



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

Master Minimum Equipment List (MMEL)

Revision: 7
Date: 12/11/2013

Dassault Aviation **DA-EASy (Falcon 900EX EASy, 900DX, and 900LX)**

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77 – Engine Indicating	1 to 2	4	11/12/2009
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79 – Engine Oil	1	4	11/12/2009
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HIGHLIGHTS OF CHANGE

M5595 (EASy II Load second certification)

Item 22-6 (Servomotor Pitch and Roll) modified
Item 22-7 (Servomotor) deleted
Item 22-8 (Autothrottle Servomotors) modified
Item 23-2 (Communications Systems VHF, UHF) notes 1 and 2 added
Item 23-10 (Satcom) modified and note added
Item 23-16 (Controller Pilot Data link Communication CPDLC) added
Item 34-1 (Display Units DU) modified
Item 34-2 (Multi-functions Keyboard MKB) note added
Item 34-3 (Cursor Control device Channels CCD) modified
Item 34-8.3b (MRC/ATC/ADS-B Squitter Transmissions) modified
Item 34-14.2d (Runway Awareness & Advisory System RAAS) modified
Item 34-19 (GPS) Note added
Item 34-20 (Advanced Graphic Modules AGM) modified
Item 34-21 (Database Modules) note added

Non EASy II changes

Item 22-1.1 (Autopilot System/Autopilot Function) modified
Item 22-1.6 (Autopilot System/Flight Director) modified
Item 22-2 (Autopilot Disconnect Switches) modified
Item 22-9 (Rudder Linear Actuator) modified
Item 24-1 (Battery Fan) modified
Item 24-2 (Starters generators) modified
Item 24-4 (Load Shed Override Function M3468 or M5084) modified
Item 27-11 (Stall Test) deleted
Item 28-11 (Central Tank Fuel XFR Amber CAS Message) modified
Item 31-6 (Overhead Panel Switch Light Bulbs) added
Item 33-16.3 (Interior Emergency Lighting/Pilot and Copilot Emergency Dome Light Bulbs) modified
Item 34-11 (Radio Altimeter) modified
Item 34-30 (Enhanced Flight Vision System EFVS M3802 or M5141) modified
Item 52-3.1 (Baggage Compartment External Door/Reducing Gear Motor) modified
Item 52-3.2 (Baggage Compartment External Door/Proximity Sensors) added

Policy Letter Updates

PL-72
PL-114: item 32-2 deleted
PL-77
PL-76

FEDERAL AVIATION ADMINISTRATION

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Insert current Policy Letter 25 DEFINITIONS here.

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

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SYSTEM & SEQUENCE NUMBERS		1. REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS	
		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH			
21	AIR CONDITIONING						
1.	Cabin Pressure Controller (CPC)	C	1	0	(M) May be inoperative provided: a) UP-DN manual regulator is verified operative, b) Cabin visual and audio warnings is verified operative, c) Pressurization indications are operative and regularly monitored, d) UP-DN manual regulator is set to the middle of white range before setting PRESSU push-button to MAN position, and e) Destination airfield landing elevation and current airfield altitude are below 8,000 ft.		
		C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.		
2.	CPC Fault Codes				Deleted, Revision 1.		
3.	UP-DN Manual Regulator	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.		
4.	Outflow Pressurization Valves						

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21	AIR CONDITIONING					
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.	
5.	Pressurization Indications (on ECS synoptic page)					
1)	ALTITUDE Indication	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
2)	Delta PCAB Indication	C	1	0	(O) May be inoperative provided: a) ALTITUDE indication 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.	
3)	RATE Indication	C	1	0	May be inoperative provided Delta PCAB indication is operative.	

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21	AIR CONDITIONING				
6.	"Cabin" Aural Warning	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration. Deleted, Revision 1.
7.	CABIN and CKPT Air Conditioning Systems				
1)	AUTO Mode	C	2	0	(M)(O) 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.

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21	AIR CONDITIONING				
8.	Environmental Control Unit (ECU)	C	2	0	(M)(O) May be inoperative in closed position provided flight is conducted in an unpressurized configuration.
9.	ECU OVHT (Amber CAS Message)	C	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration.
10.	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 320 KTS or less, c) CABIN and CKPT bleed air control valves are verified operative, and d) Repairs are made within three consecutive calendar days.
11.	PAX and CREW Temperature Control Systems				
1)	AUTO Mode	C	2	0	(O) May be inoperative provided both MANUAL modes are verified operative.

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21	AIR CONDITIONING					
2)	MANUAL Mode	C	2	1		Following failure of one AUTO mode, associated MANUAL mode must be operative.
12.	PAX Temperature Remote Control Selector	C	1	0		
13.	Temperature Control Valve Position Indications (on ECS synoptic page)	C	2	0		(O) May be inoperative provided: a) PAX and CREW manual mode temperature control systems are operative, and b) Dual electric valves are verified operative.
14.	Cabin Temperature Indication (on ECS synoptic page)	C	1	0		
15.	Gasper Pressure Control Valve	C	1	0		
16.	Pilot Gaspers	C	2	1		
		C	2	0		May be inoperative provided at least one remains in the open position.
17.	Flight Deck Air Conditioning Distribution Levers	C	2	0		May be inoperative in the WINDSHIELD position.

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21	AIR CONDITIONING					
18.	Nose Cone Supply System (Valve and Pneumatic Actuator)					Deleted, Revision 1.
19.	Nose Cone Blower	C	1	0	(M)(O) May be inoperative provided: a) HF radio is not used below 10,000 feet, b) Nose cone overheat warning system is operative and NOSE CONE OVHT Warning CAS message is not displayed, c) Nose cone optional pieces of equipment are considered inoperative and associated circuit breakers are pulled and collared, and d) Ground operations time limits do not exceed those specified in Dassault M&O document DGT 88390.	
20.	CREW/PAX Air Conditioning Intercommunication Valve	C	1	0		

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21	AIR CONDITIONING					
21.	Baggage Compartment Isolating Valve	C	1	0	(M)(O) May be inoperative in closed position provided: a) DOOR: BAG ACCESS (amber CAS message) is verified operative, b) Baggage compartment distribution valve is verified operative, c) Baggage compartment remains empty and is placarded "DO NOT OPEN IN FLIGHT" and d) AFM limitations are observed.	
22.	Baggage Compartment Distribution Valve	C	1	0	(M) May be inoperative open provided: a) CKPT air conditioning valve is operative, and b) Baggage compartment fire warning system is operative.	
		C	1	0	(M)(O) May be inoperative provided: a) Distribution valve is verified in the closed position, and b) BAG push-button is set to ISOL position.	

