



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

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# Master Minimum Equipment List (MMEL)

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Revision: 4  
Date: 05/25/2016

## **Douglas DC-4, C54-DC, C54A-DC, C54B-DC, C54D-DC, C54E-DC, C54G-DC**

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## HIGHLIGHTS OF CHANGE

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U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
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HIGHLIGHT OF CHANGE		

### Highlights of Change

EFFECTIVE ABOVE DATE, the DC-4 Master Minimum Equipment List has been revised. The changes in this revision were made to align with FAA policy letters, apply restrictions, adjust format and nomenclature, and increase dispatch flexibility. All changes are reflected below and are indicated by revision bars in the associated ATA section. For any change affecting an ATA section, all pages in that associated ATA section are re-dated accordingly, with the exception of nomenclature changes for ATA chapter headings.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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DEFINITIONS

Insert definitions from the latest revision of Policy Letter PL-25 here.

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FEDERAL AVIATION ADMINISTRATION		
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PREAMBLE		

Insert Preamble from the latest revision of Policy Letter PL-34 for Part 121, 125, 129, and 135 certificated holders, or PL-36 for Part 91 operators here.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
1. Cabin Heater	C	1	0		
2. Cockpit Heater	C	1	0		May be inoperative provided aircraft is operated in static air temperatures of plus 10 degrees C and above.
3. Heater Temperature Indicator	C	2	0		May be inoperative provided associated Cabin and Cockpit Heaters are not required or used.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
22 AUTO FLIGHT					
1. Autopilot ***					
1) Autopilot System ***	B	1	0	(M) May be inoperative provided: a) autopilot is secured or deactivated as necessary to ensure there is no interference with the flight control, and b) Approach minimums, do not require its use.	
2) Autopilot Disconnect *** Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
	B	2	0	May be inoperative provided autopilot is not used	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

23	COMMUNICATIONS				
1.	Flight Deck Speakers	C	-	0	May be inoperative provided: a) headphones are used, and b) Affected speaker is not required for Aural Warning.
2.	Cockpit Voice Recorder (CVR) (with Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within 3 flight days.
1) ***	Independent Power Source	C	1	0	
3.	Communications Systems (VHF,HF, UHF, SATCOM)	D	-	0	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus, and not required for emergency procedures.
1)	VHF Comm				
a) ***	Frequency Transfer Light	C	-	0	
b) ***	Frequency Transfer Switch	C	-	0	
c) ***	Frequency Selector Knob	C	-	2	
d) ***	Frequency Indication	C	-	2	
(Continued)					

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

23	COMMUNICATIONS				
3.	Communications Systems (VHF, HF, UHF, SATCOM)				
	(Continued)				
2)	High Frequency (HF) Communication Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	2	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.
					NOTE: SATVOICE is to be used only as a backup to normal HF Communications.
					(Continued)

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	2. NUMBER INSTALLED				
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	4. REMARKS AND EXCEPTIONS				
23 COMMUNICATIONS					
3. Communications Systems (VHF, HF, UHF, SATCOM)  (Continued)					
3) Satellite Communication Systems (SATCOM) ***	D	-	0	May be inoperative provided procedures do not require their use.	
4. Selective Call Systems (SELCAL) ***	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
5. Emergency Locator Transmitter (ELT)					
1) Survival Type ELTs ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2) Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
				(Continued)	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS AND EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
5. Emergency Locator Transmitter (ELT)					
(Continued)					
2) Fixed ELTs	A	-	0		May be missing provided repairs are made within 90 days.
	D	-	-		(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
	D	-	-		Any in excess of those required by 14 CFR may be missing.
6. Flight Attendant Call Light and Chime System	D	1	0		
(Continued)					
1) Passenger Configuration	C	1	0		(O) May be inoperative provided: a) Passenger address system is operative, b) Alternate, Normal, and Emergency Procedures are established and used, and c) Affected Chime or Light is not required for Lavatory Smoke Detection Alerting.
2) Cargo Configuration	D	1	0		

