



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

Master Minimum Equipment List (MMEL)

Revision: 8
Date: 02/18/2016

BOMBARDIER DHC-8-400

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FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

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DATE: 04/01/2011

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II

Log of Revisions

Rev No.	Date	Page Numbers	Initials
Original	08/31/2000	ORIGINAL	
1	01/18/2002	HIGHLIGHTS OF REV., DEFINITIONS	
1	01/18/2002	21-5,22-1,22-2,22-3,22-4	
1	01/18/2002	23-1,23-2,23-3,23-4,23-5	
1	01/18/2002	23-6,23-7,23-8,25-1,25-2	
1	01/18/2002	25-3,25-5,25-6,25-7,25-8	
1	01/18/2002	25-9,25-10,26-1,26-2,26-3	
1	01/18/2002	26-4,27-1,27-2,27-3,27-4	
1	01/18/2002	30-3,30-4,30-5,31-1,31-2	
1	01/18/2002	31-3,32-1,32-2,33-3,33-5	
1	01/18/2002	34-1,34-2,34-3,34-4,34-5	
1	01/18/2002	34-6,34-7,35-2,38-1,52-1	
1	01/18/2002	52-2,52-3	
2	11/14/2002	HIGHLIGHTS OF REV., DEFINITIONS	
2	11/14/2002	22-1,22-2,22-3,22-4,23-2	
2	11/14/2002	23-3,23-4,23-5,23-6,23-7	
2	11/14/2002	23-8,25-9,30-3,30-4,32-1	
2	11/14/2002	34-1,34-2,34-3,34-4,34-5	
2	11/14/2002	34-6,34-7,34-8,61-1,73-1	
2	11/14/2002	73-2	
3	01/15/2006	HIGHLIGHTS OF REV., DEFINITIONS	
3	01/15/2006	21-1,21-2,21-3,21-4,21-5,21-6,21-7,21-8, 21-9,21-10	
3	01/15/2006	22-4	
3	01/15/2006	23-2,23-3,23-4,23-5,23-6,23-7,23-8,23-9, 23-10,23-11	
3a	03/20/2006	25-9	
3a	03/20/2006	26-2	
3	01/15/2006	27-2,27-3,27-4,27-5,27-6,27-7	
3	01/15/2006	31-2,31-3	
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3	01/15/2006	33-6	
3a	03/20/2006	34-7	
3	01/15/2006	35-2	
3a	03/20/2006	52-5	
3	01/15/2006	61-1	
3	01/15/2006	73-1	
3	01/15/2006	76-1,76-2	
4	11/03/2006	HIGHLIGHTS OF REV., DEFINITIONS	
4	11/03/2006	21-6, 25-10, 26-2, 52-6	

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5	12/05/2008	HIGHLIGHTS OF REV., DEFINITIONS	
5	12/05/2008	21-8, 23-10, 25-2, 25-3, 25-13, 27-2, 27-3, 27-6, 27-7, 28-1, 28-3, 30-5, 32-1, 32-2, 33-4, 34-7, 52-1, 61-1, 73-1, 76-1	
5a	04/10/2009	HIGHLIGHTS OF REV. DEFINITIONS	
5a	04/10/2009	21-6, 23-10, 25-3, 27-3, 76-1	
6	04/01/2011	HIGHLIGHTS OF REV. DEFINITIONS	
6	04/01/2011	I, II, III, IV, V, VI, VII, VIII, IX, X,	
6	04/01/2011	21-8, 22-4, 24-3, 25-2, 25-3, 25-4, 25-5, 25-7,	
6	04/01/2011	25-8, 25-9, 25-11, 25-12, 25-13, 25-14, 26-1,	
6	04/01/2011	27-2, 27-3, 27-6, 27-7, 28-1, 28-3, 29-1, 29-4, 30-2, 30-5, 30-6, 31-2, 32-1, 32-2, 33-1, 33-3, 33-4, 33-5, 33-6, 33-7, 33-8, 33-9, 33-10	
6	04/01/2011	34-1, 34-7, 34-9, 34-10, 36-1, 38-1, 52-1, 76-1	
6a	07/12/2012	HIGHLIGHTS OF REV.	
6a	07/12/2012	33-3, 33-4, 33-5, 33-6, 33-7, 33-8, 33-9, 33-10, 33-11	
6a	07/12/2012	52-7, 52-8, 52-9	
7	06/19/2013	I, III, IV, V, VI, VII	
7	06/19/2013	Definitions (XII)	
7	06/19/2013	Preamble (XIII)	
7	06/19/2013	21-2, 23-1, 23-2, 23-3, 23-7, 23-11, 25-4, 25-5, 25-11, 25-12, 25-14, 25-15, 25-16, 29-2, 29-3, 30-5, 31-3, 31-4, 32-2, 33-1, 33-3, 33-4, 33-5, 33-6, 33-7, 33-8, 33-9, 33-10, 34-7, 34-8, 35-1, 38-1, 38-2, 46-1, 52-2, 52-7	
8	02/18/2016	T.P, Table of Content (I), Log of Revisions (III)	
8	02/18/2016	Control Page (IV to VII)	
8	02/18/2016	Highlights of Change (VIII to XI)	
8	02/18/2016	Definitions (XII), Preamble (XIII)	
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8	02/18/2016	25-2 to 25-10, 25-13 to 25-18	
8	02/18/2016	26-1, 26-4, 27-3, 28-1 to 28-3, 29-1 to 29-5	
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8	02/18/2016	34-3 to 34-14, 35-1, 35-2, 36-1	
8	02/18/2016	38-1 to 38-3, 52-1 to 52-14	

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	IX	8	02/18/2016
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Definitions	XII	8	02/18/2016
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21	21-1	3	01/15/2006
	21-2	7	06/19/2013
	21-3	8	02/18/2016
	21-4	8	02/18/2016
	21-5	8	02/18/2016
	21-6	5a	04/10/2009
	21-7	3	01/15/2006
	21-8	6	04/01/2011
	21-9	3	01/15/2006
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22	22-1	2	11/14/2002
	22-2	2	11/14/2002
	22-3	2	11/14/2002
	22-4	6	04/01/2011
23	23-1	8	02/18/2016
	23-2	8	02/18/2016
	23-3	8	02/18/2016
	23-4	8	02/18/2016
	23-5	8	02/18/2016
	23-6	8	02/18/2016
	23-7	8	02/18/2016
	23-8	8	02/18/2016
	23-9	8	02/18/2016
	23-10	8	02/18/2016
	23-11	8	02/18/2016
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24	24-1	ORIGINAL	08/31/2000
	24-2	ORIGINAL	08/31/2000
	24-3	6	04/01/2011

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25	25-1	1	01/18/2002
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	25-5	8	02/18/2016
	25-6	8	02/18/2016
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	25-10	8	02/18/2016
	25-11	7	06/19/2013
	25-12	7	06/19/2013
	25-13	8	02/18/2016
	25-14	8	02/18/2016
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26	26-1	8	02/18/2016
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27	27-1	1	01/18/2002
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	27-7	6	04/01/2011
28	28-1	8	02/18/2016
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	28-3	8	02/18/2016
29	29-1	8	02/18/2016
	29-2	8	02/18/2016
	29-3	8	02/18/2016
	29-4	8	02/18/2016
	29-5	8	02/18/2016
30	30-1	ORIGINAL	08/31/2000
	30-2	6	04/01/2011
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	31-4	8	02/18/2016
32	32-1	6	04/01/2011
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33	33-1	8	02/18/2016
	33-2	8	02/18/2016
	33-3	ORIGINAL	08/31/2000
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	33-5	7	06/19/2013
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	33-12	6a	07/12/2012
	33-13	6a	07/12/2012
34	34-1	6	04/01/2011
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	34-8	8	02/18/2016
	34-9	8	02/18/2016
	34-10	8	02/18/2016
	34-11	8	02/18/2016
	34-12	8	02/18/2016
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	34-14	8	02/18/2016
35	35-1	8	02/18/2016
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36	36-1	8	02/18/2016
38	38-1	8	02/18/2016
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	38-3	8	02/18/2016
45	45-1	ORIGINAL	08/31/2000
46	46-1	7	06/19/2013

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49	49-1	ORIGINAL	08/31/2000
52	52-1	8	02/18/2016
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	52-3	8	02/18/2016
	52-4	8	02/18/2016
	52-5	8	02/18/2016
	52-6	8	02/18/2016
	52-7	8	02/18/2016
	52-8	8	02/18/2016
	52-9	8	02/18/2016
	52-10	8	02/18/2016
	52-11	8	02/18/2016
	52-12	8	02/18/2016
	52-13	8	02/18/2016
	52-14	8	02/18/2016
61	61-1	5	12/05/2008
71	71-1	ORIGINAL	08/31/2000
73	73-1	5	12/05/2008
76	76-1	6	04/01/2011
76	76-2	3	01/15/2006
77	77-1	ORIGINAL	08/31/2000
79	79-1	ORIGINAL	08/31/2000

HIGHLIGHTS OF CHANGE

System

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Retain this sheet with your MMEL until the next revision is issued.

