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Master Minimum Equipment List (MMEL)

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Dassault Aviation
DA-900EX (Falcon 900EX)

James Vogt
Chair, Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration
Seattle Aircraft Evaluation Group
1601 Lind Ave. SW
Renton, WA 98057

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

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HIGHLIGHTS OF CHANGE

- “REMARKS AND EXCEPTIONS” in title changed to “REMARKS OR EXCEPTIONS” per PL25 and PL31.
- Computer fault codes are removed from the MMEL and placed in the Fault Guide Dispatch Assistance (FGDA). The FGDA does NOT provide relief; however, it is a reference to assist the operator in locating relief found in the MMEL.
- Multiple changes to align with EASA MMEL changes.
- Policy Letters updated.
- Wording, “One/One or two/…” is replaced by, “One/Both/One or more.”
- Minor changes to several items.

ATA 22 Auto Flight

Item 22-1.1 (AP Function) modified

Item 22-1.2 (YD Function) modified

Item 22-1.5 (Mach Trim Function) modified

Item 22-1.7 (FD Function) modified

Item 22-2 (Autopilot Disengage Switches) modified

Item 22-3 (Go-Around Buttons) modified

Item 22-5 (Flight Guidance Controller) modified

Item 22-6 (Servomotor (Pitch and Roll) modified

Item 22-7 (Roll Servomotor) modified

Item 22-9 (IAC) modified

ATA 23 Communications

Item 23-2 (Communication System) modified (PL95)

Item 23-4 (Flight Deck Headsets Earphones/ Headphones and Boom Microphones) modified (PL58)

Item 23-6 (Selective call Systems (SELCAL)) modified (PL117)

Item 23-7 (Static Dischargers) deleted

Item 23-13 (Cockpit Voice Recorder (CVR)) modified (PL29)

Item 23-14 (Boom Microphones) deleted

Item 23-16 (High Frequency (HF) Communication System) modified (PL106)

ATA 24 Electrical Power

Item 24-1.1 (Battery Blower - A/C with M3211) added

Item 24-1. 2 (Battery Blower - A/C without M3211)modified

Item 24-2 (BAT Caution Light (A/C without M3211) modified

Item 24-3 (Battery Temperature Indicating System (A/C without M3211) modified

Item 24-5.1 (Starter Generators - Generator Function) modified

ATA 25 EQUIPMENT/FURNISHING

Item 25-2.1 (Passenger Seat(s) - Recline Mechanism) modified (PL79)

Item 25-2.2 (Passenger Seat(s) - Underseat Baggage Restraining Bars) modified (PL79)

Item 25-2.5 (Passenger Seat(s) - Headrests) modified

Item 25-2.6 (Passenger Seat(s) - Armrests) modified (PL79)

Item 25-.7 (Passenger Seat(s) – Seat belt Air Bag Restraint System) added (PL79)

Item 25-3 (Forward Observer Seat (Including Associated Equipment)) modified (PL56)

Item 25-17 (Automatic External Defibrillator (AED) and/or Associated Equipment) modified (PL73)

Item 25-18 (Emergency Medical Kit (EMK) and/or Associated Equipment) modified (PL73)

Item 25-19 (First Aid Kit (FAK) and/or Associated Equipment) modified (PL73)

ATA 28 Fuel

Item 28-14. 2 (Pressure Fueling System - Partial Refueling System) added

Item 28-15 (Fueling Caution Light) modified

Item 28-16 (Central Tanks Refueling System) added

Item 28-17 (Rear+ Tank Refueling System) added

ATA 31 INDICATING/RECORDING SYSTEMS

Item 31-1 (Digital Flight Data Recorder (FDR)) modified (PL87)

Item 31-4.1 (Data Acquisition Units (DAU) - Channels) modified

ATA 32 LANDING GEAR

Item 32-2 (Nose Wheel Steering System) deleted (PL114)

ATA 33 LIGHTS

Item 33-15 (Pilot and Copilot Emergency Dome Light Bulb) added

Item 33-16.1 (Interior Emergency Lighting / Floor Emergency Escape Path Light) added

Item 33-16.2 (Interior Emergency Lighting / Bulkhead Exit Sign) added

Item 33-16.3a (Interior Emergency Lighting / Passenger Door/ Exit Sign) added

Item 33-16.3b (Interior Emergency Lighting / Passenger Door / Opening Instruction Sign) added

Item 33-16.3c (Interior Emergency Lighting / Passenger Door / Spotlight) added

Item 33-16.4a (Interior Emergency Lighting / Overwing Emergency Exit / Exit Sign) added

Item 33-16.4b (Interior Emergency Lighting / Overwing Emergency Exit / Opening Instruction Sign) added

Item 33-16.4c (Interior Emergency Lighting / Overwing Emergency Exit / Spotlight) added

ATA 34 NAVIGATION

Item 34-1 (Display Controller Panels (DCP)) modified

Item 34-15 (ATC Transponder and Automatic Altitude Reporting System) modified (PL76)

Item 34-18 (Class A/B/C TAWS Equipment Required) modified (PL54)

Item 34-19 (Traffic Alert and Collision Avoidance System (TCAS)) modified (PL32)

Item 34-29 (Electronic Flight Instrument System (EFIS) Displays) modified

ATA 35 OXYGEN

Item 35-4 (Protective Breathing Equipment (PBE)) added (PL43)

ATA 36 Pneumatic
Item 36-1.1 (BASC - BASC Fault Codes) deleted
Item 36-1.2 (BASC - Anemometry Data Function) added
Item 36-1.3 (BASC - Computer Failure Warning Function) added
Item 36-13 (Pressure Sensor Pv (32HU), Pm (33HU)) modified
Item 36-14 (S-Duct Pressure Transmitter) deleted

ATA 38 WATER/WASTE
Item 38-2 (Lavatory Waste System) added (PL83)

ATA 79 ENGINE OIL
Item 79 (Oil Magnetic Chip Detection System)

Definitions

Insert current Policy Letter 25 DEFINITIONS here.

Preamble

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 OR EXCEPTIONS	
21	AIR CONDITIONING					
1.	Automatic Pressurization Controller	C	1	0	(M)(O) May be inoperative provided: a) UP-DN manual regulator is verified operative, b) Cabin visual and audio warnings are verified operative, c) Triple Cabin indicator is operative, and d) UP-DN manual controller is set to the RH part of the white arc for take-off.	I
2.	UP-DN Manual Controller	C	1	0	(O) May be inoperative provided: a) Automatic pressurization controller system is operative, b) DUMP mode is verified operative before take-off, and c) Manual controller is aligned with the green index mark.	
		C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
3.	Outflow Pressurization Valves				
1)	Electropneumatic Outflow Valve	C	1	0	(O) May be inoperative provided aircraft is operated at or below 14000 MSL.
2)	Pneumatic Outflow Valve	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.
4.	Triple Indicator				
1)	Cabin Altitude Indication	C	1	0	(O) May be inoperative provided: a) Cabin differential pressure indicator is operative, b) Cabin automatic pressurization controller is operative, and c) A chart to convert cabin differential pressure to cabin altitude is provided to the crew.
		C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.

