert and Collision Avoidance System (TCAS)					
1) TCAS I	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
	C	-	0	(M) May be inoperative provided: a) Not required by CFR 14, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	|
2) TCAS II	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
	C	-	0	(M) May be inoperative provided: a) Not required by CFR 14, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	|
a) *** Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot's side provided: a) TA and RA visual display is operative on the flying pilot's side, and b) TA and RA audio function is operative on the flying pilot's side. (Continued)	

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
13. Traffic Alert and Collision Avoidance System (TCAS) (Cont'd)				
b) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.
	C	-	0	(O) May be inoperative provided: a) All 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.
c) 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.
d) Audio Function	B	1	0	May be inoperative provided Enroute or approach procedures do not require use of TCAS.
e) Airspace Selection Function ***	C	-	0	

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
14. Enhanced Ground Proximity Warning System (EGPWS) 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) 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		
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 CFR 14, and b) Alternate procedures are established and used.	|

(Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
14. Enhanced Ground Proximity Warning System (EGPWS) Class A TAWS Equipment Required (Cont'd)				
e) *** Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2) Terrain System - Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
14. Enhanced Ground Proximity Warning System (EGPWS) Class A TAWS Equipment Required (Cont'd)				
3) Terrain Displays	C	-	1	
	B	-	0	
4) *** Runway Awareness & Advisory System (RAAS) Class B TAWS Equipment Required	C	1	0	
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) 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. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
14. Enhanced Ground Proximity Warning System (EGPWS) Class B TAWS Equipment Required (Cont'd)					
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 CFR 14, 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		
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0		

(Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
14. Enhanced Ground Proximity Warning System (EGPWS) (Cont'd) Class C TAWS Equipment					
*** TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
5) *** With M-OPT0019	D	2	1	One may be inoperative.	
15. Weather Radar	C	1	0	May be inoperative provided it is not required by CFR 14.	|
16. *** Head-Up Display (HUD) (A/C with M-OPT0002)	D	1	0	May be inoperative provided: a) Approach and landing minima are not predicated on its use, and b) The combiner is stowed in the rest position.	
17. Checklist Controllers (CLC)	C	2	0	One or more may be inoperative.	
18. Electronic Checklists (ECL)	D	2	1	One may be inoperative.	
	C	2	0	(O) Both may be inoperative provided alternate procedures are established and used.	

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
34 NAVIGATION					
19. Database Modules				DELETED Rev 7	
20. MAU Fans	A	6	5	One may be inoperative provided repairs are made within two consecutive calendar days.	
21. *** Lightning Sensor System (A/C with M-OPT0005)	D	1	0		
22. *** Jeppesen Electronic Terminal Charts (A/C with M-OPT0022)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	|
23. *** Video System (A/C with M-OPT0050)					
1) A/C without EVS (A/C with M-OPT0017)	D	1	0		
2) A/C with EVS (A/C with M-OPT0017)	D	1	0	May be inoperative provided MDU EVS Video System is considered inoperative (refer to item 34-27).	
24. Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes before 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 verified to be properly tuned and identified.	