PREAMBLE - Policy Letter Revision number removed to account for continuous changes being applicable.

DEFINITIONS – Minor spacing and capitalization corrections.

All ATA - Any page with a new revision and revision date, but lacking revision bars is due to pagination and spill over resulting in the page being modified to account for entries being shifted to make space for entries before that modified page.

21 – AIR CONDITIONING

- 21-30-1 Added AFM Supplement reference to proviso.
- 21-30-2 Added AFM Supplement reference to proviso.
- 21-30-3 Added AFM Supplement reference to proviso.
- 21-30-4 Added AFM Supplement reference to proviso.
- 21-30-5 Added AFM Supplement reference to proviso.

23 – COMMUNICATIONS

- 23-10-1 Reference to “FAR” replaced by “14 CFR”.
- 23-15-1 STC Reference numbering standardized with rest of the manual. As per PL-31, provisos with “OR” in them have been revised into separate MMEL cases for sub item 3), Voice Communications.
- 23-30-1 Relief extended to Flight Deck PA Light, F/A CALL and PA light on Handsets, and to Advisory Light panels in the passenger cabin. Corrected number of installed Flight Deck CALL Lights and relief restrictions for different configurations. Revised Note for “2c)” Case 2 to fall in line with PL-09 Rev 11.
- 23-30-3 Corrected sub-item numbering. Reference to “FAR” replaced by “14 CFR”. Removed “a)” in front of Lavatory Speaker as there are no other sub items.
- 23-50-4 Reference to “FAR” replaced by “14 CFR”.
- 23-50-5 Reference to “FAR” replaced by “14 CFR”.

25 EQUIPMENT AND FURNISHINGS

- 25-10-2 Title revised for grammatical correction.
- 25-10-4 Title revised to read “Flight Deck” instead of “Flightdeck”.
- 25-20-2 Removed a) in front of Key Locks as there are no other sub items.
- 25-20-3 Reference to “FAR” replaced by “14 CFR”.
- 25-20-4 Reference to “FAR” replaced by “14 CFR”.
- 25-20-10 Relief for Flight Attendant Panel PSU TEST switch added.
- 25-50-2 Relief for Forward/Aft Baggage compartment liners and panels added.
- 25-60-1 References to “FAR” replaced by “14 CFR”. “****” Removed under fixed ELT.
- 25-60-2 Item incorporated into already existing item 25-60-3, sub item 3).
- 25-60-3 References to “CFR” replaced by “14 CFR”.
- 25-60-7 Revised to clarify overwater operations and runway restrictions.
- 25-60-8 Relief for flotation equipment revised to specify relief for flotation cushions and life vests.
- 25-62-1 Relief for the Cabin Video Monitoring and Surveillance System added.

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26 – FIRE PROTECTION

26-10-1 Replaced “NOTE 1” with “NOTE” as there are no other Notes.

26-20-3 Reference to “FAR” replaced by “14 CFR”.

27 FLIGHT CONTROLS

27-30-6 Sub item “1)” proviso “b” has word revised from “de-activated” to “deactivated”

28 FUEL

28-20-1 Revised to include relief for partial failure of the Pressure Refueling System.

28-20-2 Relief for the Master Valve CLOSED Light on the Refuel/Defuel Panel added.

29 HYDRAULIC POWER

29-10-2 Relief for the HYD FSOV OPEN Indicator Light added.

29-30-8 Revised title of sub item “1)” to clarify both are Pre-Mod configurations.
Revised title of sub item “2)” to clarify relief applicable to both Mod Configs.
“Post-Mod” terminology replaced by “Mod” similar to rest of manual.

29-30-9 Revised spelling from “VAVLE” to “VALVE” in proviso “b)”.

29-30-11 Added a comma (,) in the title.

30 ICE AND RAIN PROTECTION

30-20-2 Relief revised to include restriction requiring ENG ADPT HEAT Caution lights to be operative for both Cases.

30-20-3 Added a comma (,) in the title.

30-40-2 Relief revised as per BA Engineering re-evaluation, and to consider available AFM for One Windshield Heating System Inoperative.

30-80-1 Relief revised to for night operations to be more restrictive for current case. As well included a new relief case for day/night operations with only one inoperative.

31 INDICATING/RECORDING SYSTEMS

31-30-1 References to “FAR” replaced by “14 CFR”.

31-60-3 Removed “1)” in front of Bright/Dim Controls as there are no other sub items.

31-70-1 Relief for FAST – STC ST11053SC added.

33 LIGHTS

33-10-2 Revised to add relief for BRT function and proviso for DIM function.

33-20-3 Titles revised to include “sign” to explicitly clarify it is applicable to NextGen Interiors as well.

33-40-2 Relief revised for better clarity toward individual bulbs and relief for daylight operations as well.

33-40-3 Revised to add “***” as this is an optional item on the aircraft.

33-50-2 Relief revised to separate relief of Markers/Locators from Ceiling Lights for Classic Interior to better clarify relief.

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34 – NAVIGATION

- 34-20-7 Relief for the Integrated Standby Instrument added.
- 34-40-1 Reference to "FAR" replaced by "14 CFR".
- 34-40-2 Reference to "FAR" replaced by "14 CFR".
- 34-40-4 Reference to "FAR" replaced by "14 CFR".
Relief for the GPWS LFSS Indication Lights added.
- 34-40-6 Minor grammar correction to Case 1 proviso "d)", added ", and".
- 34-50-1 Reference to "FAR" replaced by "14 CFR".
- 34-50-2 Reference to "regulations" replaced by "14 CFR".
- 34-50-3 Reference to "FAR" replaced by "14 CFR". Title revised to remove typo "1)".
- 34-50-4 Reference to "FAR" replaced by "14 CFR".
- 34-50-5 Reference to "FAR" replaced by "14 CFR".
- 34-50-6 Relief revised to take TNP AR 0.3/0.3 TAWS installation into consideration.
- 34-60-1 Relief revised to clarify inoperative autopilot, and application of MMEL for RNP AR 0.3/0.3.
- 34-60-2 Relief revised to take TAWS installation and number of FMS installed into consideration for RNP AR 0.3/0.3.

35 OXYGEN

- 35-30-1 References to "CFR" replaced by "14 CFR".
- 35-30-2 Reference to "FAR" replaced by "14 CFR".
- 35-30-3 Reference to "FAR" replaced by "14 CFR".
- 35-30-4 Reference to "FAR" replaced by "14 CFR".

36 PNEUMATICS

- 36-10-1 Relief revised to remove 10,000 feet flight level restriction in the MMEL.

38 WATER/WASTE

- 38-10-2 Title revised to indicate aircraft with deactivated (Modsum applied) Warm Water Wash System are exempt from limitations of Warm Water Wash System MMEL. Missing title for Case 3, "Drain Mast Heaters corrected and number installed revised to show "-" as it is dependent on customer configuration choices. Proviso c) for Drain Mast Heaters revised to be inclusive of any location of ground service doors where the WWW system's drain located.