(Continued)

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
4.	Triple Indicator (Cont'd)				
1)	Cabin Differential Pressure Indication	C	1	0	(O) May be inoperative provided: a) Cabin altitude indicator is operative, and b) A chart to convert cabin altitude to cabin differential pressure is provided to the crew.
		C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.
2)	Cabin Vertical Speed Indication	C	1	0	May be inoperative provided cabin differential pressure indicator is operative.
		C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.
5.	"Cabin" Aural Warning	C	1	0	(O) May be inoperative provided: a) CABIN warning light is verified operative, b) Cabin Automatic pressurization controller is operative, and c) Cabin altitude remains at or below 8,000 ft.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
6.	"CABIN" Warning Light and Aural Warning Test System	C	1	0	(M)(O) May be inoperative provided: a) Cabin Automatic pressurization controller is operative, and b) CABIN warning light and aural warning are verified operative.
7.	CABIN Warning Light	C	1	0	(M)(O) May be inoperative provided: a) "Cabin" aural warning is verified operative, and b) Cabin altitude remains at or below 8,000 ft.
		C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
21	AIR CONDITIONING					
8.	PASSENGER and CREW Air Conditioning Systems					
1)	AUTO Mode	C	2	0	(M)(O) One or more may be inoperative provided: a) Associated manual mode is verified operative, and b) OFF position is selected before take-off and ON position is selected at 1,000 ft AGL.	|
2)	Manual Mode (ON/OFF)	C	2	1	(M)(O) One may be inoperative provided: a) Pneumatic valve is verified in the closed position, b) Air supply inter-communication valve is verified open, and c) Aircraft is operated at or below FL 410.	
		C	2	0	(M)(O) One or more may be inoperative in closed position provided flight is conducted in an unpressurized configuration.	|

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
9.	Environmental Control Unit (ECU)	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.
1)	ECU A/I Switch Light (M2522)	C	1	0	(M) May be inoperative provided the turbine emergency anti-icing electric valve is verified and secured in open position.
		C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.
2) ***	Turbine Emergency Anti-Icing Electric Valve (M2522)	C	1	0	(M) May be inoperative provided the turbine emergency anti-icing electric valve is verified and secured in open position.
		C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.
10.	ECU OVHT Warning Light	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
21	AIR CONDITIONING					
11.	PASSENGER and CREW Temperature Control Systems					
1)	AUTO Mode	C	2	0	(O) One or more may be inoperative provided both MANUAL modes are verified operative.		
2)	MANUAL Mode	C	2	1	(M) One may be inoperative provided associated AUTO mode is operative.	
12.	PASSENGER Temperature Remote Control Selector	C	1	0	(O) May be inoperative	
13.	Temperature Control Valve Position Indicatiors	C	2	0	(O) One or more may be inoperative		
14.	Cabin Temperature Indicator	C	1	0		
15.	Gasper Pressure Control Valve	C	1	0		

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
16.	Baggage Compartment Distribution Valve	C	1	0	(M) May be inoperative open provided: a) Crew air conditioning valve is verified operative, and b) Baggage compartment fire warning system is operative.
		C	1	0	(M)(O) May be inoperative provided distribution valve is verified in the closed position.
17.	Baggage Compartment Isolating Valve	C	1	0	(M)(O) May be inoperative in closed position (BAG ISOL light on) provided: a) MESSAGE* caution light is operative, b) No BAG ACCESS message is displayed on the EIED, c) Baggage compartment distribution valve is verified operative, d) Baggage compartment remains empty and is placarded "DO NOT OPEN IN FLIGHT", and e) AFM limitations are applied.
18.	EFIS Blowers	C	5	4	(M) One may be inoperative provided the cold air supply sytem is verified to provided an adequate air flow to the EFIS.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
21	AIR CONDITIONING					
19.	Nose Cone Supply System (Valve and Pneumatic Actuator)	C	1	0	(M) May be inoperative provided the valve is verified in open position.	
		C	1	0	(M) May be inoperative closed provided the NOSE CONE OVHT warning system is verified operative.	
20.	Nose Cone Blower	C	1	0	May be inoperative closed provided the NOSE CONE OVHT warning system is verified operative.	
21.	Pilot Gaspers	C	2	1	One may be inoperative	I
		C	2	0	One or more may be inoperative provided at least one remains in the open position.	I
22.	Flight Deck Air Conditioning Distribution Levers	C	2	0	One or more may be inoperative in the WINDSHIELD position.	I
23.	CREW/PAX Air Conditioning Intercommunication Valve	C	1	0		

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
24.	ECU Turbo Fan	A	1	0	(M)(O) May be inoperative provided: a) Air conditioning remains OFF on the ground, b) Air conditioning remains OFF in flight when TAS is 300 KTS or less, c) Passenger and crew bleed air control valves are verified operative, and d) Repairs are made within three consecutive calendar days.
25.	ECU A/I Switch Light (M2522)				Transferred to item 9
26. ***	High Altitude Take-off and Landing Function (M3261)				
1) ***	HIGH Mode	D	1	0	(O) May be inoperative provided: a) Destination airfield landing elevation and current airfield altitude are below 10,000 ft, and b) CABIN warning light and aural warning are verified operative.
2) ***	Test Function	D	1	0	May be inoperative provided destination airfield landing elevation and current airfield altitude are below 10,000 ft.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
1.	Autopilot System				
1)	AP Function	C	2	1	
		B	2	0	(O) Both may be inoperative provided: a) Enroute or approach procedures do not require its use, and b) Number of flight legs and flight leg durations are acceptable to the flight crew.
2)	YD Function	C	2	0	(M) One or more may be inoperative provided: a) Rudder is verified to be in neutral position before each departure, b) Message "RUDDER NOT CENTERED" is not displayed on EID, and c) AP Function is not used.
3)	CPL Function	C	2	1	Co-pilot selection may be inoperative.
4)	Auto Throttle (AT) Function	C	1	0	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
22	AUTO FLIGHT					
1.	Autopilot System (Cont'd)					
5)	Mach Trim (MT) Function	C	2	0	One or more may be inoperative provided airspeed does not exceed .80 Mach.	I
6)	Auto Pilot Disconnect Warning Label (PFD)	C	1	0	May be inoperative provided warning light and aural warning are operative.	
7)	FD Function	C	2	1		I
		C	2	0	Both may be inoperative provided: a) Approach minimums do not require their use, and b) AP Function is not used.	I I
2.	Autopilot Disengage Switches	C	2	1	One may be inoperative provided autopilot is not utilized at less than initial approach altitude.	
		B	2	0	Both be inoperative provided AP Function is not used below 10,000 feet AGL.	I I
3.	Go-Around Buttons	C	2	1	(O) Copilot's button may be inoperative.	
		C	2	0	One or more may be inoperative provided AP Function and FD Function are not used below 1,500 feet AGL.	I I I

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
22	AUTO FLIGHT					
4.	Autothrottle Disconnect Switches (Throttle)	C	2	1	One may be inoperative provided autothrottle is not used below 1,500 feet AGL.	
		C	2	0	Both be inoperative provided autothrottle is not used below 10,000 feet AGL.		
5.	Flight Guidance Controller						
1)	AP Higher Mode (Except ALT and HEADING modes)	C	8	0	One or more may be inoperative provided relative AP higher mode button is set to OFF.			
2)	ALT mode	C	1	0	(O) May be inoperative provided: a) ALT button is set to OFF, b) Number of flight legs and flight leg durations are acceptable to the flight crew, and c) RVSM operations are not planned.						
6.	Servomotor (Pitch and Roll)	B	2	0	One or more may be inoperative provided AP Function is considered inoperative.			
7.	Roll Servomotor				DELETED REV8	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
22	AUTO FLIGHT					
8.	Autothrottle Servomotors	C	3	0	One or more may be inoperative provided autothrottle is not used.	|
9.	Integrated Avionics Computer (IAC)	A	3	2	(O) No.1 may be inoperative provided repairs are made within three consecutive calendar days.	|

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
23	COMMUNICATIONS					
1.	Radio Tuning Units (RTU)	C	2	1	(O) One may be inoperative provided radio tuning function of the FMS is operative.	
2.	Communication System (VHF, UHF)	D	-	-	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, Batter Direct Bus, or DC Transfer Bus and not required for emergency procedures.	|
1)	VHF Comm Control Panels					
a)	Frequency Transfer Light	C	-	0		
b)	Frequency Transfer Switch	C	-	0		
c)	Frequency Transfer Knob	C	-	2		
d)	Frequency Indication	C	-	2		
3.	Flight Deck Speaker Systems	C	2	0	One or more may be inoperative provided: a) Procedures do not require its use, and b) Headsets are installed and operative.	|

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

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
23	COMMUNICATIONS					
4.	Passenger Address System (PA)					
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) is operative. NOTE: Any station that is operative may be used.	
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that is(are) operative may be used. (Continued)	I