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22	AUTO FLIGHT					
1.	Autopilot System					
1)	Autopilot (AP) Function	C	2	1		
		B	2	0	(O) May be inoperative provided:	
					a) Approaches do not require their use,	
					b) Enroute operations do not require autopilot use, and	
					c) Number of flight legs and flight leg durations are acceptable to the flight crew.	
					NOTE: Any mode which is operative may be used.	
2)	Yaw Damper (YD) Function	C	2	1		
		C	2	0	(M) May be inoperative provided Rudder is verified to be in neutral position before each departure.	
					NOTE: AP can be used without YD.	
3)	CPL Function				Deleted, Revision 1.	
					(Continued)	

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22	AUTO FLIGHT					
1.	Autopilot System (Cont'd)					
4)	Auto Throttle (AT) Function	C	1	0	(M) May be inoperative provided AT SVO circuit breaker is pulled and collared.	
5)	Mach Trim (MT) Function	C	2	0	May be inoperative provided air-speed does not exceed .80 Mach.	
6)	Flight Director (FD) Function	C	2	1	(O) One may be inoperative provided approaches do not require its use	
		B	2	0	(O) Both may be inoperative provided: a) Approaches do not require their use, and b) Autopilot functions (item 22-1.1) are considered inoperative.	
2.	Autopilot Disconnect Switches (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approaches do not require the use of the autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	

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22	AUTO FLIGHT					
3.	Go-Around Pushbuttons (GA) or Takeoff / Go-Around Pushbuttons (TOGA) (A/C with M5340)	C	2	1	Copilot's button may be inoperative.	
		C	2	0	May be inoperative provided autopilot or flight director is not used below 1,500 feet AGL.	
4.	Touch Control Steering Switches (TCS)	C	2	0	May be inoperative provided the associated AP disengage switch is operative.	
5.	Autothrottle Disconnect Switches (Throttle)	C	2	1	One may be inoperative provided autothrottle is not used below 1,500 feet AGL.	
		C	2	0	May be inoperative provided autothrottle is not used below 10,000 feet AGL.	
6.	Servomotor (Pitch and Roll)	B	2	0	May be inoperative provided autopilot (item 22-1.1) is considered inoperative.	
7.	Servomotor				DELETED REV7	
8.	Autothrottle Servomotors	C	3	0	May be inoperative provided autothrottle (item 22-1.4) is considered inoperative.	

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22	AUTO FLIGHT					
9.	Rudder Linear Actuator	C	1	0	May be inoperative provided yaw damper (item 22-1.2) is considered inoperative.	
10.	AIOP Modules					
1)	AIOP 1A and/or AIOP 1B	C	2	0	May be inoperative provided AP1 (item 22-1.1), YD1 (item 22-1.2) and AT (item 22-1.4) functions are considered inoperative.	
2)	AIOP 2A and/or AIOP 2B	C	2	0	May be inoperative provided AP2 (item 22-1.1), YD2 (item 22-1.2) and AT (item 22-1.4) functions are considered inoperative.	
3)	AIOP 1A and/or AIOP 1B AND AIOP 2A and/or AIOP 2B	A	4	0	May be inoperative provided: a) AP (item 22-1.1), YD (item 22-1.2), AT (item 22-1.4) and MT (item 22-1.5) functions are considered inoperative, and b) Repairs are made within three flight day.	

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23	COMMUNICATIONS					
1.	VHF Radio Tuning Means (Communications)					
1)	Pilot Side	C	3	1	NOTE: VHF tuning knob on glareshield must be operative.	
2)	Copilot Side	C	3	1		
2.	Communications Systems (VHF, UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an Emergency Bus or Battery Bus and not required for emergency procedures. Note 1:CPDLC / ATN B1 function (A/C with M-OPT82) is not used if VHF#3 is inoperative. Note 2:CPDLC / FANS-1A VHF#3-based function (A/C with M-OPT137) may be affected.	
3.	Flight Deck Speaker Systems	C	2	0	May be inoperative provided: a) Procedures do not require its use, and b) Headsets are installed and operative.	
4.	Headsets, Microphones	D	-	-	Any in excess of those required for flight deck crewmembers (including official observer in observer's seat) may be inoperative.	

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23	COMMUNICATIONS				
5.	Public Address System				
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operate normally may be used.
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.
	a) Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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23	COMMUNICATIONS					
2)	Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	May be inoperative provided alternate, normal, and emergency proceures, 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.	
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 REVISION 6	

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23	COMMUNICATIONS					
8. ***	Automatic Cabin Briefing System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
9. ***	AFIS System (VHF and Satellite)	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.	
10. ***	SATCOM	C	-	0	(O) May be inoperative provided alternate procedures are established and used. Note: CPDLC / FANS-1A Satcom-based function (A/C with M-OPT137) may be affected.	
		D	-	0	May be inoperative provided procedures do not require its use. Note: CPDLC / FANS-1A Satcom-based function (A/C with M-OPT137) may be affected.	
11. ***	ACARS	C	-	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.	

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23	COMMUNICATIONS					
12.	Cockpit Voice Recorder System (CVR)					
1)	With FDR Installed	A	1	0	May be inoperative provided:	
a)	Independent Power Source	C	1	0	a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three consecutive calendar days.	
2)	Without FDR Installed	A	1	0	May be inoperative provided repairs are made within three consecutive calendar days.	
a)	Independent Power Source	C	1	0		
3)	For operators other than an air carrier or commercial operator	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
a)	Independent Power Source	C	1	0		
13.	Boom Microphones					
1)	Cockpit Voice Recorder Equipped to Record Boom Microphones per 14 CFR 121.359(g), 135.151(d), or 125.227(e).	A	-	0	May be inoperative provided:	
					a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three consecutive calendar days.	

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23	COMMUNICATIONS					
2) ***	Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
14.	Service Interphone System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
15. ***	Audio Panel 3	D	1	0		
16. ***	Controller Pilot Data Link Communication (CPDLC)					
1) ***	ATN B1 Function (A/C with M-OPT82)		1	0	As required by 14 CFR	
2) ***	FANS-1A Function (A/C with M-OPT137)	D	1	0	(O) may be inoperative provided enroute operations do not require its use	

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24	ELECTRICAL POWER					
1.	Battery Fan					
1)	With M5233 or M5168	D	1	0		
2)	Without M5233 or M5168	C	1	0	(M)(O) May be inoperative provided: a) Battery temperature indicating system is verified operative, b) Battery temperatures are monitored on ELEC synoptic page, and c) Affected battery is switched off if battery temperature is above 120 degrees F.	
2.	Starter Generators	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. NOTE: If starter generator number TWO is inoperative, refer to aircraft maintenance manual procedure 24-307 to swap it with starter generator number ONE or number THREE.	

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24	ELECTRICAL POWER					
3.	Voltmeters (on ELEC synoptic page)	C	2	1	(M) One may be inoperative provided: a) Ammeters of the associated DC generation system side is operative, b) Associated generator is operative, and c) Bus tie system is verified operative.	
4. ***	Load Shed Override Function (M3468 or M5084)	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.	

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25						
1.	Pilot's Seat					
1)	Vertical Adjustment	C	2	0	(M)(O) 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.	
2)	Armrests	C	4	0	(M)(O) May be inoperative provided: a) Affected armrest is in the up position or removed, and b) Seat is acceptable to the affected crewmember.	
3)	Recline Adjustment	C	2	0	(M)(O) May be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move full Fore and Aft on its track.	
4)	Headrests	C	2	0	(O) Headrest fairing only may be damaged provided: a) Headrest structure is verified adequate, b) Seat is acceptable to the affected crewmember.	