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
25. Navigation Databases Loading System	C	1	0	May be inoperative provided navigation databases and Jeppesen electronic terminal charts are considered inoperative (refer to items 34-22 and 34-24).
26. Total Air Temperature (TAT) Probes				Refer to ATA 31.
27. *** EVS System (A/C with M-OPT0017)	D	1	0	(M)(O) May be inoperative provided: a) EVS System is not used, b) EVS System is deactivated and secured, and c) Approaches with EVS operational credit are not planned. NOTE: This item includes associated controls and IRW heating. The entire system must be operative or the entire unit must be considered inoperative.
1) MDU EVS Video System	D	1	0	(O) May be inoperative provided Approaches with EVS operational credit are not planned.
28. Aircraft Configuration Database (ACDB)	D	3	2	(O) One may be corrupted provided: a) Affected FMS is set to Single mode, b) Other FMS are operative, c) Other FMS are set to Synchronous mode, d) Affected FMS is not selected on Pilot Flying's side, and e) SmartPerf Learning function is set to OFF.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
29. ATC Transponder	B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
	D	2	1	Any in excess of those required by 14 CFR may be inoperative.
1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
2) *** Automatic Dependant Surveillance-Broadcast Out (ADS-B OUT) Function (A/C with M-OPT0637)	D	1	0	(O) May be inoperative provided: a) ADS-B OUT function is set to OFF (Radio window), and b) Operations do not require its use.
30. Aircraft Personality Module (APM)	C	4	3	One may be inoperative provided “AVC: APM MISCOMPARE” amber CAS message is not displayed with park brake set after power-up.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35 OXYGEN				
1. Crew Oxygen System				
1) Normal Mode	C	1	0	(O) May be inoperative provided sufficient oxygen quantity for the flight is computed based on 100% oxygen supply.
2. Passenger Oxygen System				
1) Normal Mode	C	1	0	May be inoperative provided the flight is conducted below FL 150.
	C	1	0	(O) May be inoperative provided the flight is conducted in non-pressurized configuration.
	C	1	0	May be inoperative provided the flight is conducted without any passengers on board.
2) Override Mode	C	1	0	May be inoperative provided the flight is conducted without any passengers on board.
3) Drop-Out Boxes	B	-	-	One or more may be inoperative provided: a) Affected seats are blocked and placarded to prevent occupancy, and b) Drop-out boxes are operative for all operative passenger seats and toilet compartments.
4) First Aid Mode	C	1	0	May be inoperative provided required portable oxygen bottles are operative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
35 OXYGEN					
3. Third Crew Member Oxygen System	D	1	0	May be inoperative provided the associated seat is not occupied.	
4. Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by CFR may be inoperative or removed provided location placarding is removed or obscured.	
5. Portable Oxygen Bottles	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	|
6. Oxygen Indications (in ECS synoptic)	C	2	0	(O) Either or both VOL or QTY indications may be inoperative provided oxygen refilling pressure gauge is used for oxygen quantity computation.	

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36 PNEUMATIC				
1. Engine Bleed Air Systems (BAS)	A	3	2	(M)(O) One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF position, b) Associated HP bleed valve, MP bleed valve and precooler cold air valve are verified and secured in closed position, c) If inoperative engine #1 BAS, XBLEED 1-2 pushbutton is set to ON position, d) If inoperative engine #3 BAS, XBLEED 2-3 pushbutton is set to ON position, and e) Flight is not conducted into known or forecast icing conditions.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36 PNEUMATIC				
2. Precooler System	A	3	2	(M) One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF, b) Associated precooler cold air valve is verified and secured in closed position, and c) Associated engine BAS is not used (refer to item 36-1). NOTE: Only one engine BAS may be affected by inoperative equipment at any one time.
1) Cold Air Shut Off Valve (CASOV)	A	3	2	(O) One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF, b) Limitations and Performance are applied, and c) Associated engine BAS is not used (refer to item 36-1). NOTE: Only one engine BAS may be affected by inoperative equipment at any one time.
3. Air Management Modules (AMM)				Refer to ATA 21.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36 PNEUMATIC				
4. Bleed Air Temperature Sensors (5L / 5C / 5R)	A	3	2	One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF position, and b) Associated engine bleed air system is not used (refer to item 36-1). NOTE: Only one engine bleed air system may be affected by inoperative equipment at any one time.
5. Bleed Air Pressure Sensors (4L / 4C / 4R)	A	3	2	One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF position, and b) Associated engine bleed air system is not used (refer to item 36-1). NOTE: Only one engine bleed air system may be affected by inoperative equipment at any one time.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
36 PNEUMATIC				
6. Precooler Outlet Dual Temperature Sensors (PODTS) (192L / 192C / 192R)	A	3	2	One may be inoperative for one flight provided: a) Associated engine BLEED pushbutton is set to OFF position, and b) Associated engine bleed air system is not used (refer to item 36-1). NOTE: Only one engine bleed air system may be affected by inoperative equipment at any one time.
7. APU Bleed Air System				Refer to ATA 49.
8. Bleed Air Leak Detection System (BALDS)				
1) Channel B	C	1	0	(M) May be inoperative provided: a) BALDS system is connected to channel A, and b) Channel A is verified operative.
2) Channel A	D	1	0	
9. Manifold Temperature Sensors (3001HU / 902HN)	C	2	1	One may be inoperative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38 WATER / WASTE				
1. Water System Computer Unit (WSCU)				
1) A/C without Aft Vacuum Toilet	C	1	0	(M)(O) May be inoperative provided: a) Water heaters are disconnected and secured, b) Water system is drained, and c) COMPRESSOR switch is set to OFF. NOTE 1: Water system is not available. NOTE 2: Toilet and water systems are independent.
2) *** A/C with Aft Vacuum Toilet (M-OPT0038)	C	1	0	(M)(O) May be inoperative provided: a) Water heaters are disconnected and secured, b) Water system is drained, c) COMPRESSOR switch is set to OFF, and d) Aft vacuum toilet is considered inoperative (refer to item 25-14). NOTE 1: Water system is not available. NOTE 2: Forward toilet and water systems are independent.
2. Tank Drain Valve	C	1	0	(M) May be inoperative provided the tank drain valve is manually closed.
3. Automatic Drainage System	A	1	0	May be inoperative for one flight provided water tank is not refilled. NOTE: This item addresses automatic drainage system of fuselage-under-floor zone from Frame 9 up to Frame 20.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38 WATER / WASTE				
4. *** Aft Lavatory Shower System (M-OPT0459)				
1) Shower Control Unit (SCU) or Shower High Altitude Valve (SHAV)	D	2	0	(M) One or more may be inoperative provided: a) Shower system is drained, and b) Shower system is deactivated and secured.
2) Shower Low Altitude Valve (SLAV) or Fan	D	2	0	(M) One or more may be inoperative provided: a) Aft lavatory shower system use is not authorized on ground, and b) Shower Low Altitude Valve (SLAV) is closed and secured.
3) Shower Water Pumps				
a) Normal Cold Water Pump	D	1	0	(M) May be inoperative provided Shower Standby Cold Water Pump is activated and operative.
	D	1	0	(M) May be inoperative provided: a) Shower system is drained, and b) Shower system is deactivated and secured.
b) Standby Cold Water Pump	D	1	0	
c) Hot Water Pumps	D	2	0	

(Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38 WATER / WASTE				
4. *** Aft Lavatory Shower System (M-OPT0459) (Cont'd)				
4) Shower Hot/Cold Water Level Indications	D	4	2	One indication hot or cold may be inoperative.
	D	4	0	One or more may be inoperative provided the aft lavatory shower system is not used.
5) Shower Cabinet Light (Spots or LED Strips)	D	6	0	
6) Return to Seat Panel and Loudspeaker in Shower Cabinet	D	2	1	One may be inoperative.
	C	2	0	(O) Both may be inoperative provided alternate procedures are established and used.
7) Shower Electrical Window Shade System	D	1	0	

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
45 CENTRAL MAINTENANCE SYSTEM					
1. Central Maintenance Computer (CMC)	C	1	0	May be inoperative provided procedures do not require its use.	

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46 NEW TECHNOLOGY				
1. *** Electronic Flight Bag System (EFB)				
1) *** EFB Devices used with "Class 2 EFB for EASy Cockpit" (M-OPT0252)	C	2	1	(M)(O) May be inoperative provided: a) Inoperative EFB is secured or removed from the aircraft, b) Remaining operative EFB is verified fully charged, c) Alternate procedures are established and used, d) EASy-based Jeppesen Charts are available, and e) En-Route and Terminal paper charts for the route to be flown are available on-board.
	C	2	0	(M)(O) Both may be inoperative provided: a) EFBs are secured or removed from the aircraft, b) Alternate procedures are established and used, c) EASy-based Jeppesen Charts are available, and d) En-Route and Terminal paper charts for the route to be flown are available on-board. (Continued)