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

23	COMMUNICATIONS				
7. ***	Passenger Address Systems (PA)				
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, Normal, and Emergency procedures, and/or operating restrictions, are established and used, and b) Flight attendant alerting system (audio and visual) operates normally.  NOTE: Any station function(s) that operate normally may be used.
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, Normal, and Emergency procedures, and/or operating restrictions, are established and used.  NOTE: Any station function(s) that is operative may be used.
a)	Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
2)	Cargo Configuration (Courier/Supernumerary Address System)	C	1	0	(O) May be inoperative provided Alternate, Normal, and Emergency procedures, and/or operating restrictions, are established and used.
		D	1	0	Maybe inoperative provided procedures do not require its use.
					(Continued)

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23 COMMUNICATIONS				
7. Passenger Address *** Systems (PA)				
(Continued)				
2) Cargo Configuration (Courier/Supernumerary Address System)				
(Continued)				
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.
8. Flight Deck Headsets Earphones/Headphones and Boom Microphones				
HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				
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 3 flight days.
	D	-	-	Any in excess of those required by regulation may be inoperative.
				(Continued)

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1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

8. Flight Deck Headsets  
Earphones/Headphones  
and Boom Microphones

HOLDER OF AN AIR  
CARRIER OR  
COMMERCIAL  
OPERATOR  
CERTIFICATE

(Continued)

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.

9. Flight Deck Hand  
Microphone

C

-

0

May be inoperative provided  
associated boom microphone operates  
normally.

D

-

0

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

OPERATOR OTHER  
THAN A HOLDER OF  
AN AIR CARRIER OR  
COMMERCIAL  
OPERATOR  
CERTIFICATE

(Continued)

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1. SYSTEM,  
SEQUENCE NUMBERS &  
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

23 COMMUNICATIONS

10. Flight Deck  
Headsets/Headphones

D

-

-

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

OPERATOR OTHER  
THAN A HOLDER OF  
AN AIR CARRIER OR  
COMMERCIAL  
OPERATOR  
CERTIFICATE

(Continued)

1) Headset Boom  
Microphones

A

-

0

May be inoperative provided:  
a) Associated hand microphone is installed and operates normally, and  
b) Repairs are made in accordance with applicable regulations.

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.

3) Active Noise  
Canceling/Reduction  
Function

D

-

0

May be inoperative provided normal audio function of headset is operative.

11. Flight Deck Hand  
Microphones

D

-

-

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

C

-

0

May be inoperative provided associated boom microphone operates normally.

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23 COMMUNICATIONS					
12. Cabin Interphone System					
1) Passenger Configuration	C	-	0	May be inoperative provided: a) Public Address System is operative, and b) Alternate, Normal, and Emergency operations procedures are established and used that do not depend on use of the Cabin Interphone System.	
2) Cargo Configuration	D	1	0		
13. Audio Selector Control Panels					
1) Audio Control Panels (Excludes FWD Observer)	C	-	3	Any in excess of those required for flight deck crewmembers may be inoperative.	
2) Forward Observer Audio Control Panel	A	1	0	May be inoperative provided: a) Forward Observer Seat is considered inoperative, and b) Repair is made within 2 flight days.	

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24 ELECTRICAL POWER					
1. DC Generators	B	4	3	(M) One may be inoperative provided Generator is secured (removed) by an accepted procedure.	
2. Ammeter (DC) (C54)	C	4	3	One may be inoperative provided associated DC Generator is considered inoperative.	
3. Voltmeter (AC) (DC-4)	C	1	0	(M) May be inoperative provided it is verified by an accepted procedure that the inverters are operative before each departure.	

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25	EQUIPMENT/ FURNISHINGS				
1.	"Fasten Seat Belt While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
2.	Passenger Convenience/NEF Items	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in appropriate operator's document.
3.	Megaphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) Inoperative megaphone is removed from passenger cabin,</li> <li>b) Associated placard is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ul>
4.	Flotation Devices	C	-	-	Any in excess of those required by 14 CFR may be inoperative. Inoperative equipment will be removed from airplane.
5.	Overwater Equipment	D	-	-	As required by 14 CFR.

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	4. REMARKS AND EXCEPTIONS			

25	EQUIPMENT/ FURNISHINGS				
6. ***	Cargo Restraint System	A	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
		C	-	-	May be inoperative or missing, provided cargo compartment remains empty.
7. ***	Galley/Cabin Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) Container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
8.	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 cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.