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25	EQUIPMENT/ FURNISHINGS					
2.	Passenger Seat(s)	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> 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". <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p>	

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25	EQUIPMENT/ FURNISHINGS					
2.	Passenger Seat(s) (Cont'd)					
1)	Recline Mechanism	D	-	-		May be inoperative and seat occupied provided seat is secured in the up-right position.
2)	Underseat Baggage Restraining Bars	D	-	-		(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.
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 deactivated.

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25	EQUIPMENT/ FURNISHINGS					
2.	Passenger Seat(s) (Cont'd)					
5)	Headrests	C	-	-		May be inoperative and seat occupied provided associated passenger seat is in take-off position.
3.	Forward Observer Seat (Including Associated Equipment)	A	1	0		(M)(O) 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 consecutive calendar days. (Continued)

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25						
3.	Forward Observer Seat (Including Associated Equipment) (Cont'd)	A	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> 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 consecutive calendar days. <p>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.</p> <p>NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat.</p>	
	Observer Seat Not Required by 14 CFR (Including associated equipment)	D	-	0	<p>NOTE: The pilot-in-command will determine if the minimum safety equipment is functionally for other persons authorized to occupy any observer seat.</p>	

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25						
4.	Emergency Locator Transmitter (ELT)					
	Survival Type ELTs	D	-	-		Any in excess of those required by 14 CFR may be inoperative or missing.
	Fixed ELTs	A	-	0		(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
		A	-	0		May be missing provided repairs are made within 90 days.
		D	-	-		(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-		Any in excess of those required by 14 CFR may be inoperative or missing.
5.	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.

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25	EQUIPMENT/ FURNISHINGS					
6. ***	Flight Phone	D	-	0		
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.	
8. ***	Security System	D	1	0	NOTE: Exterior lavatory door ash trays are not considered NEF items.	

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		C	-	0		
25						
9. ***	Emergency Vision Assurance System (EVAS) (STC # SA00892LA or M5149)	C	-	0	(O) May be inoperative provided the EVAS ON/OFF power switch(es) are in the OFF position	
		D	-	0	(M) May be inoperative provided the EVAS is (are) removed from the cockpit.	
10.	Aircraft Ladders	C	3	0	(M) May be inoperative or removed.	
11.	Baggage Compartment Shelves					
1)	Shelf Stowage Straps	D	2	0	May be inoperative or removed provided the shelves remain in the down position.	
2)	Shelf Support Straps	D	4	0	May be inoperative or removed provided the shelves remain in the stowed (up) position and are not used.	
12.	Overwater Equipment (Flotation Devices/ Rafts)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
13.	Crewmember Flashlight Holder Assemblies (Including Flashlight)	C	-	-	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.	

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25	EQUIPMENT/ FURNISHINGS					
14.	Cockpit Convenience Items					Refer to item 25-7 Non - Essential Equipment & Furnishings (NEF)
15.	Keyed Locks	C	-	0		(O) May be inoperative provided the associated door, compartment, or cap is verified secure before each departure.
16.	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0		(O) May be incomplete, missing or inoperative provided: <ul style="list-style-type: none"> 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.
17.	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0		(O) May be incomplete, missing or inoperative provided: <ul style="list-style-type: none"> 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.

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				D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.

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25						
18.	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	
19. ***	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.	
20. ***	WIFI Router (M3926)	D	1	0	(M) May be inoperative provided: a) Ethernet Wire Router is not used, and b) Associated circuit breaker is pulled and collared.	

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26	FIRE PROTECTION					
1.	APU Fire Warning System	C	1	0	(M) May be inoperative provided APU is not used.	
2.	APU FIRE DETECT FAIL (Amber CAS Message)	C	1	0	May be inoperative provided APU Fire Warning system (item 26-1) is considered inoperative.	
3.	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.	

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26	FIRE PROTECTION					
4.	Baggage Compartment					
1)	Smoke Detector	C	1	0		May be inoperative provided only non-combustible materials are carried.
		C	1	0		May be inoperative provided baggage compartment remains empty.
2)	Fire Extinguisher System	C	1	0		(M) May be inoperative provided: a) Baggage compartment remains empty, and b) Fixed extinguisher pressure is verified operative.
		C	1	0		May be inoperative provided a) Baggage compartment remains empty, and b) APU is not used.

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26	FIRE PROTECTION					
5.	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.	
6. ***	Lavatory Smoke Detector System	C	-	0	(O) May be inoperative provided an alternate procedure is established and used to detect smoke in the Lavatory.	

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27	FLIGHT CONTROLS					
1.	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 is operative, and e) Fuel imbalance between number 1 and number 3 tank system is limited to 500 lbs. or less.	
2.	AILERON Trim Position Indication (on ENG-TRM-BRK window)	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.	
3.	Aileron Arthur Variable Bellcrank	C	1	0	(M)(O) May be inoperative provided: a) Arthur is secured in the low speed position, b) AFM limitations are observed, and c) CAT II approaches are not authorized.	

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27	FLIGHT CONTROLS					
4.	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 is 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.	
5.	Rudder Trim Position Indication (on ENG-TRM-BRK window)	C	1	0	(M)(O) May be inoperative provided: a) Rudder trim control system is verified operative, b) Rudder is verified in the neutral position before each departure, and c) Yaw Damper is not used.	

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27	FLIGHT CONTROLS					
6.	Horizontal Stabilizer Position Indication "STAB" (on HSI and/or ENG-TRM- BRK windows)	A	1	0	(M)(O) May be inoperative provided: a) Stabilizer is verified between the two take-off reference marks before each departure, b) Stabilizer trim is operative, c) T/O CONFIG warning system is verified operative, d) Touch and go training maneuvers are prohibited, e) Autopilot is not used, and f) Repairs are made within three consecutive calendar days.	
7.	PITCH FEEL (Amber CAS Message)	B	1	0	(M)(O) May be inoperative provided: a) Arthur bellcrank is secured in the low speed position and is verified before each departure, b) T/O CONFIG warning system is verified operative, c) Airspeed does not exceed 260 KIAS/.76 Mach, d) AFM limitations are observed, and e) CAT II operations are not authorized.	

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27	FLIGHT CONTROLS					
8.	Elevator Arthur Variable Bellcrank	B	1	0	(M)(O) May be inoperative provided: a) Arthur bellcrank is secured in the low speed position and is verified before each departure, b) T/O CONFIG warning system is verified operative, c) Airspeed does not exceed 260 KIAS/.76 Mach, d) AFM limitations are observed, and e) Cat II operations are not planned.	
9.	Emergency Slat Extension (EMERG SLATS) System	A	1	0	(O) May be inoperative provided: a) Normal control is verified operative before each departure, b) An airspeed greater than 1.3 VS is maintained when the slats are retracted, c) Slats are extended with normal control at speeds below 200 KIAS, d) Slat indication is operative, and e) Repairs are made within two consecutive calendar days.	
10.	Slat Indication (HSI window on PDUs)				Deleted, Revision 4.	