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46 NEW TECHNOLOGY				
1. *** Electronic Flight Bag System (EFB) (Cont'd)				
2) *** EFB Device (other use)	C	-	0	(M)(O) One or more may be inoperative provided: a) Inoperative EFB(s) is/are secured or removed from the aircraft, b) Alternate procedures are established and used, and c) En-Route and Terminal paper charts for the route to be flown are available on-board.
3) *** Power Connection	C	-	0	(O) One or more may be inoperative provided associated EFB device is considered inoperative.
4) *** Mounting Device	C	-	0	(M) May be inoperative provided: a) Associated mounting device is secured or removed from the aircraft, and b) Associated EFB device is considered inoperative.
5) *** Data Connectivity	C	-	0	(O) One or more may be inoperative provided associated EFB device is considered inoperative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
49 AIRBORNE AUXILIARY POWER UNIT					
1. Auxiliary Power Unit (APU)	B	1	0	(O) May be inoperative provided: a) APU shutdown was properly performed without using emergency shutdown procedure, b) APU fuel shut-off valve is verified in closed position, and c) APU is not used.	
	D	1	0	(O) May be inoperative provided: a) APU fuel shut-off valve is verified in closed position, and b) APU COMPUTER Solid State Power Controller (SSPC) is set to LOCK.	
2. APU Bleed Air System	C	1	0	(O) May be inoperative provided: a) BLEED APU pushbutton is set to OFF position, and b) APU Load Control Valve (LCV) is verified in closed position.	|
3. APU Electrical Generation System				Refer to ATA 24.	
4. APU Fire Protection System				Refer to ATA 26.	
5. APU N1 Indicating System				DELETED Rev 3 NOTE: Relief may be taken using Item 49-1.	
6. APU T5 Indicating System				DELETED Rev 3 NOTE: Relief may be taken using Item 49-1.	

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49 AIRBORNE AUXILIARY POWER				
7. APU Oil Tank Gauging System	A	1	0	May be inoperative until next Basic inspection or for up to 100 APU hours after evidence of last Basic inspection, whichever occurs first.
	A	1	0	(M) May be inoperative up to 100 APU hours or until next Basic inspection, whichever occurs first, provided APU oil tank level is visually verified adequate within the first three flights of the period. NOTE: May be inoperative provided APU is considered inoperative (refer to item 49-1).

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52 DOORS				
1. Passenger Door Electrical Lifting System	C	1	0	May be inoperative provided door opening duration is verified to be less than 10 seconds. NOTE: The door is closed with outside help or / and using a rope tied to the unlocking handle.
2. Cabin to Baggage Compartment Door	C	1	0	May be inoperative provided: a) Door is verified to open, close and latch properly, b) A placard is applied in the cabin on the cabin to baggage compartment door to require permission from the crew to open the door, c) The cabin to baggage compartment door is verified in closed and latched position every time it has been used, and d) Flight level is limited to FL 400 or below. NOTE: This item includes associated door position detection system.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52 DOORS				
3. Baggage Compartment Door	C	1	0	May be jammed in closed position provided: a) Latch and lock handles are in flush position, b) DOOR: BAG NOT SECURED White CAS message is not displayed with the parking brake set, and c) Lock visual inspection device is operative, and green.
1) Lock Visual Inspection Device	B	1	0	(O) Some amount of red may be displayed provided: a) The baggage compartment door is verified latched and locked by the absence of the white DOOR: BAG NOT SECURED CAS message with the parking brake set, and b) Latch and lock handles are in flush position.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52 DOORS				
4. Service Compartment Door				
1) Position Detection System	C	1	0	(M) May be inoperative provided the service compartment door is verified latched in closed position before each flight.
5. *** Mid Cabin Partition Door	D	1	0	(M) May be inoperative provided the mid cabin partition door is secured in open position. NOTE: This item includes associated door position detection system.
6. *** Sliding Door	D	1	0	(M) May be inoperative provided the sliding door is secured in open position. NOTE: This item includes associated door position detection system.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73 ENGINE FUEL AND CONTROL				
1. Engine Time Limited Dispatch (TLD)				
1) Full Authority Digital Electronic Control (FADEC) System Faults	A	-	-	(O) Aircraft may be dispatched with FADEC faults provided: a) Repairs are made in accordance with times established by Dassault document DGT106044 or PWC Type Certificate Data Sheet number E33, note 7, 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.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73 ENGINE FUEL AND CONTROL				
2. Full Authority Digital Electronic Control (FADEC) Channels	A	6	5	(M) #1A or #3A may be inoperative provided: a) Associated engine oil chip detector is checked free of metal particles every 25 flight hours, and b) Repairs are made within 125 flight hours.
	A	6	5	(M) #2A may be inoperative provided: a) Associated engine oil chip detector is checked free of metal particles every 25 flight hours, b) Thrust reverser is secured in stowed position, and c) Repairs are made within 125 flight hours.
	A	6	5	#1B or #3B may be inoperative provided repairs are made within 125 flight hours.
	A	6	5	(M) #2B may be inoperative provided: a) Thrust reverser is secured in stowed position, and b) Repairs are made within 125 flight hours.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73 ENGINE FUEL AND CONTROL				
3. Fuel Filter Impending and Actual Bypass Switches	A	3	2	(O) One may be inoperative for 14 flight hours provided: a) No Engine Time Limited Dispatch (TLD) - Short Term Faults is displayed, b) It is verified that there is neither impending nor actual fuel filter bypass, and c) No engine abnormal handling characteristic have been observed.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
74 IGNITION				
1. Igniters	C	6	5	One may be inoperative provided FADEC channels driving the other igniters are operative.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
77 ENGINE INDICATING				
1. Engine Primary Parameters				
1) N1 Indications (in ENG CAS window and ENG synoptic)	C	3	2	One may be inoperative provided: a) N2, ITT and Fuel Flow indications of the associated engine are operative, and b) All FADEC channels are operative.
2) N2 Indications (in ENG CAS window and ENG synoptic)	C	3	2	One may be inoperative provided: a) N1, ITT and Fuel Flow indications of the associated engine are operative, and b) All FADEC channels are operative.
2. Fuel Flowmeters				Refer to ATA 28.
3. Engine Vibration Monitoring Systems	C	3	2	One may be inoperative.
4. Data Collection Units (DCU)	A	3	0	(O) One or more may be inoperative provided: a) Associated Engine Electronic Controller is operative, b) Associated engine indications are verified operative, and c) Repairs are made within 50 flight hours.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
78 EXHAUST					
1. Thrust Reverser System	A	1	0	(M) May be inoperative provided: a) Thrust reverser system is secured in stowed position, b) Take-off on icy runways is not authorized, c) The test of thrust reverser is not performed before take-off, and d) Repairs are made within 100 consecutive calendar days. NOTE 1: This item includes thrust reverser stow and deploy switches. NOTE 2: Thrust reverser inhibit lever switch must be operative.	I