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	4. REMARKS AND EXCEPTIONS			

25	EQUIPMENT/ FURNISHINGS				
9.	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs are made within one flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
10.	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs are made within one flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
11.	Flight Attendant Seat Assembly (Aircraft With Only One Flight Attendant Seat)	A	1	0	(M)(O) May be inoperative provided: a) Affected seat is not occupied, b) Flight Attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat, c) Alternate procedures are established and used as published in crewmembers manuals,
(Continued)					

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25	EQUIPMENT/ FURNISHINGS				
11.	Flight Attendant Seat Assembly (Aircraft With Only One Flight Attendant Seat)  (Continued)	A	1	0	<p>d) Folding type seat is stowed or secured in the retracted position,</p> <p>e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and</p> <p>f) Repairs are made within 2 flight days.</p> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint is considered inoperative.</p> <p>NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of applicable regulations are met.</p>
		D	1	0	<p>(M) May be inoperative provided:</p> <p>a) Flight Attendant is not required by 14 CFR,</p> <p>b) Affected seat is not occupied, and</p> <p>c) Folding type seat stows automatically or is secured in the retracted position.</p> <p>(Continued)</p>

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<p>25 EQUIPMENT/ FURNISHINGS</p> <p>11. Flight Attendant Seat Assembly (Aircraft With Only One Flight Attendant Seat)</p> <p>(Continued)</p> <p>Flight Attendant Seat Assembly (single or dual position) (Aircraft With More Than One Flight Attendant Seat)</p> <p>1) Required Flight Attendant Seats</p>	<p>B</p>	<p>-</p>	<p>-</p>	<p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>(M)(O) One seat position or assembly (dual position) may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected seat position or seat is not occupied,</li> <li>b) Flight Attendant(s) displaced by inoperative seat occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties,</li> <li>c) Alternate procedures are established and used as published in crewmember manuals,</li> <li>d) Folding type seat stows automatically or is secured in the retracted position, and</li> </ul> <p>(Continued)</p>
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<p>25 EQUIPMENT/ FURNISHINGS</p> <p>11. Flight Attendant Seat Assembly (single or dual position) (Aircraft With More Than One Flight Attendant Seat)</p> <p>(Continued)</p>				<p>e) Passenger seat assigned to Flight Attendant is placarded "FOR FLIGHT ATTENDANT ONLY".</p> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met.</p> <p>NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.</p>
<p>2) Excess Flight Attendant Seats</p>	<p>C</p>	<p>-</p>	<p>-</p>	<p>(M) May be inoperative provided:</p> <p>a) Affected seat position or seat assembly is not occupied, and</p> <p>b) Folding type seat stows automatically or is secured in the retracted position.</p> <p>(Continued)</p>

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25 EQUIPMENT/ FURNISHINGS				
11. Flight Attendant Seat Assembly (single or dual position) (Aircraft With More Than One Flight Attendant Seat)  (Continued)				NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.  NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
3) All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.
12. Observer Seat(s)				
1) Primary Observer Seat (including associated equipment)	A	-	-	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 2 flight days.
	A	-	-	May be inoperative provided: a) Secondary observer's seat is available to the FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight days.  (Continued)

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25	EQUIPMENT/ FURNISHINGS				
12.	Observer Seat(s)				
1)	Primary Observer Seat (including associated equipment)  (Continued)	A	-	-	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within 2 flight days.  NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the condition to be acceptable.  NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
2)	Additional Observer Seats(s) (including associated equipment)	D	-	0	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
3)	Observer Seat Not Required by 14 CFR (including associated equipment)	D	-	0	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

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25	EQUIPMENT/ FURNISHINGS				
13.	Passenger Seats	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main aircraft aisle, and</li> <li>c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".</li> </ul> <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>
1)	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
2)	Underseat Baggage Restraining Bars	C	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Baggage is not stowed under seat with inoperative restraining bar,</li> <li>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and</li> <li>c) Procedures are established to alert Cabin Crew of inoperative restraining bars.</li> </ul>
(Continued)					

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	4. REMARKS AND EXCEPTIONS				

25	EQUIPMENT/ FURNISHINGS				
13.	Passenger Seats  (Continued)				
3)	Armrest				
a)	Armrest with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
b)	Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.
14. ***	Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/Closets  (Limited relief for 14 CFR Part 382 items per PL-128)	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and
(Continued)					

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4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/  
FURNISHINGS

14. Storage Bins/Cabin,  
\*\*\* Galley, and Lavatory  
Storage  
Compartment/Closets

(Continued)

C

-

-

d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed.

NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.

(M)(O) May be inoperative provided:

- a) For non-retractable doors, affected door is removed,
- b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,
- c) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed,
- d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",
- e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets and
- f) Passengers are briefed that affected bin, compartment, or closet is not used.

NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.

NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.

(Continued)



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	4. REMARKS AND EXCEPTIONS			

26	FIRE PROTECTION				
1.	Fire Detection System (Including Lights and Bell)				
1)	Cabin Combustion Heaters	C	2	0	(M) Both may be inoperative provided Cabin Combustion Heater is rendered inoperative by a maintenance procedure.
2)	Cargo Compartment	C	-	0	May be inoperative provided associated cargo compartment remains empty.
2.	Fire extinguisher Systems				
1)	Cabin Heater (CO <sub>2</sub> Extinguisher)	C	1	0	(M) May be inoperative provided associated Cabin Combustion Heaters are rendered inoperative by a maintenance procedure.
2)	Airfoil Heaters	C	3	0	(M) All may be inoperative provided: a) Affected Airfoil Heater is rendered inoperative by a maintenance procedure, and b) Aircraft is not operated in known or forecast icing conditions.

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	4. REMARKS AND EXCEPTIONS			

26	FIRE PROTECTION				
3.	Portable 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.
4.	Lavatory Fire Extinguisher System				
1)	Passenger Configuration	C	-	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided the associated lavatory smoke detection system operates normally.  (M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmember.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
2)	Cargo Configuration	D	-	0	

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26	FIRE PROTECTION				
5.	Lavatory Smoke Detection Systems				
	Passenger Configuration	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmember.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
2)	Cargo Configuration	D	-	0	
6.	APU/GTCP Fire Detection and Protection	c	1	0	(M) May be inoperative provided APU/GTCP is not used
7.	Cargo Compartment Smoke Detection Systems	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.  Note: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.

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4. REMARKS AND EXCEPTIONS

26 FIRE PROTECTION

8. Cargo Compartment  
Fire Suppression  
Systems

C

-

0

(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.

Note: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.

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4. REMARKS AND EXCEPTIONS

28	FUEL				
1.	Fuel Boost Pumps	C	-	-	Two may be inoperative provided: a) Fuel in affected tank(s) is not required for flight, b) Takeoff gross weight is not more than certificated maximum landing weight, c) Performance does not require dumping for enroute engine out procedures, and d) The AFM fuel loading and use schedule is followed.
2.	Fuel Pressure Indicator	C	4	3	One may be inoperative provided associated Fuel Pressure Warning System is operative.
3.	Fuel Pressure Warning System	C	4	3	One may be inoperative provided associated Fuel Pressure Indicator is operative.
4.	Fuel Dump System	C	1	0	May be inoperative provided: a) Takeoff gross weight is not more than certificated maximum landing weight, and b) Performance does not require dumping for enroute engine out procedures.
5.	Engine Primer System	C	4	3	(O) One may be inoperative provided engine is started by an alternate start procedure.

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4. REMARKS AND EXCEPTIONS

<p>28 FUEL</p> <p>Fuel Quantity Indicators</p> <p>1) Main Tanks</p> <p>2) Auxilliary Tanks</p> <p>3)</p>	<p>C</p> <p>C</p> <p>C</p>	<p>4</p> <p>-</p> <p>-</p>	<p>3</p> <p>-</p> <p>0</p>	<p>(M) (O) One may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Actual Fuel in the affected tank is verified by dip stick readings before each departure,</li> <li>b) Associated Auxiliary Fuel Tank Quantity Indicator is operative,</li> <li>c) Fuel loading and use schedule is followed, and</li> <li>d) Procedures are established to maintain a log of fuel consumption, including all tanks with fuel.</li> </ul> <p>(M) (O) One may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Actual fuel in the affected tank is verified by dip stick readings before each departure,</li> <li>b) Associated Main Fuel Tank Quantity Indicator is operative,</li> <li>c) The AFM fuel loading and use schedule is followed, and</li> <li>d) Procedures are established to maintain a log of fuel consumption, including all tanks with fuel.</li> </ul> <p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected Fuel Tank remains empty, and</li> <li>b) The AFM fuel loading and use schedule is followed.</li> </ul>
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29	HYDRAULIC POWER					
1.	Main Accumulators	C	2	1		
2.	Quantity Indicator	C	1	0	(M) May be inoperative provided fluid level is checked before each departure.	