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		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
27	FLIGHT CONTROLS					
11.	STALL Test					DELETED REVISION 7
12.	STALL Aural Warning					Deleted, Revision 1.
13.	Rudder Pedal Adjustment	C	2	0		(M)(O) May be inoperative provided: <ul style="list-style-type: none"> 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.

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28	FUEL					
1.	BOOST1 and BOOST3 Pump Systems					
1)	Automatic Mode	C	2	0	(O) May be inoperative provided the associated normal mode is verified operative.	
2)	Normal Mode	A	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Associated circuit breaker is pulled and collared, b) Crossfeed system is used during engine start, c) Crossfeed system is used above 1500 ft. AGL, d) Fuel balance is maintained during flight, e) Wing tank pressurization is verified with engines running, f) 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, g) Fuel quantity indications are operative, and h) Repairs are made within three consecutive calendar days. 	

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28	FUEL					
2.	BOOST2 and ST-BY Pump Systems (Cont'd)					
3)	Normal Mode (S/N 601 & above)	C	2	1	(M)(O) One may be inoperative provided: a) Associated circuit breaker is pulled and collared, b) BOOST1 and BOOST3 pump systems are operative, c) Fuel tank pressurization is verified with engines running, d) Fuel quantity indications are operative, e) Fuel quantities are balanced before take-off, and f) 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 System	C	1	0	(M)(O) May be inoperative provided: a) BOOST1 and BOOST3 pump systems are operative, and b) Fuel tank pressurization is verified with engines running.	

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		4. REMARKS AND EXCEPTIONS				
28	FUEL					
4.	Fuel Quantity					
1)	FQ1 and FQ3	B	2	1	(M)(O) One may be inoperative provided: a) Fuel quantity in associated tank is verified by alternate procedure, b) Fuel flow indications are operative, c) Partial fueling selector is not used, and d) FUEL LEVEL .. (white CAS messages) are verified operative. (Continued)	

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		4. REMARKS AND EXCEPTIONS				
28	FUEL					
4.	Fuel Quantity (Cont'd)					
2)	FQ2 (S/N below 601)	B	1	0	(M)(O) 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) FUEL LEVEL .. (white CAS messages) are verified operative, d) Rear compartment tank remains empty, e) Fueling in associated tank is verified by an alternate procedure, and f) LP crossfeed valve(s) (XBP 1-2, 2-3) is(are) verified operative.	
					(Continued)	

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		4. REMARKS AND EXCEPTIONS				
28	FUEL					
4.	Fuel Quantity (Cont'd)					
3)	FQ2 (S/N 601 & above)	B	1	0	(M)(O) 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) FUEL LEVEL .. (white CAS messages) are verified operative.	
					d) Fueling in associated tank is verified by an alternate procedure, and	
					e) LP crossfeed valve(s) (XBP 1-2, 2-3) is(are) verified operative.	
5.	FUEL LEVEL .. (White CAS Messages)	A	3	2	One may be inoperative provided:	
					a) Fuel quantity and fuel flow indications are operative, and	
					b) Repairs are made within three consecutive calendar days.	

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		4. REMARKS AND EXCEPTIONS				
28	FUEL					
6.	Fuel Temperature Indication (TEMP)	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.	
7	XFR Electric Valve System (34EJ) (S/N below 601)	C	1	0	(M) May be inoperative provided: a) Valve is secured in closed position, b) FQ2 indication is operative, and c) Rear compartment tank remains empty.	
8.	XFR Manual Valve (35EJ) (S/N below 601)	C	1	0	(M) May be inoperative provided: a) Valve is secured in closed position, b) FQ2 indication is operative, and c) Rear compartment tank remains empty.	

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		4. REMARKS AND EXCEPTIONS				
28	FUEL					
9.	XBP 1-3 and XBP 3-1 Systems	C	2	0	(M) May be inoperative provided: a) They are secured in closed position, b) BOOST1 and BOOST3 pump systems are operative, c) 1-2 and 2-3 crossfeed systems are verified operative, d) Fuel tank pressurization is verified with engines running, and e) Fuel quantity indications are operative.	
10.	XBP 1-2 and XBP 2-3 Systems					
1)	S/N below 601	C	2	1	(M) One may be inoperative provided: a) They are secured in closed position, b) BOOST2 and ST-BY pump system are operative, c) Remaining crossfeed system is operative, d) Fuel tank pressurization is verified with engines running, and e) Fuel quantity indications are operative.	
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		4. REMARKS AND EXCEPTIONS				
28	FUEL					
10.	XBP 1-2 and XBP 2-3 Systems (Cont'd)					
2)	S/N 601 & above	C	2	1	(M) One may be inoperative provided:	
					a) They are secured in closed position, b) BOOST2 and ST-BY pump systems are operative, c) Remaining crossfeed system is operative, d) Fuel tank pressurization is verified with engines running, e) Fuel quantity indication are operative, and f) Fuel quantities are balanced before take-off	
11.	CENTRAL TANK FUEL XFR (Amber CAS Message) (S/N below 601)	C	1	0	May be inoperative provided the XTK electrical and manual valves are considered inoperative.	

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		4. REMARKS AND EXCEPTIONS				
28	FUEL					
12.	Fuel Quantity Management Computer Channels (FQMC1 and FQMC2)	A	2	1	(M)(O) One channel may be inoperative provided: a) It is verified that the fault only comes from the fuel system, b) Associated circuit breaker is pulled and collared, c) Remaining FQMC channel is operative, d) FMS fuel quantity agrees with fuel quantity indications, and e) Repairs are made within three consecutive calendar days.	
13.	FQMC Fault Codes					
1)	Type C	C	-	-	May be displayed. Note: the FQMC fault code Type C covers the following fault codes after troubleshooting using FGDA document: - 805: Left Wing Inner Tank Probe, - 806: Left Wing Center Tank Probe, - 809: Left Wing Forward Tank Probe (S/N below 601), - 817: Center Tank AR+ Tank Probe (S/N below 601), - 827: Left Wing Inner Tank Probe Amplifier, (Continued)	

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	4. REMARKS AND EXCEPTIONS				

28	FUEL				
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13.	FQMC Fault Codes (Cont'd)				
1)	Type C				<ul style="list-style-type: none"> - 828: Left Wing Center Tank Probe Amplifier, - 831: Left Wing Forward Tank Probe Amplifier (S/N below 601) - 839: Center Tank AR+ Tank Probe Amplifier (S/N below 601), - 853: ARINC 429 GP1 Input, - 857: CH1 Rear transfer Valve Command fail (A/C S/N 601 and above) - 905: Right Wing Inner Tank Probe, - 906: Right Wing Center Tank Probe, - 909: Right Wing Forward Tank Probe (S/N below 601), - 927: Right Wing Inner Tank Probe Amplifier, - 928: Right Wing Center Tank Probe Amplifier, - 931: Right Wing Forward Tank Probe Amplifier (S/N below 601), and - 953: ARINC 429 GP2 Input. - 957: CH2 Rear transfer Valve Command fail (A/C S/N 601 and above)