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
5.	Passenger Address System (PA) (Cont'd)				
1)	Passenger Configuration (Cont'd)				
a)	Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
2)	Cargo Configuration	C	1	0	May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
a)	Lavatory Speakers	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
23	COMMUNICATIONS					
6.	Selective Call Systems (SELCAL)	C	-	0	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	May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
7.	Static Dischargers				DELETED REV8	|
8. ***	Automatic Cabin Briefing System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
9. ***	AUX Battery System				Moved to ATA 24.	
10. ***	AFIS System (VHF and Satellite)	C	1	0	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 OR EXCEPTIONS	
23	COMMUNICATIONS					
11. ***	SATCOM	C	-	0	May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
12. ***	ACARS	C	-	0	May be inoperative provided alternate procedures are established and used.	
13.	Cockpit Voice Recorder (CVR)					
1)	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three Flight days.	|
***	Recorder Independent Power Supply (RIPS)	C	-	-		|
2)	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	|
***	Recorder Independent Power Supply (RIPS)	C	-	-		|

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
23	COMMUNICATIONS					
13.	Cockpit Voice Recorder (CVR) (Cont'd)					
3)	For an operator other than a holder of an air carrier or commercial operator certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	|
***	Recorder Independent Power Supply (RIPS)	C	-	-		|
14.	Boom Microphones				DELETED REVISION 8	|
15.	Service Interphone System				Deleted, relief incorporated into item 23-17, revision 4.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
16.	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS procided: a) SATCOM Voice or Data Link (High or Low Gain) operates normally, b) Alternate procedures are established and used, c) SATCOM Voice coverage is available over the intended route of flight, and d) If SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available. If not available, prior coordination with appropriate ATS (FIR) facility is required. NOTE: SATCOM is be to used only as a backup to normal HF communications.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
17.	Crewmember Interphone System(s)	C	2	1	
1)	Passenger Configuration				
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions are operative 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) is(are) operative may be used. (Continued)

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
17.	Crewmember Interphone System(s) (Cont'd)				
1)	Passenger Configuration (Cont'd)				
b)	Flight Deck to Ground Function				
(1)	Large Turbojet Powered Airplanes Operating under Part 121	C	1	0	(O) Servicing interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack is operative.
		B	-	0	(O) May be inoperative provided alternate procedures are established and used.
(2)	All other Aircraft/Operations	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 OR EXCEPTIONS	
24	ELECTRICAL POWER					
1.	Battery Blower					
1)	A/C with M3211	D	1	0		|
2)	A/C without M3211	C	1	0	(M)(O) May be inoperative provided HOT BAT warning system is operative.	|
2.	BAT Caution Light (A/C without M3211)	B	2	1	(M)(O) One may be inoperative provided: a) Associated battery is verified tied to the Bus, b) Voltage and current of each battery is verified normal prior to each take-off, and c) Voltmeter and ammeter of the associated DC generating system are monitored during flight.	|

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
24	ELECTRICAL POWER					
3.	Battery Temperature Indicating System (A/C without M3211)					|
1)	Temperature Indication	C	2	0	(O) One or more may be inoperative provided both lights on the indicator and the HOT BAT warning light are operative.	|
2)	Indicator's Amber and Red Lights	C	2	1	(O) One may be inoperative provided: a) Both battery temperature indicators are operative, b) Remaining indicator light is operative, and c) HOT BAT warning light is operative.	
4.	GEN Caution Lights	B	3	2	(O) One may be inoperative provided: a) Voltmeter and ammeter of the associated DC generating system is operative, b) Engine start is manually discontinued at 45% N2, and c) Generator output current is closely monitored during flight.	
		C	3	2	One may be inoperative provided associated generator (item 5) is considered inoperative.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
24	ELECTRICAL POWER					
5.	Starter Generators					
1)	Generator Function	B	3	2	(M)(O) Number ONE or number THREE may be inoperative in generator mode provided: a) Bus tie system is verified operative, b) AFM load shedding procedures are applied, and c) Head UP Display (HUD) operations are limited to 10,000 feet AGL and above.	
6.	DC Voltmeters	C	2	1	(M) One may be inoperative provided ammeter of the associated DC generating system is operative.	
7.	BUS TIED Light				(M) May be inoperative provided Bus tie circuit and the DC voltmeters are operative.	
8. ***	AUX Battery System (Communications)	D	1	0		
9.	Load Shed Override Function (M3468)	D	1	0	(M) May be inoperative provided: a) Optional Galley Loads are not used, and b) Associated Galley circuit breakers are pulled and collared.	

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

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
25	EQUIPMENT/ FURNISHINGS					
2.	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) 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	-	-	(M) May be inoperative and seat occupied provided seat is secured in the up-right position. (Continued)	I

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
25	EQUIPMENT/ FURNISHINGS					
2.	Passenger Seat(s) (Cont'd)					
2)	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.	I
3)	Swivel Mechanism	C	-	-	May be inoperative and seat occupied provided: a) Associated seat does not block an emergency exit, b) Associated seat does not restrict any passenger from access to main aisle, and c) Associated seat is locked in the take-off position for take-off and landing.	
4) ***	Electrical/ Electronic Systems/Components	C	-	-	(M) May be inoperative and seat occupied provided associated component(s) is(are) deactivated.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
2.	Passenger Seat(s) (Cont'd)				
5)	Headrests	C	-	-	May be inoperative provided associated passenger seat is in take-off position. (Continued)
6)	Armrests	D	-	-	May be inoperative or missing and seat occupied provided: a) Arm rest 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.
7)	Seat Belt Air Bag Restraint Systems				
a)	Seat Belt Air Bags required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded DO NOT OCCUPY.
b)	Seat Belt Air Bags not required by 14 CFR	D	-	-	May be inoperative or disconnected provided seat belt operates normally.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
25	EQUIPMENT/ FURNISHINGS					
3.	Forward Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.	|
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the 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. (Continued)	|

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
25	EQUIPMENT/ FURNISHINGS					
3.	Forward Observer Seat (Including Associated Equipment) (Cont'd)				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.	
1)	For an operator other than a holder of an air carrier or commercial operator certificate	D	-	0	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat.	
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	May be inoperative or missing provided repairs are made within 90 consecutive calendar days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
5.	Flight Phone	D	-	0		

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/ FURNISHINGS				
6.	Lavatory Door Ashtrays				
1)	Airplanes With More Than One Lavatory Door Ashtray Installed	A	-	-	One may be missing provided it is replaced within 10 consecutive calendar days.
2)	Airplanes With Only One Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 consecutive calendar days.
7.	Passenger Convenience/NEF Items				
***	Non - Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.
8.	Security System	D	1	0	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
25	EQUIPMENT/ FURNISHINGS					
9.	Emergency Vision Assurance System (EVAS) (STC # SA00892LA)	C	-	0		
10.	Aircraft Ladders	C	3	0	(M) One or more may be inoperative or removed.		
11.	Exterior Baggage Door	C	1	0	(M) May be inoperative provided Door is verified closed and secured prior to each departure.	
12.	Baggage Compartment Shelves					
1)	Shelf Stowage Straps	D	2	0	One or more may be inoperative or removed provided the shelves remain in the down position.		
2)	Shelf Support Straps	D	4	0	One or more may be inoperative or removed provided the shelves remain in the stowed (up) position and are not used.		
13.	Overwater Equipment (Flotation Devices/ Rafts)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.		
14.	Crewmember Flashlight Holder Assemblies (Including Flashlight)	C	-	-	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
25	EQUIPMENT/ FURNISHINGS					
15.	Cockpit Convenience Items				Refer to item 25-7 Non - Essential Equipment & Furnishings (NEF).	
16.	Keyed Locks	C	-	0	(O) May be inoperative provided the associated door, compartment, or cap is verified secure before each departure.	
17.	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.	|
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	|
18.	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 1 flight.	|
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	|

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
25	EQUIPMENT/ FURNISHINGS					
19.	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	|
20. ***	Galley-to-Cabin Sliding Door ("Pocket" door)	D	1	0	(M) May be inoperative provided the door is secured in open position using an acceptable mean.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
1.	APU Fire Warning System	C	1	0	(M) May be inoperative provided APU is not used.
2.	APU Fire Extinguisher System	C	1	0	(M) May be inoperative provided: a) APU is not used, and b) Fire extinguisher pressure is verified operative.
		C	1	0	May be inoperative provided a) APU is not used, and b) Baggage compartment remains empty