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
79 OIL				
1. Oil Chip Detection Systems	C	3	0	(M) One or more may be inoperative provided associated oil chip detector is verified free of contaminants before each flight.
	A	3	2	One may be inoperative for two flights or fifteen flight hours, whichever occurs first, provided: a) No Engine Time Limited Dispatch (TLD) - Short Term Faults is displayed, b) There is no oil filter impending bypass indication, c) There have been no oil chip detector indications within the previous 50 Engine Flight hours, and d) Associated engine indications (Oil pressure, oil temperature, vibration …) are operative and are closely monitored during the flight.
2. Oil Quantity Gauging Systems	C	3	0	(M) One or more may be inoperative provided associated oil tank level is verified adequate before each departure.
3. Oil Temperature Indications (in ENG-FUEL-TRM window and ENG synoptic)	A	3	2	One may be inoperative provided repairs are made within three consecutive calendar days. NOTE: Dispatch with oil temperature sensor inoperative is not authorized.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
79 OIL				
4. Oil Filter Detection Systems	C	3	0	(M) One or more may be inoperative provided associated oil filter is verified free of contaminants before each flight.
	A	3	2	(O) One may be inoperative for 14 flight hours provided: a) No Engine Time Limited Dispatch (TLD) - Short Term Faults is displayed, b) It is verified that there is neither impending nor actual oil filter bypass, c) Associated oil chip detection system is operative, and d) Associated oil pressure and oil temperature indications are operative and are closely monitored during the flight.

SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
80 STARTING				
1. Air Turbine Starter Valves (ATSV)	C	3	2	(M) One ATSV automatic opening function may be inoperative provided: a) Associated ATSV is manually set to open position during the associated engine starting sequence, and b) ATSV automatic closing function by the FADEC at the end of the associated engine starting sequence is verified operative. NOTE: Associated engine relight in flight is only possible using WINDMILLING RELIGHT procedure.
2. Engine-Start Selector				
1) START Function	C	1	0	(O) May be inoperative provided engines are started in manual mode.