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		4. REMARKS AND EXCEPTIONS				
28	FUEL					
14.	Refueling Panel					
1)	TOTAL QTY Display	B	1	0	(O) May be inoperative provided cockpit fuel quantity indications are operative and checked during refueling operation.	
2)	TOTAL QTY SELECT Display	B	1	0	(O) May be inoperative provided the partial fueling selector is not used.	
3)	INC/DEC Switch	B	1	0	(O) May be inoperative provided the partial fueling selector is not used.	
4)	LAMP TEST Switch (FULL/FAULT Lights)	B	1	0	(O) May be inoperative provided the HIGH LEVEL TEST and the STOP FUELING red light are operative.	
5)	STOP FUELING Red Light	A	1	0	(M)(O) May be inoperative provided: a) Fuel tanks are verified unpressurized before refueling operation, b) Gravity refueling is used, and c) Repairs are made within three consecutive calendar days.	
						(Continued)

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28	FUEL					
14.	Refueling Panel (Cont'd)					
6)	FULL Lights	B	3	0	(O) May be inoperative provided HIGH LEVEL TEST is operative.	
7)	FAULT Light	B	1	0	(O) May be inoperative provided the HIGH LEVEL TEST and the STOP FUELING red light are operative.	
8)	HIGH LEVEL TEST Pushbutton	A	1	0	(M)(O) May be inoperative provided: a) Fuel tanks are verified unpressurized before refueling operation, b) Gravity refueling is used, and c) Repairs are made within three consecutive calendar days.	

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		4. REMARKS AND EXCEPTIONS				
28	FUEL					
15.	Pressure Fueling System	C	1	0	(O) May be inoperative provided FUELING (amber CAS message) is operative and is not displayed.	
1)	Vent Valves (S/N below 601)	C	3	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Affected vent valve(s) is(are) manually opened prior to refueling and manually closed after refueling, b) If STOP FUELING red light remains lighted after opening of the vent valves, presence of airflow at each air outlet is verified during pressure refueling, and c) FUELING (amber CAS message) is operative and is not displayed after closing sequence. 	
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28	FUEL					
15.	Pressure Fueling System (Cont'd)					
2)	Vent Valves (S/N 601 and above)	C	2	0	(M) 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 light remains lighted after opening of the vent valves, presence of airflow at each air outlet is verified during pressure refueling, and	
					c) FUELING (amber CAS message) is operative and is not displayed after closing sequence.	

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		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
29	HYDRAULIC POWER					
1.	Hydraulic Pressure Indications (on HYD synoptic page)					
1)	System No1	C	1	0	May be inoperative provided: a) Associated hydraulic tank quantity indication is operative, and b) HYDR 1 FAIL and HYDR 3 FAIL (white CAS messages) are not displayed.	
2)	System No2	C	1	0	(M) May be inoperative provided: a) Associated hydraulic tank quantity indication is operative, b) HYDR 2 FAIL (white CAS message) is not displayed, and c) Standby pump is verified operative once each flight day.	
2.	HYD1 and HYD2 Tank Quantity Indication (QTY) (on HYD synoptic page)	C	2	1	(M) One may be inoperative provided associated reservoir fluid quantity is verified adequate before each departure.	
3.	No. 1 Hydraulic System Accumulator	C	1	0		

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				4. REMARKS AND EXCEPTIONS		
29	HYDRAULIC POWER					
4.	Hydraulic Accumulator Pressure Indicators	C	4	0	(M) May be inoperative provided an alternate procedure to verify accumulator pressure is established and used.	
5.	Hydraulic Pressure Switches					
1)	System #1	C	2	0	May be inoperative provided: a) Associated hydraulic pressure and hydraulic tank quantity indications are operative, and b) Associated hydraulic indications on HYD synoptic page are regularly monitored.	
2)	System #2	C	1	0	(M) May be inoperative provided: a) Associated hydraulic pressure and hydraulic tank quantity are operative, b) Associated hydraulic indications on HYD synoptic page are regularly monitored and, c) Standby pump is verified operative once each flight day.	

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		4. REMARKS AND EXCEPTIONS				
		29	HYDRAULIC POWER			
6.	Hydraulic Filter Clogging Indicators	A	9	8	(M) One may be tripped red provided: <ul style="list-style-type: none"> a) Associated HYD .. FAIL white CAS message(s) is(are) not displayed, b) Reset of the tripped hydraulic filter clogging indicator is performed, and c) Repairs are made within three consecutive calendar days. 	

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		4. REMARKS AND 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.	A/I WING LO PRESS (Amber CAS Message)	B	1	0	(M)(O) May be inoperative provided: a) Wing anti-ice valve is secured in the closed position, and b) Airplane is not operated in known or forecast icing conditions.	
4.	A/I ENG 2 LO PRESS (Amber CAS Message)	B	1	0	(M)(O) One may be inoperative provided: a) Engine 2 anti-ice valve is secured in the closed position, and b) Airplane is not operated in known or forecast icing conditions.	

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	4. REMARKS AND EXCEPTIONS				
30	ICE AND RAIN PROTECTION				
5.	Pitot Probe Heating Systems				
1)	Automatic Mode	C	3	0	May be inoperative provided the normal mode is used.
2)	Normal Mode	B	3	2	(O) Either the Pilot's or Copilot's system may be inoperative for day VMC provided: a) The airplane is not operated in visible moisture or in known or forecast icing conditions, and b) Enroute operations do not require their use.
6.	Angle of Attack Sensor Heating Systems	C	2	1	(O) One may be inoperative provided airplane is not operated in known or forecast icing conditions.
7.	TAT Probe Heating System	B	1	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.
8.	Windshield DE-FOG System	C	2	0	May be inoperative provided windshield heating systems are operative.

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30	ICE AND RAIN PROTECTION					
9.	Windshield Heating Systems					
1)	Automatic Mode	C	2	0	May be inoperative provided the normal mode is used.	
2)	Normal Mode	C	2	1	(O) One may be inoperative provided: a) Remaining side is operative, and b) Airplane is not operated in known or forecast icing conditions.	
10.	Side and Rear Flight Deck Windows Heating	C	1	0		

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30	ICE AND RAIN PROTECTION						
11.	Windshield Wipers	C	2	0		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.	
12.		B	2	1		(M) One may be inoperative in non-rest position provided: a) Airplane is not operated in precipitation within five nautical miles of the airport of takeoff or intended landing, b) Pilot flying is on the non-affected side, c) Airplane is operated with a maximum speed of 215 kt, and d) Associated circuit breaker is pulled and collared.	
13. ***	Ice Detection System (M3482)	C	1	0			
14. ***	Brake Heating System (M3580)	D	1	0		(M) May be inoperative provided: a) Brake heating valves are secured in the closed position, and b) Brake heating system is not used (Brake pushbutton on overhead panel is in the OFF position).	