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52 DOORS

- 52-10-2 Added AFM Supplement reference to proviso.
- 52-10-3 Relief revised to account for two modes of door latch failure.
- 52-10-4 Revised to remove the relief of removal of the Stair System. This is covered by the Configuration Deviation List Supplement 41 of the AFM.
- 52-10-5 Revised title of sub item "1)" to clarify both are Pre-Mod configurations. Revised title of sub item "2)" to clarify relief is for applicable to both Mod Configurations. "Post-Mod" terminology replaced by "Mod" similar to rest of manual.
- 52-50-1 Revised to take into consideration pre and post modsum configuration 4-126449. Mod 4-126449 was introduced to correct an inadvertent illumination of the INTERNAL DOORS Caution Light.
- 52-50-4 STC Reference numbering standardized with rest of the manual.

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DEFINITIONS		

Insert definitions from Policy Letter PL-25.

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DEFINITIONS		

Insert Preamble from Policy Letter PL-34 Rev 4 for Part 121, 125, 129 and 135 certificated holders, or PL-36 for Part 91 operators.

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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					
20-1 Distribution Damper	C	1	0		
20-2 Recirculation Fan					
1) Pre-Mod 4-126236 and Pre-Mod 4-126211 or Pre-Mod 4-126212	B	1	0	(M) May be inoperative provided: a) The Fan is switched OFF, and b) The Standby Magnetic Compass is considered inoperative.	
2) Pre-Mod 4-126236 and Mod 4-126211 or Mod 4-126212	C	1	0	(M) May be inoperative provided Fan is deactivated.	
20-3 Flow (Pack) Control and Shutoff Valve	C	1	0	(M) May be inoperative provided: a) The Valve is secured in the open position, b) The Nacelle Shutoff Valves are verified operative, and c) Both digital (AUTO) channels of the ECU are verified operative.	
20-4 Display Cooling Fans	C	3	2		

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21 AIR CONDITIONING				
20-5 SIDE WINDOW DEMIST Vent Controls	A	2	1	One may be inoperative provided: a) Aircraft is dispatched for no more than three flight days, and b) Airflow from the side window vent on the inoperative side is confirmed by the pilot.
	C	2	0	(M) May be inoperative provided the affected side(s) is failed in open position.
20-6 Low Level Vent Controls	A	2	1	One may be inoperative provided; a) Aircraft is dispatched for no more than three flight days, and b) Airflow from the side window vent, on the side with the inoperative low level vent, is confirmed by the pilot.
	C	2	0	(M) May be inoperative provided Low Level Vent position is confirmed and lever moved to closed position.
20-7 FLT COMPT GASPERS (Small and Large)	C	4	2	May be inoperative provided at least one Large Gasper (vent) is operative.
	A	4	0	May be inoperative for one flight day.

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21	AIR CONDITIONING				
20-8	Aft Baggage Compartment Vent Valves				
1)	Inlet and Outlet Vent Valves	C	2	0	(M)(O) May be inoperative in closed position provided: a) Inlet and outlet vent valves (shut off valves) are deactivated, b) VENT VALVE INLT and VENT VALVE OUTLT CLOSED advisory lights are verified illuminated prior to each flight, and c) Live animals are not carried.
		C	2	0	(O) May be inoperative provided procedures are established and used to ensure the compartment remains empty, or verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), or Fly Away Kits. NOTE: Operator MEL must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.
2)	VENT VALVE INLT and VENT VALVE OUTLT CLOSED Advisory Lights	C	2	0	(O) May be inoperative provided procedures are established and used to ensure the compartment remains empty, or verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), or Fly Away Kits. NOTE: Operator MEL must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.

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21 AIR CONDITIONING					
30-1 CABIN PRESS Warning Light	C	1	0	(O) May be inoperative provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON.	
30-2 Cabin ALT Indicator	C	1	0	(O) May be inoperative provided: a) The Cabin DIFF Pressure Indicator is verified operative, and b) A chart is provided to convert cabin differential pressure to cabin altitude.	
	C	1	0	(O) May be inoperative provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON.	
30-3 Cabin DIFF Pressure Indicator	C	1	0	(O) May be inoperative provided: a) The Cabin ALT Indicator is verified operative, and b) A chart is provided to convert cabin altitude to cabin differential pressure.	
	C	1	0	(O) May be inoperative provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON.	
30-4 Cabin RATE Indicator	C	1	0	May be inoperative provided all other instruments and functions of the Pressurization System are operative.	
	C	1	0	(O) May be inoperative provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON.	

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21 AIR CONDITIONING					
30-5 Cabin Pressure Control System					
1) AUTO and MAN Modes	A	2	0	(M)(O) May be inoperative provided: a) The FWD OUTFLOW valve and DUMP functions are verified operative, b) The AFT OUTFLOW valve is verified open, c) Flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON, and d) Repairs are made within three flight days.	
2) AUTO Mode	A	1	0	(M) May be inoperative provided: a) MAN control is verified operative, b) The FWD OUTFLOW control and DUMP functions are verified operative, c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator, verified operative, and d) Repairs are made within three flight days.	
3) MAN Mode	C	1	0	(M) May be inoperative provided: a) AUTO control is verified operative, b) The FWD OUTFLOW control and DUMP functions are verified operative, and c) Cabin RATE Indicator, Cabin ALT Indicator, and Cabin DIFF Pressure Indicator are verified operative.	

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21 AIR CONDITIONING					
30-6 Aft Valves					
1) Aft Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) The AFT OUTFLOW valve is verified open, and b) Flight is conducted in an unpressurized configuration, at or below 10,000 feet MSL.	
2) Aft Safety Valve	C	1	0	(M)(O) May be inoperative provided: a) The AFT OUTFLOW valve is verified open, and b) Flight is conducted in an unpressurized configuration, at or below 10,000 feet MSL.	
50-1 Air Cycle Machines (ACM)	C	2	1	May be inoperative provided the associated PACKS switch is selected and remains OFF.	
50-2 Turbine Shut-Off Valves	C	2	1	(M) May be inoperative provided: a) Turbine Shut-Off Valve is secured in the Closed position, and b) Associated PACKS switch is selected and remains OFF.	
50-3 Pack Bypass Valve	C	2	1	(M) One may be inoperative provided: a) Pack Bypass Valve is locked in the closed position, and b) Associated PACKS switch is selected and remains OFF.	

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21 AIR CONDITIONING					
60-1 CABIN TEMP CONTROL					
1) AUTO and MAN Modes	C	1	0	(M) May be inoperative provided: a) The associated CABIN PACK is considered inoperative, is selected and remains OFF, and b) FLT COMP TEMP CONTROL is verified operative.	
2) AUTO Mode	C	1	0	(M) May be inoperative provided: a) MAN control is verified operative, and b) DUCT TEMP indicator is verified operative.	
3) MAN Mode	C	1	0	(M) May be inoperative provided AUTO control is verified operative.	

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21 AIR CONDITIONING					
60-2 DUCT TEMP GAUGE	C	1	0	(O) May be inoperative provided Flight Attendant Temperature Control is operative and flights are conducted in accordance with AFM Supplement 85, OPERATION WITH INOPERATIVE CAB DUCT/ CABIN/FC DUCT GAUGE.	
1) CABIN Temperature	C	1	0	May be inoperative provided Flight Attendant Temperature Control is operative.	
2) CAB DUCT Temperature	C	1	0	May be inoperative provided flights are conducted in accordance with AFM Supplement 85, OPERATION WITH INOPERATIVE CAB DUCT/ CABIN/FC DUCT GAUGE.	
3) FC DUCT Temperature	C	1	0	(O) May be inoperative provided flights are conducted in accordance with AFM Supplement 85, OPERATION WITH INOPERATIVE CAB DUCT/ CABIN/FC DUCT GAUGE.	