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
3.	Baggage Compartment				
1)	Smoke Detector	C	1	0	May be inoperative provided: a) Only non-combustible materials are carried, and b) Mechanic's servicing compartment fire detector system operates normally.
		C	1	0	May be inoperative provided baggage compartment remains empty.
2)	Fire Extinguisher System	C	1	0	May be inoperative provided: a) Baggage compartment remains empty, and b) Fire extinguisher pressure is verified operative.
		C	1	0	May be inoperative provided: a) Baggage compartment remains empty, and b) APU is not used.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
26	FIRE PROTECTION					
4.	Hand Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) 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.	| |
5. ***	Lavatory Smoke Detector System	C	-	0	(O) May be inoperative provided an alternate procedure is established and used to detect smoke in the Lavatory.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
1.	T/O CONFIG Warning Light	C	1	0	(M) May be inoperative provided aural warning is operative.
2.	AILERON Trim Control System	C	1	0	(M)(O) May be inoperative provided: a) Roll Trim is verified in neutral position, b) Rudder trim system is verified operative, c) TRIM AILERON circuit breaker is pulled and collared, d) Fuel quantity indications are operative, and e) Fuel imbalance between number 1 and number 3 tank system is limited to 500 lbs. or less.
3.	AILERON Trim Position Indicatior	C	1	0	(M)(O) May be inoperative provided: a) Aileron trim control system is verified operative, b) Roll Trim is verified in neutral position, and c) Aileron control surfaces are visually verified in the same position.
4.	AIL ZERO Caution Light	B	1	0	(M)(O) May be inoperative provided it is verified before each departure that left and right ailerons are in same position when aileron trim is set to zero.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
5.	Arthur AIL FEEL Caution Light	C	1	0	(M) May be inoperative provided roll control forces are verified in low speed configuration before each departure.
6.	Aileron Arthur Variable Bellcrank	C	1	0	(M)(O) May be inoperative provided: a) Roll control forces are verified to be in low speed configuration before each departure, b) AIL FEEL circuit breaker is pulled and collared, and c) AFM limitations are observed.
7.	Rudder Trim Control System	A	1	0	(M)(O) May be inoperative provided: a) Rudder trim is verified in neutral position before each departure, b) Aileron trim system is verified operative, c) TRIM RUDDER circuit breaker is pulled and collared, d) Fuel quantity indications are operative, e) Fuel imbalance between number 1 and number 3 tank system is limited to 500 lbs. or less, and f) Repairs are made within two consecutive calendar days.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
8.	Rudder Trim Position Indicatior	C	1	0	(M)(O) May be inoperative provided: a) Rudder trim control system is verified operative, and b) Rudder is verified to be in the neutral position with yaw damper off before each departure.
9.	Horizontal Stabilizer Position Indicatior	C	1	0	(M)(O) May be inoperative provided: a) Stabilizer is verified to between the two take-off reference marks before each departure, b) Stabilizer trim is operative, c) T/O CONFIG warning system is verified operative.
10.	PITCH FEEL Caution Light	B	1	0	(M)(O) May be inoperative provided: a) Arthur bellcrank low speed position is verified before each departure, b) Airspeed does not exceed 220 KIAS/.74 Mach, and c) AFM limitations are observed.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
11.	Elevator Arthur Variable Bellcrank	B	1	0	(M)(O) May be inoperative provided: a) PITCH FEEL circuit breaker is pulled and collared, b) Arthur bellcrank low speed position is verified before each departure, c) Airspeed does not exceed 220 KIAS/.74 Mach, d) AFM limitations are observed.
12.	Horizontal Stabilizer Trim Audio Warning				Deleted, Rev 2.
13.	Emergency Slat Extension (EMERG SLATS)	B	1	0	(O) May be inoperative provided: a) Normal control is verified operative before each departure, b) AFM limitations are observed.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
14.	Slat Configuration Panel				
1)	Red Light	C	1	0	(O) May be inoperative provided airspeed does not exceed 200 KIAS.
2)	Green Light	B	1	0	(O) May be inoperative provided: a) Position of the slats and the control are verified in agreement before each departure, b) T/O CONFIG warning system is verified operative, c) Wing anti-ice lights are operative, and d) Red (in transit) light is operative.
15.	STALL Test	A	2	1	(M) One may be inoperative provided: a) Emergency slats control is verified operative and checked before each departure, b) Slat indications is operative, c) An airspeed greater than 1.3 VS is maintained whenever the slats are retracted, d) Slats are extended with the normal control at speeds below 200 KIAS, and e) Repairs are made within two consecutive calendar days.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
27	FLIGHT CONTROLS					
16.	AUTO SLATS Light	C	1	0	(M)(O) May be inoperative provided: a) Airspeed does not exceed 270 KIAS, b) Slats are extended with normal control at speeds below 200 KIAS, and c) Slat configuration panel is operative.	
17.	STALL Aural Warning				(M) One may be inoperative provided: a) Both the automatic slat extension and the automatic ignition system are operative, and b) Slat configuration panel is operative.	
18.	FLAPS ASYM Caution Light	C	1	0	(M)(O) May be inoperative provided: a) Flap asymmetry protection system is operative, and b) Flap asymmetry is verified before each departure.	
19.	AIRBRAKE Caution Light	C	2	0	(M)(O) One or more may be inoperative provided: a) Airbrakes are verified operative, b) Airbrakes are verified in the retracted position for each departure, c) STALL tests are operative, and d) T/O CONFIG is operative.	I

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
27	FLIGHT CONTROLS					
20.	Rudder Pedal Adjustment	C	2	0	(M)(O) One or more may be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s) requirements, and b) Position of pedal(s) permits full rudder control movement.	I

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
1.	Side Engine Boost Pump	A	2	1	(M)(O) One may be inoperative provided: a) Associated circuit breaker is pulled and collared, b) Crossfeed system is operative, c) Crossfeed system is used during engine start, d) Crossfeed system is used above 1500 ft. AGL, e) Fuel balance is maintained during flight, f) Wing tank pressurization is verified with engines running, g) Operations are limited to 17,000 ft. MSL if JP4 or Jet B fuel is utilized or flight level 290 if Jet A or Jet 1A fuel is used, and h) Repairs are made within three consecutive calendar days.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
2.	Center Engine Boost Pump	C	2	1	(M)(O) One may be inoperative provided: a) Associated circuit breaker is pulled and collared, b) Both side engine boost pumps are operative, c) Fuel tank pressurization is verified with engines running, d) Fuel quantity indicator is operative, and e) Operations are limited to 17,000 ft. MSL if JP4 or Jet B fuel is utilized or flight level 290 if Jet A or Jet 1A fuel is used.
3.	XTK 1-3 Valve	C	1	0	(M) May be inoperative closed provided: a) Both side engine boost pumps are operative, and b) Fuel tank pressurization is verified with engines running.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
28	FUEL					
4.	XBP 1-3 System	C	2	0	(M)(O) One or more may be inoperative closed provided: a) Both side engine boost pumps are operative, and b) 1-2 and 2-3 crossfeed systems are verified operative, c) Fuel tank pressurization is verified with engines running, and d) Fuel quantity indication is operative.	I
5.	XBP 1-2 and 2-3 Valves	C	2	1	(M)(O) One may be inoperative closed provided: a) Both center engine boost pumps are operative, b) Remaining crossfeed system is operative, and c) Fuel tank pressurization is verified with engines running.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
6.	Number 1 and Number 3 Tank Quantity Indicating System (EID)	C	2	1	(M)(O) Indicating system for one group of tanks may be inoperative provided: a) Fuel quantity is determined by other acceptable means, b) Fuel Flow/Fuel Used indicators are operative, c) LVL message on EID is operative, d) LO FUEL warning lights are operative, and e) Partial fueling selector is not used.
7.	Number 2 Fuel Quantity Indication (EID)	B	1	0	(M) May be inoperative provided: a) Initial quantity in Front and Center Tanks is verified less than 5500 lbs. by an acceptable means, b) Number 2 engine Fuel Flow indication is operative, c) LVL message on EID is operative, d) LO FUEL warning lights are operative, e) Rear compartment tank remains empty, f) Refueling is performed by an acceptable alternate procedure, and g) LP crossfeed (XBP 1-2, 2-3) valves are verified operative.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
28	FUEL					
8.	CENTRAL TANK Warning Light	C	1	0	(M) May be inoperative provided: a) XTK electrical valve is secured closed, b) XTK manual valve is secured closed, c) Number 2 fuel quantity is operative, and d) Rear compartment tank remains empty	
9.	XTK Electric Valve	C	1	0	(M) May be inoperative provided: a) Valve is secured in closed position, b) Number 2 fuel quantity is operative, and c) Rear compartment tank remains empty.	
10.	XTR Manual Valve	C	1	0	(M) May be inoperative provided: a) Valve is secured in closed position, b) Number 2 fuel quantity is operative, and c) Rear compartment tank remains empty.	
11.	LVL Messages on EID	C	3	0	(M) One or more may be inoperative provided: a) Fuel quantity indicating system is operative, and b) LO FUEL light is verified operative.	I