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30	ICE AND RAIN PROTECTION				
1.	Windshield Wiper System	C	1	0	May be inoperative provided aircraft is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.
2.	De-Icing Alcohol				
	1) Propeller	C	4	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
	2) Windshield	C	2	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
	3) Carburetor	C	4	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
3.	De-Icing Fluid Quantity Indicator	C	1	0	May be inoperative provided: a) De-icer tank quantity is visually checked before each departure, or b) Aircraft is not operated in known or forecast icing conditions.
4.	De-Icer Boot System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
5.	De-Icer Pressure Gauge	C	1	0	May be inoperative provided associated De-Icer Boot System is considered inoperative.

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30 ICE AND RAIN PROTECTION					
6. Pitot Tube Heaters	B	2	1		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
7. Pitot Heat Indicating System	B	1	0		(M) May be inoperative provided: a) All pitot heaters are verified to be operative, and b) Aircraft is not operated in known or forecast icing conditions.

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31. INDICATING/ RECORDING SYSTEMS  1. Clocks (Cockpit)	C	-	1	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) One clock displaying hours, minutes, and seconds with a sweeping-second pointer or digital presentation is installed and operative on either pilot's instrument panel,</li> <li>b) Operations procedures are established that do not depend on use of the affected clock, and</li> <li>c) Affected clock is not needed to provide time data to any other required equipment.</li> </ul> <p>NOTE 1: Clock may be required to observe AFM limitations for engine and other systems, for en route and approach navigation, and other procedures.</p> <p>NOTE 2: Clock time may be needed for Digital Flight data Recorder and other equipment.</p>		

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31. INDICATING/ RECORDING SYSTEMS				
2. Flight Data Recorder (FDR) Systems	C	-	1	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) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but before takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.
FDR Recording Parameters required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar-days.
FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.
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31. INDICATING/ RECORDING SYSTEMS				
2. Flight Data Recorder (FDR) Systems				
(Continued)				
Flight Data Recorder (FDR) Systems (Operator Other Than a Holder of an Air Carrier of Commercial Operator Certificate)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
	A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.

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33	LIGHTS				
1.	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	<p>Individual lights may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided,</li> <li>b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul> <p>NOTE 1: Individual button/switch lights and/or annunciation/indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>
2.	Cabin Interior Lighting Systems	C	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Cabin emergency lighting is operative,</li> <li>b) Sufficient lighting is operative for cabin attendants/cargo couriers to perform required duties, and</li> <li>c) Lighting configuration at dispatch is acceptable to flightcrew.</li> </ul>

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33 LIGHTS				
3. Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY".  NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.
	C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA System operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed ON or OFF.
1) All Cargo Supernumerary/Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed ON or OFF.  (Continued)

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33 LIGHTS					
3. Passenger Lighted Information Signs					
(Continued)					
The following pertains only to operations involving aircraft certified with 19 or less passenger seats, wherein certification or operating rules do not require a public address system or flight attendant.					
Passenger Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
4. Landing Lights	C	2	0	May be inoperative provided aircraft is not operated at night.	
5. Anti-Collision Light System	C	1	0	May be inoperative provided aircraft is not operated at night.	
6. Position Light System	C	1	0	May be inoperative provided aircraft is not operated at night.	
7. Emergency Exit Lighting System	B	1	0	May be inoperative provided aircraft is configured for all-cargo operations only.	