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21 AIR CONDITIONING					
60-3 FLT COMP TEMP CONTROL					
1) AUTO and MAN Modes	C	2	0	(M) May be inoperative provided: a) The associated FLT COMP PACK is considered inoperative and is selected and remains OFF, and b) CABIN TEMP CONTROL (AUTO & MANUAL) is verified operative.	
2) AUTO Mode	C	1	0	(M) May be inoperative provided: a) MAN control is verified operative, and b) DUCT TEMP indicator is verified operative.	
3) MAN Mode	C	1	0	(M) May be inoperative provided AUTO control is verified operative.	

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21 AIR CONDITIONING					
60-4 Flight Attendant Control Panel-Cabin Temperature Control and Indication	C	-	0		One or all functions /indications may be inoperative provided cabin temperature control is available from the flight deck. NOTE: Flight Attendant control of cabin temperature is not available if MANUAL cabin temperature control is selected in the cockpit.
1) Temperature Display	C	1	0		(O) May be inoperative provided cabin temperature indication in the cockpit air conditioning panel is operative and this information will be given to the flight attendant as required.
2) Temperature Display Test Switch	C	1	0		
3) Temperature Display Switch	C	1	0		
4) Temperature Scale	C	1	0		
5) F/A Control Enabled Advisory Light	C	1	0		

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22 AUTO FLIGHT				
10-1 A/P DISENG Annunciators (Glareshield)	B	2	1	May be inoperative when autopilot is used in any axis.
	A	2	0	May be inoperative provided: a) Autopilot is considered inoperative, and b) Repairs are made within one flight day.
10-2 Autopilot				
1) Autopilot	A	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Repairs are made within one flight day.
2) AP PITCH TRIM	A	1	0	(M)(O) May be inoperative provided: a) Autopilot is considered inoperative and not used, b) Flaps are limited to 15 degrees or less, and c) Repairs are made within one flight day.
10-3 Tactile Control Steering (TCS) Switches	B	2	0	May be inoperative provided autopilot is disengaged prior to manual control column movement.
	C	2	1	May be inoperative on the non-flying pilot side.

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22	AUTO FLIGHT				
10-4	Flight Guidance Control Panel (FGCP)				
1)	IAS Selector	B	1	0	(O) May be inoperative provided VS or VNAV is operative and is used for altitude changes.
		B	1	0	(O) May be inoperative provided auto pilot is disengaged for altitude changes.
2)	VS Selector	B	1	0	(O) May be inoperative provided IAS or VNAV is operative and is used for altitude changes.
		B	1	0	(O) May be inoperative provided auto pilot is disengaged for altitude changes.
3)	VNAV Selector	B	1	0	(O) May be inoperative provided VS or IAS is operative and is used for altitude changes.
		B	1	0	(O) May be inoperative provided auto pilot is disengaged for altitude changes.
4)	ALT Selector	B	1	0	(O) May be inoperative provided basic Altitude Hold mode is operative.
5)	ALT SEL	A	1	0	(O) May be inoperative provided: a) Altitude alerter is considered inoperative, and b) Repairs are made within three flight days.
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22	AUTO FLIGHT				
10-4	Flight Guidance Control Panel (FGCP) (Cont'd)				
6)	Pitch/Rate Thumb Wheel	B	1	0	(O) May be inoperative provided VS and IAS are considered inoperative.
7)	HDG Selector	B	1	0	(O) May be inoperative provided basic Heading mode and Heading bugs are operative.
8)	NAV Selector	B	1	0	(O) May be inoperative provided NAV Source selectors and Course selectors are operative.
9)	APPR Selector	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
10)	BC Selector	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
11)	AP Selector Indication	B	2	0	(O) May be inoperative provided Primary Flight Display (PFD) Flight Mode Annunciator (FMA) is operative.
12)	HSI SEL Selector Indication	B	2	0	(O) May be inoperative provided Primary Flight Display (PFD) Flight Mode Annunciator (FMA) is operative.
10-5	Yaw Damper System	A	1	0	(M) May be inoperative provided: a) Autopilot is considered inoperative, and b) Repairs are made within one flight day.

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22 AUTO FLIGHT					
10-6 A/P DIS Switches (On Control Wheels)	C	2	1	One may be inoperative provided: a) The 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 the Autopilot is not used.	

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1. SYSTEM,
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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				
10-1 Communication Systems Transmitters and Receivers (VHF, HF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus or the DC Transfer Bus, and not required for emergency procedures.
10-2 "Flitefone System" *** (or equivalent)	D	1	0	
15-1 Tropospheric Airborne Meteorological Data Recording System (TAMDAR)/SATCOM Transceiver (STC ST00640DE)	D	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.
1) Automatic Flight Time Reporting (OUT/OFF/ON/IN)	D	1	0	(O) May be inoperative provided alternate flight time recording and transmission procedures are established and used.
2) Weather Data Acquisition and Transmission	D	1	0	May be inoperative provided operational procedures do not require its use.
3) Voice Communication	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	(O) May be inoperative provided procedures do not require its use.
4) Text Message/Email	D	1	0	(O) May be inoperative provided alternate transmission procedures are established and used.

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23	COMMUNICATIONS				
20-1	SELCAL System ***	C	1	0	May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
20-2	Aircraft *** Communications Addressing and Reporting System (ACARS)	C	1	0	May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
30-1	Alerting System (Chime/Light)				
1)	Passenger Configuration				
a)	Flight Deck CALL Light	B	2	1	May be inoperative provided the flight deck chime operates normally. NOTE: The flight deck chime must always be operative.
b)	Flight Deck PA Light	B	2	1	May be inoperative provided the PA system operates normally.
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23	COMMUNICATIONS				
30-1	Alerting System (Chime/Light) (Cont'd)				
1)	Passenger Configuration (Cont'd)				
c)	Flight Attendant CALL Light at handset	B	2	0	May be inoperative provided the associated red light on all Advisory Lights Panels operates normally.
d)	Flight Attendant PA Light at handset	B	2	0	May be inoperative provided the associated green light on all Advisory Lights Panels operates normally.
e)	Flight Attendant Advisory Lights Panels	B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected light alert is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (chime or light) is installed and operates normally, and c) Alternate procedures for contacting Flight Attendants are established and used.
					NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).
					NOTE 2: Any visual alerting system function(s) that operates normally may be used.
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23	COMMUNICATIONS				
30-1	Alerting System (Chime/Light) (Cont'd)				
1)	Passenger Configuration (Cont'd)				
f)	Flight Attendant Chime	B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected chime alert is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (chime or light) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used NOTE 1: Passenger to Attendant Call System is considered a Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any chime alerting system function(s) that operates normally may be used.
2)	Cargo Configuration				
a)	Flight Deck CALL Light	B	2	0	May be inoperative provided the flight deck chime operates normally.
b)	Flight Deck Call System	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.
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23	COMMUNICATIONS				
30-1	Alerting System (Chime/Light) (Cont'd)				
2)	Cargo Configuration (Cont'd)				
c)	Courier/ Supernumerary Call Light	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any visual alerting system function(s) that operates normally may be used.
d)	Courier/ Supernumerary Chime System	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
		D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied. NOTE: Any chime alerting system function(s) that operates normally may be used.