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
28	FUEL					
12.	Fuel Temperature Indication	C	1	0	(O) May be inoperative provided: a) Boost pumps, transfer systems and engine crossfeed are operative, and b) Operations are conducted at a TAT no less than 13 degrees C below the freeze point of the fuel being used.	
13.	LO FUEL Warning Lights	B	3	2	(M) One may be inoperative provided: a) Fuel quantity indicating system is operative, and b) LOVL messages on EID are operative.	
14.	Pressure Fueling System	C	1	0	(O) May be inoperative OFF provided cockpit FUELING caution light is operative.	
1)	Vent Valves	C	3	0	(M) One or more may be inoperative provided: a) Affected vent valve(s) is(are) manually opened prior to refueling and manually closed after refueling, b) If STOP FUELING red indicator remains lighted after opening of the vent valves, gravity refueling is used, and c) Cockpit FUELING caution light is operative and extinguishes after closing sequence.	|
2)	Partial Refueling System	B	1	0	NOTE: Full mode refueling is available	|

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
28	FUEL					
15.	FUELING Caution Light	C	1	0	(M) May be inoperative provided it is verified: a) Both fueling panel access doors are closed, b) Fuel tanks are properly pressurized with engines running, c) Defueling valve is closed, and d) DEFUELING switch remains in the OFF position.	|
16.	Central Tanks Refueling System	B	1	0	(O) May be inoperative provided: a) XBP 1-2 valve is operative, b) Center Engine Gauging System is operative, c) Actual fuel quantity is verified adequate for each flight, d) Rear+ Tank is verified empty, e) Total fuel quantities are verified balanced.	|
17.	Rear+ Tank Refueling System	B	1	0	(O) May be inoperative provided: a) XBP 1-2 valve is operative, b) Center Engine Gauging System is operative, c) Actual fuel quantity is verified adequate for each flight, d) Rear+ Tank is verified empty, e) Total fuel quantities are verified balanced.	|

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29	HYDRAULIC POWER				
1.	HYDR PUMP Caution lights	C	3	2	(O) One may be inoperative provided: a) Associated hydraulic system pressure indicator is operative and monitored during flight, and b) Standby hydraulic pump is verified operative before engine start.
2.	#1 System Hydraulic Pressure Indicator	C	1	0	May be inoperative provided HYDR#1 PUMP#1 and HYDR#1 PUMP#3 caution lights are operative.
3.	#2 System Hydraulic Pressure Indicator	C	1	0	(M) May be inoperative provided: a) HYDR#2 PUMP#2 caution light is operative, and b) Standby hydraulic pump is verified operative prior to engine start.
4.	No.1 and No.2 Hydraulic Quantity Indications (EID)	C	2	1	(M) One may be inoperative provided associated reservoir fluid quantity is verified to be adequate before each departure.
5.	ST/BY PUMP Caution light	C	1	0	(M)(O) May be inoperative provided: a) Standby pump selector valve is secured in the No.2 system position, and b) Standby hydraulic pump is verified operative before engine start.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
29	HYDRAULIC POWER					
6.	No. 1 Hydraulic System Accumulator	C	1	0		
7.	Hydraulic Accumulator Pressure Indicators	C	4	0	(M) One or more may be inoperative provided an alternate procedure to verify accumulator pressure is established and used.	I
8.	Hydraulic Filter Clogging Indicators	A	9	8	(M) One may be tripped red provided: a) Associated HYDR PUMP caution light is extinguished, b) Reset of the tripped hydraulic filter clogging indicator is performed, c) Repairs are made within three consecutive calendar days.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
30	ICE AND RAIN PROTECTION					
1.	Wing Anti-Ice System	C	1	0	(M)(O) May be inoperative provided: a) Wing anti-ice valve is verified in the closed position, and b) Airplane is not operated in known or forecast icing conditions.	
2.	Engine Anti-Ice Systems	B	3	2	(M)(O) One may be inoperative provided: a) Engine anti-ice valve is verified in the closed position, and b) Airplane is not operated in known or forecast icing conditions.	
3.	ANTI-ICE caution Light	C	1	0	(O) May be inoperative provided anti-ice overhead panel warning lights are operative and are monitored during flight.	
4.	Windshield DE-FOG System	C	2	0	One or more may be inoperative provided windshield heating systems are operative.	|
5.	Windshield Heating Systems	C	2	1	(O) One may be inoperative provided: a) Remaining side is operative, and b) Airplane is not operated in known or forecast icing conditions.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
30	ICE AND RAIN PROTECTION					
6.	Side and Rear Flight Deck Windows Heating System	C	1	0		
7.	Windshield Wipers	C	2	0	One or more may be inoperative or missing provided airplane is not operated in precipitation within five nautical miles of the airport of take-off or intended landing.	|
		B	2	1	(M) One may be inoperative in non-rest position provided: a) Airplane is not operated in precipitation within five nautical miles of the airport of take-off or intended landing, b) Pilot flying is on the non-affected side, c) Airplane is operated with a maximum speed of 215 kt, and d) Associated breaker is pulled and collared.	
8.	Pitot Probe Heating Systems	B	3	2	(O) One may be inoperative for day VMC provided the airplane is not operated in visible moisture or in known or forecast icing conditions.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
9.	PROBE HEATING Caution Light	B	1	0	(M)(O) May be inoperative provided: a) All heathers are verified operative before each departure, and b) Airplane is not operated in known or forecast icing conditions.
10.	XFR Caution Light (Windshield)	C	1	0	(M) May be inoperative provided the temperature controller, controller transfer system and heating networks are verified operative.
11.	Angle of Attack Sensor Heating Systems	C	2	1	(M)(O) One may be inoperative provided a) Airplane is not operated in known or forecast icing conditions, and b) Sensors asymmetry warning system (AUTOSLATS) light is operative.
12.	TAT Probe Heating System	B	1	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
13. ***	Brake Heating System (M2675)	D	1	0	(M) May be inoperative provided: a) Brake heating valves are secured in closed position, and b) Brake heating system is not used (BRAKE switch on overhead panel is on OFF position).
14. ***	Ice Detection System (M3257)	C	1	0	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/ RECORDING SYSTEMS				
1.	Digital Flight Data Recorder (FDR)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. FDR failure occurs after pushback but prior to takeoff, or 2. FDR repair was attempted but was not successful. c) In those cases where repairs is attempted but not successful, the aircraft may be dispatched on a flight or series of flight until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
1)	FDR Recording Parameters Required by 14 CFR.	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.