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31	INDICATING/ RECORDING SYSTEMS					
1.	Flight Data Recorder (FDR) System	C	-	-		Any in excess of those required by 14 CFR may be inoperative.
1)	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 where repairs or replacements can be made, and c) Repairs are made within three consecutive calendar days.
2)	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 a) Repairs are made within 20 consecutive calendar days.
3)	DFDR 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.
2.	Clocks	C	2	1		One may be inoperative at either the pilot or copilot station.
3.	SAT/TAT/TAS Indications	C	2	1		

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31	INDICATING/ RECORDING SYSTEMS					
4.	CAS Messages				DELETED REVISION 6	
5. ***	Quick Access Recorder (QAR) (M3352)	C	1	0	May be inoperative provided no DFDR CAS message is displayed.	
		A	1	0	May be inoperative provided the DFDR (item 31-1) is considered inoperative.	
6.	Overhead panel Switch Light Bulbs					
1)	EXT PWR Switch Light Bulbs (Electrical Area)	C	4	2		

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		4. REMARKS AND 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 REV7	
3.	Brake Accumulator Indication (on HYD synoptic page)	C	1	0	(M)(O) May be inoperative provided: a) Park brake accumulator pressure is verified adequate once each flight day, and b) Chocks are installed before engine shutdown.	
4.	Brake Temperature Indications (on ENG-TRM-BRK window)	C	4	0		

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32	LANDING GEAR					
5.	Brake System Control Unit 2 (BSCU 2)	A	1	0	(M)(O) May be inoperative provided: a) T/O CONFIG warning system is operative, b) BSCU2 breaker is pulled and collared, c) Nose wheel steering is operative, d) Park brake accumulator pressure is verified adequate, e) Park brake system is verified operative before each departure, f) Hydraulic ST-BY pump is verified operative before engine start, g) Hydraulic indications are operative, h) AFM limitations are observed, and i) Repairs are made within three consecutive calendar days. NOTE: In case of engine 1 or engine 3 failure in flight, do not extend the Landing Gear until Slats-Flaps extension is fully completed.	

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	4. REMARKS AND EXCEPTIONS				
32	LANDING GEAR				
6.	Landing Gear Retraction System	A	1	0	<p>(M)(O) May be inoperative for three flights or two consecutive calendar days, whichever occurs first, provided:</p> <ul style="list-style-type: none"> a) No abnormal L/G symbol in HSI Window displayed during last previous flight before failure occurred, b) Gear indications in HSI Window are operative, c) Landing gears are down and locked, d) Main landing gear doors are closed, e) L/G control lever was not jammed in down position during the flight where the failure occurred, f) L/G control lever is placarded in down position by a "DO NOT ACTUATE" red placard, g) EGPWS (item 34-14) is considered inoperative, h) BSCU 2 is operative, i) No BSCU fault code has been logged before the flight where the failure occurred, j) BSCU fault code(s) 329, 336, 340, 429, 436, and 440 may be displayed, k) The landing distance is increased by 10%, and l) AFM limitations are observed. <p>NOTE: May be cumulated with Nose Wheel Steering System Item.</p>

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33	LIGHTS					
1.	Flight Deck and Instrument Panel Lighting Systems	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are 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. Note 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
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		

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33	LIGHTS				
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4.	Baggage Compartment Lights (Interior and Exterior)	C	2	0	
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33	LIGHTS				
5.	Landing Lights	C	2	1	One may be inoperative provided TAXI light is operative.
		C	2	0	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.	Pulse Light System	D	2	0	
8.	Navigation Lights				
1)	Without M2718	C	3	0	May be inoperative for day operations.
2)	With M2718	C	5	3	May be inoperative provided at least one light bulb is operative at each position.

		C	5	0	May be inoperative for day operations.
9.	Red ANTICOL Light System	B	2	0	May be inoperative provided WHITE ANTICOL light is operative.

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33	LIGHTS					
10.	White ANTICOL Lights	C	3	0		
11.	Wing Illumination Lights	C	2	0	May be inoperative provided:	
					a) Aircraft is not operated in known or forecast icing conditions at night, and	
					b) Ground deicing procedures do not require their use.	
12.	Exterior Emergency Lighting System	C	2	0	May be inoperative for day operations.	
13.	Passenger Notice System ("No Smoking" Sign) Automatic Mode	C	1	0	May be inoperative provided the normal mode is used.	
14.	Passenger Notice System ("No Smoking/Fasten Seat Belt/Return To Cabin" Signs) Normal Mode	C	-	-	(M)(O) No passenger seat, cabin attendant seat or lavatory may be occupied from which a "No smoking/Fasten Seat Belt/Return to Cabin" sign is not readily legible or that seat or lavatory must be blocked and placarded - "DO NOT OCCUPY".	
						(Continued)

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33	LIGHTS				
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14.	Passenger Notice System ("No Smoking/Fasten Seat Belt/Return To Cabin" Signs) Normal Mode (Cont'd)	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: <ul style="list-style-type: none"> 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.
15. ***	Logo Lights (Automatic and Normal Mode)	D	-	0	

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33	LIGHTS				
16.	Interior Emergency Lighting				
1)	Floor Emergency Escape Path Lights	A	-	-	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, and c) Repairs are made within three consecutive calendar days.
		C	-	0	One or more may be inoperative without passenger on board.
2)	Bulkhead Exit Sign	C	-	-	May be inoperative provided no seat behind the bulkhead is occupied.
3)	Pilot and Copilot Emergency Dome Light bulbs	C	-	-	One bulb may be inoperative.
4)	Passenger Door				
a)	Exit Signs	C	2	0	One or more may be inoperative without passenger on board.

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33	LIGHTS					
16.	Interior Emergency Lighting (Cont'd)					
4)	Passenger Door (Cont'd)					
b)	Opening Instruction Sign	C	1	0	May be inoperative without passenger on board.	
c)	Spotlights	C	2	1	One may be inoperative.	
		C	2	0	One or more may be inoperative without passenger on board.	

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33	LIGHTS					
16.	Interior Emergency Lighting (Cont'd)					
5)	Overwing Emergency Exit					
a)	Exit Signs	C	2	0	One or more may be inoperative without passenger on board.	
b)	Handle Light	C	1	0	May be inoperative without passenger on board.	
c)	Opening Instruction Sign	C	1	0	May be inoperative without passenger on board.	

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				4. REMARKS AND EXCEPTIONS		
34	NAVIGATION					
1.	Display Units (DU)	A	4	3	(M)(O) Lower DU may be inoperative provided: a) It is switched OFF, b) Advanced Graphics Modules are operative, c) Use of Jeppesen Electronic Terminal charts is not authorized, except for A/C with M5340 –OPT0086, d) Use of Video System is not authorized, and e) Repairs are made within three consecutive calendar days.	
2.	Multi-functions Keyboard (MKB)	B	2	1	(O) One may be inoperative provided both channels of the associated Control Cursor Device (CCD) are operative. NOTE: For CPDLC use, Pilot Non Flying (PNF) MKB must be operative.	
3.	Cursor Control Device Channels (CCD)	B	4	3	(O) One may be inoperative provided: a) Only the non-flying pilot's CCD is affected, b) The associated MKB is operative, and c) Approaches do not require its use.	
4.	Attitude and Heading System (IRS)	D	-	2	(O) Either IRS #1 or IRS #3 may be inoperative.	