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23	COMMUNICATIONS				
30-2	Pre-Recorded Announcement (Passenger Briefing) System	C	1	0	May be inoperative provided alternate procedures are established and used.
	All Cargo Operations	D	1	0	
30-3	PACIS (Passenger Address and Cabin Interphone System)				
1)	Passenger Address System (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 (chime and call light) operates normally.
		C	1	0	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.
	Lavatory Speaker	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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23	COMMUNICATIONS				
30-3	PACIS (Passenger Address and Cabin Interphone System) (Cont'd)				
2)	Courier/Supernumerary Address System (Cargo Configuration)	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures and/or operating restrictions are established and used.
	Lavatory Speaker	D	1	0	May be inoperative unless procedures require its use.
	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	Lavatory Speaker	D	1	0	May be inoperative provided procedures do not require its use.
3)	Crewmember Interphone System(s) (Passenger Configuration)				
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate Communications procedures between the affected flight attendants station (s) are established and used.
					NOTE: Any station function(s) that operate normally may be used.
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23	COMMUNICATIONS				
30-3	PACIS (Passenger Address and Cabin Interphone System) (Cont'd)				
3)	Crewmember Interphone System(s) (Passenger Configuration) (Cont'd)				
b)	Cabin to Cabin Function	B	2	0	(O) May be inoperative provided alternate communications procedures between the affected flight attendants stations are established and used. NOTE: Any station function(s) that operate normally may be used
		B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate Communications procedures between the affected flight attendants stations are established and used. NOTE: Any station function(s) that operate normally may be used.
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23 COMMUNICATIONS					
30-3 PACIS (Passenger Address and Cabin Interphone System) (Cont'd)					
4) Crewmember Interphone System(s) (Cargo Configuration)					
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
	D	1	0	May be inoperative provided procedures do not require its use.	
b) Cabin to Cabin Function	D	1	0		
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23	COMMUNICATIONS				
30-3	PACIS (Passenger Address and Cabin Interphone System) (Cont'd)				
5)	Handset System (Passenger Configuration)				
	Cabin	B	-	0	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, and b) Alternate communications procedures between the affected Flight Attendants station(s) are established and used. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirements. NOTE 2: Any handset(s) function(s) that operate normally may be used.
6)	Handset System (Cargo Configuration)				
	Courier/Supernumerary	D	-	1	
		D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.

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23 COMMUNICATIONS					
30-4 Active Noise and Vibration Suppression System	D	1	0	(M) May be inoperative.	
				NOTE: Aircraft may be dispatched with system operative in DEGRADE mode with ANVS SYS DEGRADED lamp illuminated on the Maintenance Panel.	
40-1 Service Interphone System (Flight Compartment to Ground Crew)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures are not dependent on its use.	
50-1 Boom Microphone Push-To-Talk (PTT) Switches	C	4	2	(M) May be inoperative provided one switch at each pilot's position is verified operative.	
50-2 Headsets	D	-	-	May be inoperative provided one Headset at each required flight crew station is operative.	

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23	COMMUNICATIONS				
50-3	Flight Compartment Speakers	C	2	0	(M) May be inoperative provided headsets are installed and used by each person on Flight Compartment duty.
50-4	Boom Microphones (incl. Headset mics)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.
50-5	Flight Deck Handheld Microphones	C	2	0	May be inoperative provided associated boom microphones operate normally.
		D	2	-	Any in excess of those required by 14 CFR may be inoperative.
60-1	Static Discharges	D	25	19	May be missing, including discharger base, provided no more than one is missing from each control surface cluster.
70-1	Cockpit Voice Recorder	A	1	0	May be inoperative provided: a) The Flight Data Recorder is operative, and b) Repairs are made within three flight days.
80-1	ARCDU Radio Tuning Function (Aircraft with at least one FMS installed)	C	2	1	(O) May be inoperative provided: a) FMS Radio Tuning Function of the inoperative ARCDU in 'FMS' mode is checked daily, and b) The operative ARCDU Radio Tuning Function is verified operational in 'BOTH' or 'FMS' mode.

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24	ELECTRICAL POWER				
20-1	AC GEN 1 and AC GEN 2 VOLT Indications (On ESID)	C	6	0	May be inoperative provided: a) Associated electrical cautions and/or warnings are operative, b) Associated AC GEN LOAD Indication(s) are operative, and c) Both DC Generators are operative.
20-2	AC GEN 1 and AC GEN 2 LOAD Indications (On ESID)	C	6	0	May be inoperative provided: a) Associated electrical cautions and/or warnings are operative, b) Associated AC GEN VOLT Indications are operative, and c) Both DC Generators are operative.
20-3	#1 AC GEN and #2 AC GEN Caution Lights	C	2	1	One may be inoperative provided; a) Associated AC GEN VOLT and AC GEN LOAD Indications are operative and are periodically monitored during flight, and b) Both AC Generators are verified operative prior to each flight.
30-1	Transformer Rectifier Units (TRUs)	B	2	1	(M) One may be inoperative provided: a) Both DC Starter/Generators are operative, and b) Associated TRU is deactivated.

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24	ELECTRICAL POWER				
30-2	DC Generator Control Unit-Start/Termination Function	B	2	0	(O) May be inoperative provided the start is manually terminated at 50% NH.
30-3	BATT degrees Temperature Indications	C	3	0	(O) May be inoperative provided: a) The associated BAT HOT Warning Light(s) are verified operative, and b) The associated DC BATT LOAD Indication(s) are verified operative.
30-4 ***	APU Generation System	D	1	0	(M) May be inoperative provided: a) The cause of the malfunction is determined, and b) Appropriate action is taken to ensure that no hazard exists.
		D	1	0	May be inoperative provided the APU is considered inoperative and is not used.
30-5	DC GEN LOAD Indications	C	2	1	(O) One may be inoperative provided both DC Generators are operative.
		C	2	1	(O) One may be inoperative provided the inoperative Indication is associated with a failed DC Generator.

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24 ELECTRICAL POWER					
30-6 Generator Control System	B	2	1	(M)(O) One may be inoperative in the Generator mode only (DC GEN caution light illuminated) provided: a) both Transformer Rectifier Units (TRUs) are verified operative, and b) Operations are conducted in compliance with AFM Supplement 92 OPERATION WITH ONE DC GENERATOR INOPERATIVE.	
40-1 AC External Power System	D	1	0		
40-2 DC External Power System	D	1	0		

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25	EQUIPMENT/ FURNISHINGS				
10-1	Forward Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within two flight days.
					NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat.

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25	EQUIPMENT/ FURNISHINGS					
10-2	Pilot Seats					
1)	Vertical Adjustment	C	2	0	(M) Adjustment in a vertical mode may be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-aft adjustment operates normally.	
2)	Armrests	C	4	0	(M) May be inoperative provided armrest is removed.	
3)	Lumbar Support	C	2	0	May be inoperative in the lowest position provided seat is acceptable to the affected crewmember.	
4)	Lumbar Support Padding	D	-	-	May be worn or damaged if acceptable to the affected crewmember.	
5)	Recline Mechanism	B	-	0	(M) May be inoperative provided backrest is secured in a position acceptable to the affected crewmember.	
10-3 ***	Pilot Seat Heaters	D	2	0	(M) May be inoperative provided the affected Heaters are deactivated.	
10-4 ***	Flight Deck Sun Visors	C	-	-	May be inoperative provided: a) Affected sun visor does not obstruct either pilot's field of view for take-off and landing, and b) Inoperative sun visor is acceptable for flight conditions to the operating flight crew.	
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25	EQUIPMENT/ FURNISHINGS					
10-4 ***	Flight Deck Sun Visors (Cont'd)	C	-	-	(M) May be inoperative provided: a) Affected sun visor is removed, and b) Removal of inoperative sun visor is acceptable for flight conditions to the operating flight crew.	
20-1	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 operator's manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

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25	EQUIPMENT/ FURNISHINGS				
20-2	Storage Bins, Cabin, Galley and Lavatory Storage Compartments/Closets	C	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> 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 d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed. <p>NOTE: For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered inoperative.</p> <p>(Continued)</p>

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25	EQUIPMENT/ FURNISHINGS				
20-2	Storage Bins, Cabin, Galley and Lavatory Storage Compartments/Closets (Cont'd)	C	-	-	(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 those permanently affixed, d) Affected bin, compartment or closet is prominently placarded DO NOT USE, e) Procedures are established and used to alert crew members and passengers of inoperative bin, compartment or closet, and f) Passengers are briefed that affected bin, compartment or closet is not used. NOTE 1: For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered inoperative. NOTE 2: Any emergency equipment (permanently affixed) located in the affected bin, compartment or closet is available for use.
***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.