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33	LIGHTS				
8.	Exterior Emergency Illumination System	B	1	0	May be inoperative provided aircraft is not operated at night.
		C	1	0	May be inoperative provided aircraft is configured for cargo only operations.
9.	Strobe Light System (Supplemental System)	C	1	0	
10.	Baggage Compartment Lighting	C	-	0	
11.	Logo Light System	C	1	0	
12.	Nacelle Illumination Lights	C	2	0	
13.	Floor Proximity Emergency Escape Path Marking System Lights	C	-	-	Individual lights may be inoperative provided it is verified that FAA-approved minimum acceptable light levels specified in one of the following documents are complied with: <ul style="list-style-type: none"> <li>a) FAA engineering approval letter,</li> <li>b) FAA-approved report of the Type Design holder,</li> <li>c) Limitations and Conditions section of the applicable Supplement Type Certificate (STC), or</li> <li>d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC.</li> </ul>

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33	LIGHTS				
	AIRPLANES WITH WING CRITICAL SURFACES NOT VISIBLE FROM FLIGHT				
14	Wing Icing Detection Lights	C	2	0	Both may be inoperative provided ground deicing procedures do not require their use.
	AIRPLANES WITH WING CRITICAL SURFACES VISIBLE FROM FLIGHT DECK (EQUIPPED WITH PRIMARY ICE DETECTION SYSTEM)				
15	Wing Icing Detection Lights	C	2	0	May be inoperative provided: a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require their use.
	AIRPLANES WITH WING CRITICAL SURFACES VISIBLE FROM FLIGHT DECK (NOT EQUIPPED WITH PRIMARY ICE DETECTION SYSTEM)				
16	Wing Icing Detection Lights	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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34 NAVIGATION				
1. Vertical Speed Indicators	B	2	1	One may be inoperative provided aircraft is operated in day VMC.
2. Turn and Slip Indicators (Turn Indication)	B	2	1	One may be inoperative provided Third gyroscopic bank and pitch indicator is installed and operative.
	B	2	1	One may be inoperative provided flight is limited to day VMC.
3. Radio Magnetic Indicators (RMI)	C	2	1	As required by 14 CFR
4. Automatic Direction Finding System (ADF)	C	-	0	As required by 14 CFR.
5. Marker Beacon System	C	-	0	May be inoperative provided approach procedure does not require its use.
6. Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
7. VOR/ILS Navigation Systems	C	2	0	As required by 14 CFR, and no relief may be provided to an inoperative system or component if powered by an emergency bus.
8. TACAN Systems	C	1	0	As required by 14 CFR.
9. Long Range Navigation Systems (INS, GPS)	C	-	0	As required by 14 CFR.
10. Weather Radar Systems	C	1	0	As required by 14 CFR.

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34	NAVIGATION				
11.	ATC Transponders and Automatic Altitude Reporting Systems	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.
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to the next heavy maintenance visit.
2) ***	ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.
		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.
12.	Radio Altimeter Systems	C	-	0	May be inoperative provided approach minimums do not require use of affected radar altimeter.  NOTE 1: If Radar Altimeter One is inoperative, GPWS will be affected.  NOTE 2: See AFM limitations.

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34 NAVIGATION				
13. Non-Stabilized Magnetic Compass (Standby)	B	1	0	(O) May be inoperative provided: a) AHRS, LASERGYRO, or EFIS is not installed, b) Any combination or three gyro or INS (IRU) stabilized compass systems are operative.
	B	1	0	May be inoperative provided: a) AHRS, LAZERGYRO, or EFIS is not installed, b) Any combination or two gyro or INS (IRU) stabilized compass systems are operative, and c) Aircraft is operated with dual independent navigation systems and under positive radar control by ATC on the en route portion of the flight.
	B	1	0	May be inoperative provided: a) Aircraft is operated entirely within areas of magnetic unreliability, b) AHRS, LAZERGYRO, or EFIS is not installed, and c) At least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.
14. Flight Director Systems	C	-	0	(O) May be inoperative provided: a) Command bars are checked to verify that they will remain retracted from view, b) Approach minimums do not require use of the affected Flight director, and c) Operations procedures are established and used that do not require use of the Flight director.