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34	NAVIGATION				
5.	Secondary Flight Display System (SFDS)				Deleted Revision 1.
6.	Non-Stabilized Magnetic (Standby) Compass	B	1	0	(O) May be inoperative provided any three IRUs are operative.
		B	1	0	May be inoperative provided: a) Any combination of two IRUs are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC during the Enroute flight phase.
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.
1)	Compass Lighting	B	1	0	May be inoperative provided Non-Stabilized Magnetic Compass (item 34-6) is considered inoperative.
		C	1	0	May be inoperative provided for daylight operations.

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34	NAVIGATION					
7.	VMO/MMO Aural Warning					Deleted, Revision 1.
8.	Modular Radio Cabinet (MRC)					
1)	VHF Navigation Systems (VOR/ILS)	C	-	-		As required by 14 CFR.
2)	Distance Measuring Equipment (DME) Systems	C	-	-		Any in excess of those required by 14 CFR may be inoperative.
3)	ATC Transponder 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.

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34	NAVIGATION					
a) ***	Elementary and Enhanced downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
3)	ATC Transponder Automatic Altitude Reporting System (Cont'd)					
b) ***	ADS-B Squitter Transmissions	D	-	0	May be inoperative provided: a) Operations do not require its use, and b) ADS-B OUT function is turned off (radio window).	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. Note: Any ADS-B Out function that operates normally may be used.	
4)	Radio Compass System (ADF)	C	-	-	As required by 14 CFR.	
9.	Altitude Alerter/ Preselector System				Deleted, Revision 1.	
10.	Weather Radar System	C	1	-	As required by 14 CFR.	

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34	NAVIGATION					
11.	Radio Altimeter	A	-	0	(O) May be inoperative provided: a) Dispatch deviation for GPWS is observed, b) Approaches or operating procedures do not require its use, and c) Repairs are made within three consecutive calendar days.	
12.	Check List Controller (CLC)	C	2	0		
13.	Electronic Check List (ECL)	C	-	0	(O) One or more may be inoperative provided approved alternate procedures are established and used.	
14.	TAWS Equipment Required					
1)	Class A					
a)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two consecutive calendar days.	
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34	NAVIGATION					
14.	TAWS Equipment Required (Cont'd)					
1)	Class A (Cont'd)					
a)	GPWS (Cont'd)					
(1)	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 consecutive calendar days.	
(2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two consecutive calendar days.	
(3)	Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		
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34	NAVIGATION				
14.	TAWS Equipment Required (Cont'd)				
1)	Class A (Cont'd)				
a)	GPWS (Cont'd)				
(4)	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.
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34	NAVIGATION					
14.	TAWS Equipment Required (Cont'd)					
1)	Class A (Cont'd)					
a)	GPWS (Cont'd)					
(5) ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided Alternate procedures are established and used.	
		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.	
b)	Terrain System -Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					(Continued)	

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34	NAVIGATION					
14.	TAWS Equipment Required (Cont'd)					
1)	Class A (Cont'd)					
c)	Terrain Displays	C	-	1		
		B	-	0		
d) ***	Runway Awareness & Advisory System (RAAS)	C	1	0		
2)	Class B					
a)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two consecutive calendar days.	
(1)	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 consecutive calendar days.	
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34	NAVIGATION					
14.	TAWS Equipment Required (Cont'd)					
2)	Class B (Cont'd)					
a)	GPWS (Cont'd)					
(2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two consecutive calendar days.	
(3)	Modes 2, 4 & 5 ***	C	3	0		
(4)	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.	
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34	NAVIGATION					
14.	TAWS Equipment Required (Cont'd)					
2)	Class B (Cont'd)					
a)	GPWS (Cont'd)					
(5) ***	Windshear Mode (Reactive)	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
b)	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
c) ***	Terrain Displays	C	-	0		
d) ***	Runway Awareness & Advisory System (RAAS)	C	1	0		

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34	NAVIGATION					
14.	TAWS Equipment Required (Cont'd)					
3)	Class C					
a) ***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any mode which operative may be used.	
15.	Traffic Alert and Collision Avoidance System					
1)	TCAS I	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
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34	NAVIGATION					
15.	Traffic Alert and Collision Avoidance System (Cont'd)					
2)	TCAS II	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
a) ***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot's side provided: a) TA and RA visual display is operative on the flying pilot's side, and b) TA and RA audio function is operative on the flying pilot's side.	
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34	NAVIGATION					
15.	Traffic Alert and Collision Avoidance System (Cont'd)					
2)	TCAS II (Cont'd)					
b)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) All Traffic Alert (TA) visual display and audio functions are operative, b) TA Only Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
c)	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
d)	Audio Functions	B	1	0	May be inoperative provided Enroute or approach procedures do not require use of TCAS.	
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34	NAVIGATION					
15.	Traffic Alert and Collision Avoidance System (Cont'd)					
2)	TCAS II (Cont'd)					
e) ***	Airspace Selection Function	C	-	0		
16.	Miscompare Warning System				Deleted, Revision 1.	
17. ***	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.	
18.	MAU Fans	A	8	7	One may be inoperative provided repairs are made within two consecutive calendar days.	
19.	GPS	C	2	0	(O) May be inoperative provided enroute and approach operations do not require its use.	
					NOTE: ADS-B OUT function (M-OPT 181) is not used when both GPS are inoperative.	

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34	NAVIGATION					
20.	Advanced Graphic Modules (AGM)	A	4	3	(O) One may be inoperative provided: a) Display Units are operative, b) No DU with Mod M and without Mod N is installed, c) Associated DU knob on the reversion panel is set to REV position, d) Use of Jeppesen Electronic Terminal charts is not authorized, except for A/C with M5340 –OPT0086, e) Use of Video System is not authorized, and f) Repairs are made within three consecutive calendar days.	
21.	Database Modules	C	2	0	NOTE: Does not apply to aircraft with M5340.	
22.	Flight Management System ***	D	3	2		
23.	Lightening Sensor System ***	D	3	2		
24.	AFIS Uplink Weather ***	D	1	0		
25.	Phone System ***	D	1	0		

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34	NAVIGATION					
26. ***	Jeppesen Electronic Terminal Charts	D	1	0		May be inoperative provided alternate procedures are established and used.
27. ***	Video System	D	1	0		
28.	Navigation Databases	C	-	-		(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
29.	Navigation Databases Data Loader	C	1	0		May be inoperative provided Navigation Databases are not out of currency.
		C	1	0		May be inoperative provided Navigation Databases (item 34-28) are considered out of currency.

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		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS				
34	NAVIGATION					
30. ***	Enhanced Flight Vision System (EFVS) (M3802 or M5141)	D	1	0	(M) May be inoperative provided: a) EFVS is not used, and b) Associated circuit breakers are pulled and collared. NOTE: All functions of the EFVS, to include the yoke mounted kill switch, must be operative or the entire unit must be considered inoperative.	