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25 EQUIPMENT/
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20-3 Megaphones

D

-

-

Any in excess of those required by 14 CFR may be inoperative or missing provided:

- a) Inoperative megaphone is removed from the passenger cabin,
- b) Associated placard is removed or obscured, and
- c) Required distribution is maintained.

20-4 Flight Attendant Seat Assembly

1) Required Flight Attendant Seats

B

-

-

(M)(O) One seat position or assembly may be inoperative provided:

- a) The affected seat position or seat assembly is not occupied,
- b) Flight Attendant(s) displaced by inoperative seat(s) 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,
- c) Alternate procedures are established and used as published in crewmember manuals,
- d) Folding type seat stows automatically or is secured in the retracted position, and
- e) Passenger Seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY".

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25	EQUIPMENT/ FURNISHINGS				
20-4	Flight Attendant Seat Assembly (Cont'd)				
1)	Required Flight Attendant Seats (Cont'd)				<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: 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>
2)	Excess Flight Attendant Seats	C	3	2	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected Seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. <p>(Continued)</p>

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25 EQUIPMENT/ FURNISHINGS				
20-4 Flight Attendant Seat Assembly (Cont'd)				
2) Excess Flight Attendant Seats (Cont'd)				NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraints system is considered inoperative.
20-5 Passenger Seats	C	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placard "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative Seat(s) do not affect the required number of flight attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. (Continued)

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25 EQUIPMENT/ FURNISHINGS					
20-5 Passenger Seats (Cont'd)					
1) Recline Mechanism ***	D	-	-	(M) May be inoperative and seat occupied provided the seat back is secured in the full upright position.	
2) Arm Rests					
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.	
3) Electrical/Electronic *** System/Components	C	-	-	May be inoperative and seat occupied provided associated component(s) are deactivated.	
20-6 "Fasten Seat Belt While Seated" and "No Smoking" Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each passenger seat.	
20-7 Flight Attendant Seat *** Heaters	D	2	0	(M) May be inoperative provided the affected Heaters are deactivated.	

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25	EQUIPMENT/ FURNISHINGS				
20-8	Flight Attendant Reading Light	C	-	0	(O) May be inoperative provided a suitable alternate light source is available.
20-9	Lavatory "No Smoking" Placard	C	-	-	May be missing or be illegible.
20-10	Passenger Service Unit (PSU)	C	-	-	(M) Passenger seats from which "No Smoking/Fasten Seat Belt" light is not readily legible shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".
		C	-	-	(O) The affected seat(s) may be occupied provided: a) The crew Cabin Interphone System, Cabin Chime System and Passenger Address System are operative, and b) Procedures are established and used to alert and notify affected passengers when seat belts should be fastened and smoking prohibited.
	Flight Attendant Panel PSU TEST Switch	D	1	0	(O) May be inoperative.
20-11	Passenger Seats Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under the seats 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.

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25 EQUIPMENT/ FURNISHINGS					
40-1 Exterior Lavatory Door Ashtrays					
1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed	A	1	0	One may be missing provided it is replaced within 10 calendar days.	
2) Airplanes With Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing provided it is replaced within 3 calendar days.	
40-2 Lavatory Waste Receptacle Access Doors/Cover	C	-	0	(M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured/blocked to prevent waste introduction into compartment, c) Lavatory is used only by crewmembers, and d) Associated lavatory entrance door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER." NOTE: These provisions are not intended to prohibit lavatory use or inspection by crewmembers.	

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25 EQUIPMENT/ FURNISHINGS					
50-1 Aft Baggage Door Threshold Nets	D	1	1	(M) May be damaged provided: a) The number of detached stitching locations does not exceed six, b) The number of detached stitching locations per nylon strap (horizontal or vertical) does not exceed two, c) Detached stitching locations are separated by a minimum of two horizontal or vertical nylon strap intersection locations, d) No more than 25% of a nylon strap width is found to be defective, e) No more than one detached stitching location exists per main horizontal securing strap, f) There is no detached stitching on the two outermost vertical straps, g) Of the four installed, no more than one attachment clip is missing/inoperative, and h) Net is inspected weekly to ensure no further damage exists.	
	C	1	0	(M) May be missing provided: a) Inoperative aft baggage door threshold net assembly is completely removed, b) Baggage threshold protector remains installed, and c) Ground crew is notified of missing aft baggage door threshold net prior to unloading aircraft.	

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25	EQUIPMENT/ FURNISHINGS				
50-2	Cargo Compartment Liners and Floor Panels(Applicable to Forward and/or Aft Baggage Compartments)	B	-	-	(O) Liners/panels may be damaged or missing provided cargo is not carried in the associated compartment. NOTE: Unit Load Devices (ULDs) may be carried in the associated compartment provided no cargo is carried on or in these devices. For ballast purposes, use of bags (made of glass fibre or Kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
60-1	Emergency Locator Transmitter (ELT)				
1)	Fixed ELT	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
		A	-	0	(M) 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	-	-	(M) Any in excess of those required by 14 CFR may be missing.
2)	Survival Type ELTs ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.

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25	EQUIPMENT/ FURNISHINGS				
60-2	First Aid Kit and/or Associated Equipment	D	-	-	Relief combined with 25-60-3 (Emergency Medical Equipment), Revision 8.
60-3	Emergency Medical Equipment				
1) ***	Automated 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 unit that cannot 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.
2) ***	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is sealed 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 1 flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
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25	EQUIPMENT/ FURNISHINGS				
60-3	Emergency Medical Equipment (Cont'd)				
3)	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs 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 or replacements are made within 1 flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
60-4	Flight Attendant Flashlights				
1)	Flashlights	C	-	0	(O) May be inoperative or missing provided the flight attendant assigned to the associated seat has a flashlight of equivalent characteristics readily available.
2)	Flashlight Holders	C	-	0	(M)(O) May be inoperative or missing provided alternate stowage provisions are provided.

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25	EQUIPMENT/ FURNISHINGS				
60-5	Galley 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.
60-6	Flight deck Flashlights/ Flashlight Holders				
1)	Flashlights	C	2	0	(O) May be inoperative or missing provided that a flashlight of equivalent characteristics is readily available.
2)	Flashlight Holders	C	2	0	(M)(O) May be inoperative or missing provided alternate stowage provisions are provided.
60-7	Airstair Door Ditching Dam	C	1	0	(M) May be inoperative provided: a) The ditching dam is secured in the stowed position, b) Extended overwater operations are prohibited, and c) Take-offs and landings are not conducted on runways that may lead to imminent ditching.
					NOTE: "Extended Overwater Operations" means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shore.

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25 EQUIPMENT/ FURNISHINGS					
60-8 Flotation Equipment ***					
Flight Crew and Flight Attendant Life Vests	C	-	-	As required by 14 CFR.	
				NOTE: "Extended Overwater Operations" means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shore.	
Passenger Flotation Cushions	C	-	-	As required by 14 CFR.	
				NOTE: "Extended Overwater Operations" means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shore.	
*** Passenger Life Vests	C	-	-	As required by 14 CFR.	
				NOTE: "Extended Overwater Operations" means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shore.	

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25 EQUIPMENT/ FURNISHINGS					
62-1 Cabin Video *** Monitoring and Surveillance System	C	1	0	(O) May be inoperative provided: a) A flight deck door viewing port is installed and operates normally, and b) Alternate procedures are established and used.	
	D	1	0	May be inoperative provided procedures do not require its use.	
Video Converter	D	2	1	One may be inoperative provided operative video converter is connected to an operative FMS.	