(Continued)

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
31	INDICATING/ RECORDING SYSTEMS					
1.	Digital Flight Data Recorder (FDR) (Cont'd)					
2)	FDR Recording Parameters not Required by 14 CFR.	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	I
3)	For an operator other than a holder of an air carrier or commercial operator certificate	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	I I
		A	-	0	May be inoperative provided repairs are made in accordance with 14 CFR 's.	I I
2.	Clocks	C	2	1	One may be inoperative at either the pilot or copilot station.	
3.	SAT/TAT/TAS Indications	C	2	1	One may be inoperative	I
4.	Data Acquisition Units (DAU)					
1)	Channels	A	4	3	(O) One channel may be inoperative provided: a) Engine oil temperature indication is operative, and b) Repairs are made within three consecutive calendar days.	I

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/ RECORDING SYSTEMS				
5. ***	Quick Access Recorder (QAR) (M3352)	C	1	0	May be inoperative provided: a) No Digital Flight Data Recorder (DFDR), or Flight Data Acquisition Unit (FDAU) failure is displayed on the Data Entry Control Panel (DECP), and b) No DFDR fault is reported on the Engine Instrument Display (EID).
			1	0	May be inoperative provided the DFDR (item 31-1) is considered inoperative.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
32	LANDING GEAR					
1.	L/G Handle Flashing Light	C	1	0	(O) May be inoperative provided: a) L/G position indications on PDUs are operative, and b) GEAR aural warning is operative.	
2.	Nose Wheel Steering System				DELETED REV8	|
3.	BRAKE ACCU Caution Light	C	1	0	(M) May be inoperative provided the park brake accumulator pressure is verified adequate once each flight day.	
4.	#2 P. BK Caution Light	C	1	0	(M) May be inoperative provided TAKE-OFF warning system is operative.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
5.	Anti-Skid System (Include Annunciator Lights)				
1)	DRY Runways	C	1	0	(O) May be inoperative provided operations are conducted in accordance with the Performance data of the AFM. (Continued)

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
5.	Anti-Skid System (Include Annunciator Lights) (Cont'd)				
2)	Wet Runways (No standing water present in area of takeoff ground roll, no snow, no icy runway conditions.)	C	1	0	(O) May be inoperative provided: a) Operations are limited to utilization of PFCO or grooved runway, b) Thrust Reversers are operative, c) Acceptable Performance Data from an analysis of the Accelerate Stop Capability on Wet Runway Surfaces is developed and used, d) Cross wind component for both departure and arrival runways is forecast to be 15 knots or less, e) Acceptable Performance Data Report is referenced in the Operator's Minimum Equipment List (MEL) be Report Name, Number, Revision Number, and Acceptance Data. f) Performance Data Report assumes that reverse thrust action is terminated at 60 knots, and g) Wet runway landing conditions are conducted in accordance with available landing performance data in the AFM.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
6.	Landing Gear Retraction System	A	1	0	(M)(O) May be inoperative for three flights or two consecutive calendar days, whichever occurs first, provided: a) No abnormal L/G configuration panel indications displayed during last previous flight before failure occurred, b) L/G configuration panel is operative, c) Landing gears are down and locked, d) Main landing gear doors are closed, e) L/G control lever was not jammed in down position during the flight where the failure occurred, f) L/G control lever is placarded in down position by a “DO NOT ACTUATE” red placard, g) EGPWS (item 34-18) is considered inoperative, and h) AFM limitations are observed. NOTE: May be cumulated with Nose Wheel Steering System Item.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
33	LIGHTS					
1.	Flight Deck and Instrument Panel Lighting Systems	C	-	-	Individual lights may be inoperative or missing provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew member's eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.	
2.	Passenger Cabin Normal Lighting System	C	1	-	Individual lights may be inoperative or missing provided: a) Inoperative lights do not exceed 50 percent of the total installed, b) Cabin emergency lighting system is operative, and c) Cabin lighting is sufficient for crewmembers to perform required duties.	
3.	Rear Compartment and Nose Cone Lights	C	2	0	One or more may be inoperative	I
4.	Baggage Compartment Lights (Interior and Exterior)	C	2	0	One or more may be inoperative	I

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
33	LIGHTS					
5.	Landing Lights	C	2	1	One may be inoperative provided TAXI light is operative.	
		C	2	0	One or more may be inoperative for day operations.	|
6.	Taxi Light	C	1	0	May be inoperative provided both Landing lights are operative.	
		C	1	0	May be inoperative for day operations.	
7.	Navigation Lights					
1)	Without M2718	C	3	0	One or more may be inoperative for day operations.	|
2) ***	With M2718	C	5	3	One or more may be inoperative provided at least one light is operative at each position.	|
		C	5	0	One or more may be inoperative for day operations.	|
8.	Red ANTICOL Light System	B	2	0	One or more may be inoperative provided white ANTICOL light is operative.	|
9.	White ANTICOL Lights	C	3	0	One or more may be inoperative	|

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
33	LIGHTS					
10.	Wing Illumination Lights	C	2	0	(O) One or more may be inoperative provided ground de-icing procedures do not require their use.	I
11.	Exterior Emergency Lighting System	C	1	0	May be inoperative for day operations.	
12.	Passenger Notice System ("No Smoking/Fasten Seat Belt/Return To Cabin" Signs)	C	-	-	(M)(O) No passenger seat, cabin attendant seat or lavatory may be occupied from which a "No smoking/ Fasten Seat Belt/Return to Cabin" sign is not readily legible or that seat or lavatory must be blocked and placarded - "DO NOT OCCUPY".	
		C	-	-	(O) If one or more "No Smoking/Fasten Seat Belt/Return To Cabin" signs are inoperative, the affected passenger seat(s), cabin attendant seat(s), or lavatory may be occupied provided: a) Passenger Address System is operative and can be heard clearly throughout the cabin during flight, and b) An acceptable procedure is used to notify passengers when seat belts must be fastened, smoking is prohibited, and passengers should return to cabin from the lavatory.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
13. ***	Logo Lights	D	-	0	
14. ***	Pulse Light System	D	2	0	One or more may be inoperative.
15.	Pilot and Copilot Emergency Dome Light Bulb	C	-	-	One bulb may be inoperative
16.	Interior Emergency Lighting				
1)	Floor Emergency Escape Path Light	A	-	-	(M) One may be inoperative provided: a) Emergency escape path lights adjacent to passenger door and overwing emergency exit are operative, b) Other interior emergency lights are operative, c) Cabin sliding door(s) is(are) secured in open position before each departure, and d) Repairs are made within three consecutive calendar days.
		C	-	0	One or more may be inoperative without passenger on board.

(Continued)

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
33	LIGHTS					
16.	Interior Emergency Lighting (Cont'd)					
2)	Bulkhead Exit Sign	C	-	-	May be inoperative provided no seat behind the bulkhead is occupied.	|
3)	Passenger Door					
a)	Exit Sign	C	2	0	One or more may be inoperative without passenger on board.	|
b)	Opening Instruction Sign	C	1	0	May be inoperative without passenger on board.	|
c)	Spotlight	C	2	1	One may be inoperative.	|
		C	2	0	One or more may be inoperative without passenger on board.	|
4)	Overwing Emergency Exit					|
a)	Exit Sign	C	2	0	One or more may be inoperative without passenger on board.	|
b)	Handle Light	C	1	0	May be inoperative without passenger on board.	|
c)	Opening Instruction Sign	C	1	0	May be inoperative without passenger on board.	|