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		4. REMARKS AND EXCEPTIONS			
35	OXYGEN				
1.	Passenger Oxygen System	C	1	0	(M)(O) Automatic presentation system may be inoperative provided: a) Manual deployment is operative, and b) Airplane remains at or below FL 250.
		C	1	0	(M)(O) One or more passenger service units may be inoperative without flight 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.

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		4. REMARKS AND 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.
2.	BASC Fault Codes				
1)	Type C	C	-	-	May be displayed. Note: the BASC fault code Type C covers the following fault codes after troubleshooting using FGDA document: - 405: ADC2 Reading Failure - 406: ADC1 Reading Failure - 409: TC Sensor Failure - 419: Pressure Sensor Drift - 435: Minelco Ouput Failure - 501: Pressure Sensor Drift - 505: TC' Sensor Failure - 532: ADC2 Reception Failure - 533: ADC1 Reception Failure - 534: Minelco Output Failure

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36	PNEUMATIC					
3.	HP1, HP2 and HP3 Bleed Air Valves	C	3	2	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> 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. NOTE: For HP2 bleed air valve inoperative set ISOL rotary switch to open position.	

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		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
36	PNEUMATIC					
4.	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.	
5.	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.	
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.	
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.	

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				4. REMARKS AND EXCEPTIONS		
36	PNEUMATIC					
8.	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.	
9.	Wing Anti-Icing Temperature Probe	C	1	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.	
10.	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.	

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36	PNEUMATIC					
11.	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.	
12.	Wing Pressure Transmitter	C	1	0	(M)(O) May be inoperative provided: a) S-Duct pressure transmitter is operative, and b) Airplane is not operated in known or forecast icing conditions.	
13.	S-Duct Pressure Transmitter	C	1	0	(M)(O) May be inoperative provided: a) Wing pressure transmitter is operative, b) #1 and #3 engine anti-ice systems are operative, and c) Airplane is not operated in known or forecast icing conditions.	
14.	BLEED OVERHEAT (Amber CAS Message)	B	1	0	May be inoperative provided the Bleed Air Supply Computer (item 36-1) is considered inoperative	

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	4. REMARKS AND EXCEPTIONS				

36	PNEUMATIC				
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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, Revision 4.

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		4. REMARKS AND EXCEPTIONS				
38	WATER/WASTE					
1.	Lavatory Waste System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which is operative may be used.	

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		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		
38	WATER/WASTE						
2.	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) Toilet is not used, c) Placard is installed on toilet door with "DO NOT USE TOILET" inscription, d) Draining port plug is verified to be in locked position, and e) Repairs are made within three consecutive calendar days.
		A	1	0			(M)(O) May be inoperative provided: a) After manually operating the drain valve in closed position, it is checked there is no water leak at the drain valve, and b) Repairs are made within three consecutive calendar days.

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		2. NUMBER INSTALLED				3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
		45	CENTRAL MAINTENANCE COMPUTER				
1.	Central Maintenance Computer (CMC)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.		

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	4. REMARKS AND EXCEPTIONS				

46	NEW TECHNOLOGY				
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1. ***	Electronic Flight Bag Systems (EFBs)				
1) ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided: alternate procedures are established and 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)					

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		2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
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.	
5) ***	Canadian Marconi Electronics Pilot View CMA-110 Class 2 EFB installed by M5111	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured or removed from the aircraft, and b) Procedures do not require its use.	

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		4. REMARKS AND EXCEPTIONS			
49	AIRBORNE AUXILIARY POWER				
1.	Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided 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) APU overspeed protection is operative.
4.	T5 Indication	C	1	0	(M)(O) May be inoperative provided: a) APU computer is operative, and b) APU overspeed protection is operative.
			1	0	(M) May be inoperative provided APU (item 49-1) is considered inoperative.

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	4. REMARKS AND EXCEPTIONS				

49	AIRBORNE AUXILIARY POWER				
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5.	APU OIL (on TEST synoptic page)	A	1	0	(M) May be inoperative up to 100 APU hours or until next Basic inspection, whichever occurs first, provided APU oil level is visually verified within the first three flights of the rectification interval.
			1	0	May be inoperative provided APU (item 49-1) is considered inoperative.,

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		4. REMARKS AND EXCEPTIONS				
52	DOORS					
1.	Passenger (PAX) DOOR LIFT Amber Light	C	1	0	Door opening and closing are operative.	
2.	Electric Main Entrance Door Motor System	C	1	0	(M) May be inoperative provided door is verified to manually open and close normally.	
3.	Baggage Compartment External Door					
1)	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.	
2)	Proximity Sensors (9MW/10MW/12MW)	C	3	0	(O) One or more may be inoperative provided: a) Permission from the crew is required to open the cabin/baggage compartment door during flight, b) Isolation Valve is operative, c) ISOL rotary Switch is operative, and d) Baggage compartment external door is verified to be latched and locked before each departure.	

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73	ENGINE FUEL & CONTROL					
1.	Digital Electronic Engine Computers (DEEC's)					
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 3, b) Airplane is operated in accordance with AFM Annex 3, c) Thrust Reverser is deactivated and secured in the stowed position if DEEC 2 is operating in manual mode, d) Affected engine indications are operative, e) Both analog and digital N1 sources must be verified by using the reversion function, f) No other dispatched inoperative item or conditions concerning power plant or performance exists, g) Airplane is not operated in known or forecast icing conditions, and h) Associated DEEC is operated in Manual Mode.	

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		4. REMARKS AND EXCEPTIONS				
74	IGNITION					
1.	IGN Labels	C	3	2	(M) One may be inoperative provided ignition system is verified operative.	
2.	Automatic Ignition System (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 takeoff, 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.	

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				4. REMARKS AND EXCEPTIONS		
77	ENGINE INDICATING					
1.	Display Unit 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 MAUs 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 MAUs are operative.	
3)	N2 Indications	C	3	2	(O) One may be inoperative provided: a) Both MAUs 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.	
2.	Fuel Flow Indications	B	3	2	One may be inoperative provided all other engine indications and the associated fuel quantity indication system are operative.	

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77	ENGINE INDICATING					
3.	N1 Vibration Indications	C	3	0	(O) One may be inoperative provided the associated Oil temperature indication is operative.	
4.	N2 Vibration Indications	C	3	0		
5.	Oil Pressure Indications	C	3	2		

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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 (Red CAS Message)	C	1	0	May be inoperative provided the Thrust Reverser system (item 78-1) is considered inoperative.	
3.	DEPLOY Label	C	1	0	May be inoperative provided the Thrust Reverser system (item 78-1) is considered inoperative.	
4.	TRANS Label	C	1	0	May be inoperative provided the Thrust Reverser system (item 78-1) is considered inoperative.	

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				4. REMARKS AND EXCEPTIONS		
79	ENGINE OIL					
1.	Detected Chip Indications	A	3	2	(M) One may be displayed 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.	
2.	Chip Detector Failure Indications	A	3	2	(M) One may be displayed 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.	
3.	Oil Quantity Indications	C	3	0	(M) May be inoperative provided before each flight: a) Oil tank is verified filled to normal capacity, and b) Associated oil temperature and pressure indications are operative.	

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		4. REMARKS AND 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.