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26	FIRE PROTECTION				
10-1	Lavatory Smoke Detection System	C	-	0	(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 crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspection by crewmembers.
10-2	Aft Baggage Compartment Smoke Detectors	C	2	1	(M) May be inoperative provided: a) Affected smoke detector is deactivated, b) Inlet and outlet valve are deactivated in closed position, c) VENT VALVE INLT and VENT VALVE OUTLT CLOSED advisory lights are verified illuminated prior to each flight, and d) Live animals are not carried.
(Continued)					

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26 FIRE PROTECTION

10-2 Aft Baggage
Compartment Smoke
Detectors
(Cont'd)

C

2

0

(M) May be inoperative provided:
a) Procedures are established and used to ensure the compartment remains empty, or verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), or Fly Away Kits, and
b) Affected smoke detectors are deactivated.

NOTE:
Operator MEL must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.

10-3 Forward Baggage
Compartment Smoke
Detector

C

1

0

(M)(O) May be inoperative provided:
a) Procedures are established and used to ensure the compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), or Fly Away Kits, and
b) Smoke detector is deactivated if a continuous or intermittent SMOKE warning light is illuminated on the Caution/Warning Panel.

NOTE:
Operator MEL must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.

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26 FIRE PROTECTION				
10-4 APU Fire Detection *** System	D	1	0	(M) May be inoperative provided: a) The APU fuel shut-off valve is verified closed, and b) The APU is considered inoperative and is not used.
20-1 APU Fire Extinguishing *** System	D	1	0	(M) May be inoperative provided the APU is considered inoperative and is not used.
20-2 Lavatory Fire Extinguishing System	C	-	-	(M) For each lavatory, the lavatory fire extinguishing system may be inoperative provided the lavatory smoke detection system operates normally.
	C	-	-	(M)(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided: a) Lavatory waste receptacle is empty, b) The lavatory door is locked closed and placarded "INOPERATIVE-DO NOT ENTER", and c) The lavatory is used only by crewmembers.
				NOTE 1: These provisos are not intended to prohibit lavatory use or inspection by crewmembers.
				NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.

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26 FIRE PROTECTION					
20-3 Portable Fire Extinguishers	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location and is placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	
20-4 Baggage Compartment Fire Extinguishers					
1) Low Rate Discharge Bottle (LRD)	C	1	0	(M) May be inoperative provided the forward and aft baggage compartments are empty. NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.	
2) High Rate Discharge Bottle (HRD)	C	2	0	(M) May be inoperative provided the associated baggage compartment is empty. NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
10-1 AIL TRIM Indicator	C	1	0	(M) May be inoperative provided, prior to each flight, the aileron trim is: a) Visually checked for full, free and correct movement, and b) Confirmed neutral.
20-1 RUDDER TRIM Indicator	B	1	0	(O) May be inoperative provided, prior to each take-off, the rudder trim is: a) Visually checked for full, free and correct movement as indicated on the PFCS indicator, and b) Selected to neutral.
20-2 Rudder Pedal Adjustment	C	2	0	(M)(O) May be inoperative provided rudder pedals can be secured in a position which meets individual pilot requirements.
30-1 AUTO PITCH TRIM FAIL	A	1	0	(M)(O) May be inoperative provided: a) Flap angles are limited to 15 degrees or less, and b) Repairs are made within one flight day.
30-2 Stick Shaker	A	2	1	(M) May be inoperative provided: a) The affected stick shaker is deactivated, b) The unaffected stick shaker is tested before each flight, c) Flight is not conducted into known or forecast icing conditions, and d) Repairs are made within two flight days.

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27 FLIGHT CONTROLS					
30-4 Stall Warning System	A	2	1	(M)(O) May be inoperative provided: a) Affected Stall Warning System is deactivated, b) Stick Pusher is deactivated, c) Unaffected Stall Warning System is verified operative before each departure, d) Flight is not conducted into known or forecast icing conditions, e) Flight is conducted in accordance with AFM Supplement 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND/OR STICK PUSHER SYSTEM, and f) Repairs are made within two flight days.	
30-5 Stick Pusher System	A	1	0	(M)(O) May be inoperative provided: a) Stick Pusher is deactivated, b) Flight is not conducted into known or forecast icing conditions, c) Flight is conducted in accordance with AFM Supplement 11 OPERATION WITH ONE INOPERATIVE STALL WARNING AND/ OR STICK PUSHER SYSTEM, and d) Repairs are made within two flight days.	

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27	FLIGHT CONTROLS				
30-6	#1 STALL SYST FAIL, #2 STALL SYST FAIL Caution Lights	A	2	0	(M) May be inoperative ON provided: a) It is confirmed that the illumination of the #1 and #2 STALL SYST FAIL caution lights occurred only on ground, b) The aircraft is dispatched in accordance with the applicable proviso(s) below, and c) Repairs are made within two flight days.
1)	"ADU1" and "ADU2" on CDS	A	2	0	(M)(O) May be dispatched with the #1 STALL SYST FAIL and #2 STALL SYST FAIL caution lights ON provided: a) It is confirmed that the illumination of the #1 and #2 STALL SYST FAIL caution lights occurred only on ground, b) The stick pusher is deactivated, c) Flight is not conducted into known or forecast icing conditions, d) Flights are conducted in accordance with AFM Supplement 11 .OPERATION WITH ONE INOPERATIVE STALL WARNING AND/ OR STICK PUSHER SYSTEM, and e) Repairs are made within two flight days.
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27	FLIGHT CONTROLS				
30-6	#1 STALL SYST FAIL, #2 STALL SYST FAIL Caution Lights (Cont'd)				
2)	"NO DATA FROM FADEC1" and "NO DATA FROM FADEC 2" on CDS	A	2	0	(M) May be dispatched with the #1 STALL SYST FAIL and #2 STALL SYST FAIL caution lights ON provided: a) It is confirmed that the illumination of the #1 and #2 STALL SYST FAIL caution lights occurred only on ground, b) Prior to each flight the Centralized Diagnostic System must be interrogated for the affected SPM to ensure that the PROPELLER DE-ICE failure is not indicated, and c) Repairs are made within two flight days.
3)	"FPIU" on CDS	A	1	0	(M) May be dispatched with the #1 STALL SYST FAIL and #2 STALL SYST FAIL caution lights ON provided: a) It is confirmed that the illumination of the #1 and #2 STALL SYST FAIL caution lights occurred only on ground, b) Prior to each flight the Centralized Diagnostic System must be interrogated for the affected SPM to ensure that the PROPELLER DE-ICE failure is not indicated, c) Use of flaps limited to a maximum of 15°, d) Aircraft is not dispatched into known or forecast icing conditions, and e) Repairs are made within two flight days.

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27	FLIGHT CONTROLS				
30-6	#1 STALL SYST FAIL, #2 STALL SYST FAIL Caution Lights (Cont'd)				
4)	"STICK SHAKER" on CDS	A	1	0	(M) May be dispatched with the #1 STALL SYST FAIL and #2 STALL SYST FAIL caution lights ON provided: a) It is confirmed that the illumination of the #1 and #2 STALL SYST FAIL caution lights occurred only on ground, b) Prior to each flight the Centralized Diagnostic System must be interrogated for the affected SPM to ensure that the PROPELLER DE-ICE failure is not indicated, c) The affected stick shaker is deactivated, d) The unaffected stick shaker is tested before each flight, e) Flight is not conducted into known or forecast icing conditions, and f) Repairs are made within two flight days.

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27 FLIGHT CONTROLS					
60-1 Roll Spoiler Caution Lights					
1) ROLL SPLR INBD GND	C	1	0	(M)(O) May be inoperative provided: a) Associated Roll Spoiler (ground mode) is deactivated, and b) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE FLIGHT SPOILERS IN GROUND MODE.	
2) ROLL SPLR OUTBD GND	C	1	0	(M)(O) May be inoperative provided: a) Associated Roll Spoiler (ground mode) is deactivated, and b) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE FLIGHT SPOILERS IN GROUND MODE.	
60-2 FLIGHT/TAXI Switch TAXI Position Latch	C	1	0	(O) May be inoperative provided: a) The FLIGHT/TAXI Switch operates in both the FLIGHT and TAXI positions, b) The ROLL INBD and ROLL OUTBD Spoiler Advisory Lights are verified operative, and c) Retraction of the spoilers is verified when the Switch is held in the TAXI position prior to each flight.	