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION					
1.	Display Controller Panels (DCP)	A	2	1	Co-pilot position may be inoperative provided: a) Reversion Switch Panels (RSP) are operative, and b) Repairs are made within three flight days.	I
2.	Reversion Switch Panels (RSP)	B	2	1	(O) May be inoperative provided: a) Both Display Controller Panels (DSP) are operative, and b) No reversion is selected.	
3.	Symbol Generators (Electronic Flight Instruments)	C	3	2	(M) One may be inoperative provided symbol generator isolation is verified once each flight day.	
4.	Attitude and Heading System (IRS)	D	-	2	Any in excess of the two required to independently power the Captain's and First Officer's system may be inoperative.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION					
5.	Standby Attitude Indicator	C	-	0	(O) May be inoperative provided: a) It is not required by 14 CFR, and b) Standby horizon battery is operative.	I
		B	-	0	(O) May be inoperative provided: a) Operations are conducted in Day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Standby horizon battery is operative.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
6.	Non-Stabilized Magnetic (Standby) Compass	B	1	0	(O) May be inoperative provided any combination of three gyro or INS (IRS) stabilized compass systems are operative.
		B	1	0	May be inoperative provided: a) Any combination of two gyro stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC during the enroute flight.
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION					
6.	Non-Stabilized Magnetic (Standby) Compass (Cont'd)					
1)	Compass Lighting	B	1	0	May be inoperative provided Non-Stabilized Magnetic (Standby) Compass (item 34-6) is considered inoperative.	
		C	1	0	May be inoperative for day operations.	
7.	IRS. NO AIR Light (LASEREF MSU)	C	-	0	(M) May be inoperative provided: a) Fan filter is checked for cleanliness, and b) Cooling fan is operative.	
8.	VHF Navigation Systems (VOR/ILS)	C	-	-	As required by 14 CFR.	I
9.	Fault Warning Computer	B	3	2	One or more may be inoperative.	I
10.	Altitude Alerter/ Preselector System	A	1	0	(O) Except where enroute operations require their use, may be inoperative provided: a) Autopilot with altitude hold is operative, 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 OR EXCEPTIONS
34	NAVIGATION				
11.	VMO/MMO Aural Warnings	C	2	1	One may be inoperative provided: a) Both Mach/airspeed indicators are operative, and b) AFM VMO/MMO limitations are observed.
12.	Flight Management System (FMS)				
1)	Without Lasertrack Installed	C	-	1	(O) Except where enroute/terminal operations require its use, one may be inoperative.
2) ***	With Lasertrack Installed	C	-	0	(O) Except where enroute/terminal operations require its use, may be inoperative provided IRS is initialized by Lasertrack.
3)	Navigation Databases	C	-	0	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION					
12.	Flight Management System (FMS) (Cont'd)					
4)	Navigation Databases Data Loader	C	1	0	May be inoperative provided the time limits of the Navigation Databases are not exceed.	
		C	1	0	May be inoperative provided the Navigation Databases (item 34-12) are considered out of currency.	
13.	Marker Beacon System	C	-	0	May be inoperative provided approach minimums do not require its use.	
14.	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	|
15.	ATC Transponder and Automatic Altitude Reporting System	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	|
		D	-	1	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 OR EXCEPTIONS	
34	NAVIGATION					
16.	Radio Compass System (ADF)	C	-	-	As required by 14 CFR.	|
17.	Weather Radar System	C	1	-	As required by 14 CFR.	|
18.	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		|
		B	-	0	(Continued)	|

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION					
18.	Class A TAWS Equipment Required (Cont'd)					
1)	GPWS (Cont'd)					
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
e) ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided Alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative.	

(Continued)

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION					
18.	Class A TAWS Equipment Required (Cont'd)					I
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.	I
3)	Terrain Displays	C	-	1		I
		B	-	0		
4) ***	Runway Awareness & Advisory System (RAAS)	C	1	0		I

(Continued)

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION					
18.	Class B 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 & 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.	|
c) ***	Modes 2, 4 & 5	C	3	0		|

(Continued)

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION					
18.	Class B TAWS Equipment Required					
1)	GPWS (Cont'd)					|
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	|
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, 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 OR EXCEPTIONS	
34	NAVIGATION					
18.	Class C TAWS Equipment					|
1) ***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that is operative may be used.	|
19.	Traffic Alert and Collision Avoidance System (TCAS)					|
1)	TCAS System	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 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. (Continued)	|

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION					
19.	Traffic Alert and Collision Avoidance System (TCAS) (Cont'd)					
2) ***	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.	I
3)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	I
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA Only Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION					
19.	Traffic Alert and Collision Avoidance System (TCAS) (Cont'd)					
4)	Traffic Alert 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.	I
5)	Audio Functions	B	1	0	May be inoperative provided Enroute or approach procedures do not require use of TCAS.	I
6) ***	Airspace Selection Function	C	-	0		I
20. ***	Low Range Navigation System (IRS, GPS, Loran, Etc.)	C	-	0	Except where enroute operations require its use, may be inoperative.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
21.	Radio Altimeter	A	-	0	(O) May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approach minimums or operating procedures do not require its use, and c) Repairs are made within three consecutive calendar days.
22. ***	Multi Sensor Navigation Display	C	-	0	
23. ***	Digital Bearing Distance Indicators	C	-	0	
24. ***	Storm Scope/Lighting Sensor	C	-	0	
25. ***	Co-Pilot Standby Instrument System (With STC SA 8277SW-D Installed)	C	1	0	May be inoperative provided approach minimums do not require its use.
26.	Comparator Warning System	C	1	0	May be inoperative provided approach minimums do not require its use.
27. ***	Laser Track	C	-	0	(O) May be inoperative provided the IRS is initialized by the FMS.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION					
28. ***	Head-Up Display System (HUD)	D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any mode which operative may be used.	
29.	Electronic Flight Instrument System (EFIS) Displays	A	5	4	(O) Copilot's ND#2 may be inoperative provided: a) Reversion Switch Panels (RSP) are operative, b) Display Controller Panels (DCP) are operative, c) Symbol Generators (SG) are operative, d) Standby instrument(s) is(are) operative, and e) Repairs are made within three consecutive calendar days. NOTE 1: In cases of a second ND failure in flight, TCAS and EGPWS situation awareness are not available. NOTE 2: In case of a second ND failure or an EID failure in flight, FMS ND flight plan depictions are not available; FMS flight plan legs displayed on FMS CDU's remain functional including FD/AP coupling.	I

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
35	OXYGEN					
1.	Passenger Oxygen System	C	1	0	(M)(O) Automatic presentation system may be inoperative provided: a) Manual deployment is operative, and b) Airplane remains at or below FL 250.	
		C	1	0	(M)(O) One or more passenger service units may be inoperative without flight altitude restrictions provided: a) Associated seats are placarded and blocked to prevent occupancy, and b) Units are operative at all usable lavatory and flight attendant locations.	
		C	1	0	(O) May be inoperative provided the airplane remains at or below 10,000 feet.	
1)	Cargo Only Configuration	D	1	0		
2.	First Aid Oxygen	C	-	-	As required by 14 CFR.	
3.	Portable Oxygen System	D	-	-	Any in excess of those require by 14 CFR may be inoperative.	
4.	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those require by 14 CFR may be inoperative, or removed provided location placarding is removed or obscured.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
36	PNEUMATIC					
1.	BASC (Bleed Air System Computer)	B	1	0	(M)(O) May be inoperative provided: a) HP bleed and anti-ice valves are verified closed, b) #1 and #3 engine anti-ice systems are operative, c) Airplane is not operated in known or forecast icing conditions, and d) Flight is conducted in an unpressurized configuration.	
1)	BASC Fault Codes				DELETED REV8	|
2)	Anemometry Data Function	C	4	2	One or more may be inoperative provided only one ADC side is affected.	| | |
3)	Computer Failure Warning Function	C	2	0	One or more may be inoperative provided BASC fault codes are considered before each departure.	| | |
2.	HP1, HP2 and HP3 Bleed Air Valves	C	3	2	(M)(O) One may be inoperative provided: a) Affected valve is verified in the closed position, b) Associated BLEED AIR - HP switch remains in the OFF position, and c) Airplane is not operated in known or forecast icing conditions.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
3.	ISOLATION Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is verified in the closed position, b) ISOL rotary switch remains in ISOL position, and c) Airplane is not operated in known or forecast icing conditions.
4.	ISOL Rotary Switch	C	1	0	(M)(O) May be inoperative provided: a) Rotary switch remains in ISOL position, b) ISOLATION valve is verified in the closed position, and c) Airplane is not operated in known or forecast icing conditions.
5.	ISOL Caution Light (Overhead Panel)	C	1	0	(M)(O) May be inoperative provided: a) ISOL rotary switch remains in ISOL position, b) ISOLATION valve is verified in the closed position, and c) Airplane is not operated in known or forecast icing conditions.
6.	APU BLEED AIR Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is verified in the closed position, and b) APU is used for electrical power only.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
7.	APU BLEED AIR Switch	C	1	0	(M)(O) May be inoperative provided: a) Switch remains in OFF position, b) APU BLEED AIR valve is verified in the closed position, and c) APU is used for electrical power only.
8.	BLEED APU Caution Light	C	1	0	(M)(O) May be inoperative provided: a) APU BLEED AIR switch remains in OFF position, b) APU BLEED AIR valve is verified in the closed position, and c) APU is used for electrical power only.
9.	Cockpit Air Conditioning Temperature Probe	C	1	0	(M)(O) May be inoperative provided: a) Cockpit conditioning valve is verified in the closed position, b) Air supply interconnect valve is manually open, and c) Airplane remains at or below flight level 410.
10.	Wing Anti-Icing Temperature Probe	C	1	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
11.	S-Duct Anti-Icing Temperature Probe	C	1	0	(M)(O) May be inoperative provided: a) Passenger cabin conditioning valve is verified in the closed position, b) Air supply interconnect valve is manually open, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane remains at or below flight level 410.
12.	Engine #1, #2 and #3 Bleed Overheat Probes	C	3	2	(M)(O) One may be inoperative provided: a) All other temperatures probes are operative, b) Associated HP bleed air valve remains in the OFF position, and c) Airplane is not operated in known or forecast icing conditions.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36	PNEUMATIC				
13.	Pressure Sensor Pv (32HU), Pm (33HU)	B	2	0	(M)(O) One or more may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Airplane is not operated into known or forecast icing conditions, c) EFIS fans are verified operative, and d) HP switches are set to OFF position and Engine Bleed Valves (HP1, HP2 and HP3) are verified and secured in closed position.
14.	S-Duct Pressure Transmitter				DELETED REV8
15. ***	Automatic Bleed Override Controller (ABOC) (M3885)	C	1	0	(O) May be inoperative provided: a) HP valves are set to OFF position (overhead panel) and are not used, b) Flight is not operated into known or forecast icing conditions, and c) Flight is conducted in an unpressurized configuration
		C	1	0	(M)(O) May be inoperative provided: a) ABOC is secured, b) FMS TOLD is not used, and c) AFM limitations are observed.
1)	ABOC Fault Codes (M5436)				Deleted Rev. 7.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38	WATER/WASTE				
1.	Rear Toilet Drain Valve	A	1	0	May be inoperative in closed position provided repairs are made before next toilet drain pan draining operation.
		A	1	0	(M)(O) May be inoperative in open position provided: a) Flight is conducted in a unpressurized configuration, b) Placard is installed on toilet door with "DO NOT USE TOILET" inscription, c) Draining port plug is verified to be in locked position, and d) Repairs are made within three consecutive calendar days.
		A	1	0	(M)(O) May be inoperative provided: a) After manually operating the drain valve in closed position, it is checked there is no water leak at the drain valve, and b) Repairs are made within three consecutive calendar days.
2.	Lavatory Waste System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which is operative may be used.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
46	NEW TECHNOLOGY				
1. ***	Electronic Flight Bag Systems (EFBs)				
1) ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided: alternate procedures are established and used. NOTE: Any function, program or document which is operative may be used
		D	-	0	May be inoperative provided procedures do not require its use.
2) ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
3) ***	Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use. (Continued)