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34 NAVIGATION				
15. Outside Air Temperature (OAT) Indicating System	C	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) OAT data is either available to or not required by other systems, and</li> <li>b) Applicable 14 CFR does not require Outside Air Temperature Indicating System for operation conducted.</li> </ul> <p>NOTE: OAT data may be required by INS or other air data systems.</p>
16. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.
	B	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Operations are conducted in day VMC only, and</li> <li>b) Operations are not conducted into known or forecast over-the-top conditions.</li> </ul>
	D	-	1	Any in excess of those required by 14 CFR may be inoperative.

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34 NAVIGATION					
17. Altitude Alerting System	C	-	0		May be inoperative provided enroute operations (i.e., RVSM) do not require its use.
18. Flight Management System ***					
1) Navigation Databases	C	-	-		(O) May be out of currency provided: a) Current aeronautical charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
19. Navigation Management System ***					
1) Navigation Databases	C	-	-		(O) May be out of currency provided: a) Current aeronautical charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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34 NAVIGATION				
20. Traffic Alert and Collision Avoidance System I (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.
21. Traffic Alert and Collision Avoidance System I (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.
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
2) 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) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) En route or approach procedures do not require its use.

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34	NAVIGATION				
21.	Traffic Alert and Collision Avoidance System (TCAS II)				
	(Continued)				
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) En route or approach procedures do not require its use.
4)	Audio Functions	B	1	0	May be inoperative provided en route or approach procedures do not require use of TCAS.
5)	Airspace Selection Function	C	-	0	
***					
22.	Terrain Awareness and Warning System (TAWS)				
	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 2 flight days.
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
					(Continued)

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34	NAVIGATION				
22.	Terrain Awareness and Warning System (TAWS)				
	Class A TAWS Equipment Required				
	(Continued)				
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.
c)	Glideslope Deviation(s) (Mode 5)	C	-	1	
		B	-	0	
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
e)	Windshear Mode	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
***	(Reactive)				
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
					(Continued)

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1. SYSTEM,  
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4. REMARKS AND EXCEPTIONS

34	NAVIGATION				
22.	Terrain Awareness and Warning System (TAWS)  Class A TAWS Equipment Required  (Continued)				
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) ***	Terrain Displays	C	-	1	
		B	-	0	
4) ***	Runway Awareness & Advisory System (RAAS)	C	1	0	
					(Continued)

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34	NAVIGATION					
22.	Terrain Awareness and Warning System (TAWS)  (Continued)  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 2 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 2 flight days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
c)	Modes 2, 4, & 5 ***	C	3	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
e)	Windshear Mode *** (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					(Continued)	

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34 NAVIGATION					
22. Terrain Awareness and Warning System (TAWS)					
Class B TAWS Equipment Required					
(Continued)					
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		
Class C TAWS Equipment TAWS/GPWS ***	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Any mode that operates normally may be used.

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34 NAVIGATION					
23. Windshear Detection, Guidance and Avoidance System					
INSTALLATIONS NOT REQUIRED BY 14 CFR					
(Continued)					
1. Windshear Warning *** and Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2. Windshear Detection *** and Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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35 OXYGEN				
1. Passenger Oxygen System				
1) Passenger Configuration	B	1	0	As required by 14 CFR
2) Cargo Only Configuration ***	D	-	-	May be inoperative provided no person is carried in the cargo compartment.
2. Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.

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77 ENGINE INDICATING					
1. Carburetor Air Temperature Indicators	B	4	3		One may be inoperative provided associated Cylinder Head Temperature Indicator is operative.
2. Cylinder Head Temperature Indicator	B	4	3		One may be inoperative provided: a) Associated Oil Out Temperature Indicator is operative, and b) Associated Carburetor Air Temperature Indicator is operative.
3. Synchroscope	C	1	0		

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79 ENGINE OIL					
1. Engine Oil Tank Quantity Indicating System					
1) Main Tanks	B	4	3	(M) One may be inoperative provided: a) Engine Oil Temperature Indicators are operative, b) Oil quantity is checked in accordance with an accepted procedure before each departure, and c) Oil Transfer System is not used.	
2) Fuselage Tanks	B	-	0	May be inoperative provided Oil Transfer System is not used.	
2. Oil Transfer System	C	1	0	May be inoperative provided: a) Flight does not require its use, and b) Appropriate AFM Limitations are applied.	