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
46	NEW TECHNOLOGY				
1. ***	Electronic Flight Bag Systems (EFBs) (Cont'd)				
4) ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
1.	Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided procedures do not require its use.
		D	1	0	(M) May be inoperative provided it is secured or removed.
2.	APU Computer		1	0	(M) May be inoperative provided APU (item 49-1) is considered inoperative.
3.	N1 Indication	C	1	0	(M)(O) May be inoperative provided: a) APU computer is operative, and b) T5 indication is operative.
4.	T5 Indication		1	0	(M) May be inoperative provided APU (item 49-1) is considered inoperative.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
5.	APU OIL PRESSURE Caution Light	C	1	0	(M) May be inoperative provided APU computer is operative.
		C	1	0	(M) May be inoperative provided APU oil level is verified once each flight day.
			1	0	(M) May be inoperative provided APU (item 49-1) is considered inoperative.
6.	APU GEN Indicator Light	C	1	0	(O) May be inoperative provided bus Power is verified operative.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
1.	DOORS* Warning Light System	C	1	0	(M)(O) May be inoperative provided before each departure a) Main entry door is verified closed and latched, b) External baggage compartment access door is verified closed and latched, and c) Internal baggage compartment access door is verified closed and latched and placarded “DO NOT OPEN IN FLIGHT”,
2.	SERVICE DOOR* Caution Light	C	1	0	(O) May be inoperative provided before each departure it is visually verified: a) Rear compartment door is closed and latched, and b) Forward toilet service door is closed and latched.
3. ***	Electric Main Entrance Door Motor System (Post Mod 2716)	C	1	0	(M) May be inoperative provided Door is verified to manually open and close freely.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
4.	Baggage Compartment External Door Reducing Gear Motor	C	1	0	(M) May be inoperative provided: a) Baggage compartment external door is closed manually, and b) Baggage compartment external door is verified latched and locked before each flight.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL				
1.	Engine Computers (DEEC)				
1)	Automatic Mode	C	3	2	(M)(O) One may be inoperative provided: a) Test to verify correct operation of the overspeed protection system of the associated engine is performed as indicated in AFM Annex 5, b) Airplane is operated in accordance with AFM Annex 5, c) No other dispatched inoperative item or conditions concerning power plant or performance exists, d) Airplane is not operated in known or forecast icing conditions, and e) Associated DEEC is operated in manual mode.
2.	DEEC Caution Light	C	3	2	(O) One may be inoperative provided the associated DEEC is considered inoperative in the auto mode.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74	IGNITION				
1.	IGN Labels (EID)	C	3	2	(M) One may be inoperative provided ignition system is verified operative.
2.	Automatic Ignition Systems (AOA Activated)	B	2	1	(M)(O) One may be inoperative provided: a) Manual ignition systems are verified operative, b) AIR START function is operative, c) AIR START position is selected for take-off, approach, landing, and rough air penetration, and d) AFM limitations are applied.
3.	Ignitor Plugs	C	6	5	One may be inoperative provided all DEECs are operative in auto mode.
4.	Ignition Selector Switch	C	3	2	(M)(O) One may be inoperative in GRD START position provided: a) Engine is started in AIR START position, b) Switch is returned to the GRD START position at 45% N2, and c) All DEECs are operative in auto mode.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING				
1.	EID Indications				
1)	N1 Indications	C	3	2	(O) One may be inoperative provided: a) N2, ITT and Fuel Flow indications are operative, b) Associated DEEC is operative in AUTO mode, and c) Both DAUs are operative.
2)	ITT Indications	C	3	2	(O) One may be inoperative provided: a) N1, N2 and Fuel Flow indications are operative, b) Associated DEEC is operative in AUTO mode, and c) Both DAUs are operative.
3)	N2 Indications	C	3	2	(O) One may be inoperative provided: a) Both DAUs are operative, b) N1, ITT and Fuel Flow indications are operative, c) Associated DEEC is operative in AUTO mode, and d) During starting, the power lever is moved to idle at the first indication of N1.
4.	Fuel Flow Indications	B	3	2	One may be inoperative provided all other engine indications and the associated fuel quantity indication system are operative.

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
77	ENGINE INDICATING					
5.	Fuel Used Indications	C	3	2	One may be inoperative provided the associated Fuel Flow and Fuel Quantity Indications are operative.	
7.	N1 Vibration Indications	C	3	0	One or more may be inoperative.	I
8.	N2 Vibration Indications	C	3	0	One or more may be inoperative.	I
9.	Oil Pressure Indications	C	3	2	One may be inoperative provided the associated OIL low pressure warning light and oil temperature indication are operative.	

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
78	ENGINE EXHAUST					
1.	Thrust Reverser System	C	1	0	(M) May be inoperative provided: a) No damage to the Thrust Reverser system exists which would adversely affect operation of the airplane, and b) Thrust Reverser is deactivated and locked in the closed (forward thrust) position by use of safety pins.	
2.	THRUST REVERSER Warning Light	C	1	0	May be inoperative provided Thrust Reverser (item 78-1) is considered inoperative.	
3.	DEPLOY Label (on EID)	C	1	0	May be inoperative provided Thrust Reverser system is considered inoperative.	I
4.	TRANS Label (on EID)	C	1	0	May be inoperative provided Thrust Reverser system is considered inoperative.	I

SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				
1.	Oil Quantity Indicating System	C	1	0	May be inoperative provided quantity is verified adequate by an acceptable means once each flight day.
2.	Oil Chip Detection System	A	3	2	(M) One may be triggered or inoperative provided: a) Associated magnetic chip detector is verified free of metal particles before each flight, and b) Repairs are made within three consecutive calendar days.

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SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
80	STARTING				
1.	Automatic Starter Cutout	C	3	2	(O) One may be inoperative provided the starter is disengaged at 45% N2 by an acceptable procedure.