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27	FLIGHT CONTROLS				
60-3	Spoiler Advisory Lights				
1)	ROLL INBD	B	1	0	(O) May be inoperative provided: a) All PFCS SPOILER indications on the MFD are operative and are periodically monitored, and b) Non-flying pilot is briefed on their responsibility to observe and announce the spoilers (ground mode) on roll out.
2)	ROLL OUTBD	B	1	0	(O) May be inoperative provided: a) All PFCS SPOILER indications on the MFD are operative and are periodically monitored, and b) Non-flying pilot is briefed on their responsibility to observe and announce the spoilers (ground mode) on roll out.
60-4	Roll Spoilers (Ground Mode System)	C	2	0	(M)(O) May be inoperative provided: a) Associated inboard or outboard pair of roll spoilers (ground mode) are deactivated, and b) Appropriate AFM performance decrements are applied per Supplement 17 OPERATION WITH INOPERATIVE FLIGHT SPOILERS IN GROUND MODE.

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28 FUEL					
20-1 Pressure Refueling System	C	1	0		
1) REFUEL	C	1	0	(M) May be inoperative provided the fuel transfer system is verified operative.	
2) PRESELECT REFUEL	C	1	0	(M) May be inoperative provided the fuel transfer system is verified operative.	
3) REFUEL and PRESELECT REFUEL	C	1	0	(M)(O) May be inoperative provided: a) Fuel transfer system is verified operative, and b) Procedures are established and used for gravity refueling.	
-20-2 Master Valve CLOSED Light (Refuel/Defuel Panel)	C	1	0	(M) May be inoperative provided REFUEL/DEFUEL SHUT-OFF VALVE is verified closed following refueling.	
40-1 Height Measuring Unit (Magnetic Dipsticks)	C	2	0	May be inoperative provided the fuel quantity is determined by other approved means.	
40-2 Fuel TANK degrees C Temperatures Indication (on ESID)	C	1	0	May be inoperative provided: a) Aircraft is flown at an OAT that is 4 degrees C above the freezing point of the fuel (Jet A, Jet A-1, Jet B or JP-4) being used, and b) JP-5 fuel is not used.	

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28 FUEL				
40-3 FUELING ON Caution Light	C	1	0	(O) May be inoperative provided prior to each flight: a) The REFUEL/OFF/DEFUEL switch is confirmed OFF, and b) The Refuel/Defuel access panel is verified closed.
40-4 TANK 1 AUX PUMP, and TANK 2 AUX PUMP Advisory Lights	C	2	1	(O) May be inoperative provided: a) The associated ENG FUEL PRESS caution light and Aux Fuel Pump are verified operative, b) Both flight compartment FUEL QTY Indications are verified operative, and c) Operations are conducted in compliance with the AFM Supplement 95, OPERATION WITH AN INOPERATIVE AUX PUMP ADVISORY LIGHT.
40-5 #1 TANK FUEL LOW and #2 TANK FUEL LOW Caution Lights	C	2	1	(O) May be inoperative provided: a) The associated Flight Compartment FUEL QTY Indication is verified operative and is periodically monitored during flight, and b) The associated engine FF (Fuel Flow) Indication is verified operative.
40-6 Refuel/Defuel/ Transfer VALVE (OPEN/CLOSED) Advisory Lights	C	2	1	(M) May be inoperative provided the Fuel Transfer system and Flight Compartment FUEL QTY Indications are verified operative.
40-7 External Refuel/Defuel Panel FUEL QTY Indicators	C	2	0	(M) May be inoperative provided the fuel quantity is determined by other approved means prior to each flight.

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28 FUEL				
40-8 REFUEL SHUTOFF TANK 1 and REFUEL SHUTOFF TANK 2 Advisory Lights	C	2	0	(M) May be inoperative provided the Flight Compartment FUEL QTY Indications are verified operative.
40-9 APU FUEL VALVE *** Advisory Light				
1) (OPEN)	C	1	0	(M) May be inoperative provided: a) The OPEN light is extinguished, and b) The CLOSED light is illuminated when the APU is selected OFF.
2) (CLOSED)	D	1	0	(M) May be inoperative provided: a) APU is not operated, and b) The APU fuel shut off valve is verified closed.
40-10 Flight Compartment Fuel QTY Indications (on ESID)	C	2	1	(M) May be inoperative provided: a) Fuel quantity and balance is verified by an acceptable means after each refueling, and b) Fuel Flow Indications are operative, are periodically monitored during flight, and fuel consumption is recorded.
40-11 Fuel Inlet Temperature Indications (on Engine Display)	A	2	1	(O) May be inoperative for one flight provided: a) Fuel Tank Temperature Indication (on MFD Fuel Page) is operative, b) TANK AUX PUMP Advisory Lights are operative, and c) Flight Compartment Fuel QTY Indications (on ESID) are operative.

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29	HYDRAULIC POWER					
10-1	Parking/Emergency Brake Accumulator Hand Pump	C	1	0	May be inoperative provided accumulator pressure is verified adequate prior to engine start.	
10-2	HYD FSOV OPEN Indicator Light (Failed Off)	B	2	1	(M) One may be inoperative provided: a) HYD FSOV is visually verified open prior to first flight each day, and b) HYD FSOV CLOSED indicator light is verified operative.	
30-1	HYD PRESS 1 and HYD PRESS 2 Indications	C	2	1	(M) May be inoperative provided: a) The associated ENG HYD PUMP Caution Light is verified operative, and b) The associated HYD QTY Indication is verified operative.	
30-2	HYD PRESS STBY Indication	C	1	0	(O) May be inoperative provided: a) Normal operation of the Standby Hydraulic Pump is verified before each flight, and b) HYD PRESS 1 and HYD PRESS 2 Indications are verified operative.	
30-3	System #1 and #2 Nacelle Reservoir Quantity Indicators	C	2	0	(O) May be inoperative provided: a) HYD QTY 1 and HYD QTY 2 Indications are verified operative, and b) ENG HYD PUMP Caution Lights are verified operative.	
30-4	#1 STBY HYD PUMP HOT Caution Light				Deleted.	

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29	HYDRAULIC POWER				
30-5	HYD QTY 3 Indication	C	1	0	(M) May be inoperative provided: a) The System #3 Aft Fuselage Hydraulic Quantity Indicator is verified operative, and b) Adequate fluid quantity is verified before each flight.
30-6	System #3 Aft Fuselage Hydraulic Quantity Indicator	C	1	0	May be inoperative provided HYD QTY 3 Indications is operative.
30-7	HYD PRESS 3 Indication	C	1	0	(M) May be inoperative provided: a) The #3 HYD PUMP Caution Light is verified operative, and b) The HYD QTY 3 Indication is verified operative.
30-8	PTU CNTRL Advisory Light				
1)	Pre-Mod 4-126354 or Pre-Mod 4-126425				
	PTU CNTRL ON Advisory Light	C	1	0	(O) May be inoperative provided: a) The HYD PRESS 2 indication is verified operative, b) The #2 ENG HYD PUMP caution light is verified operative, and c) The hydraulic Power Transfer Unit is verified operative prior to each flight.
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29 HYDRAULIC POWER					
30-8 PTU CNTRL Advisory Light (Cont'd)					
2) Mod 4-126354 or Mod 4-126425					
a) PTU CNTRL ON Advisory Light (White)	C	1	0	May be inoperative provided Pressure Green Cross Hatch Advisory Light is operative.	
b) PTU CNTRL FAIL Advisory Light (Amber)	C	1	0	May be inoperative provided Pressure Green Cross Hatch Advisory Light is operative.	
c) PTU CNTRL Pressure Green Cross Hatch Advisory Light (Green)	C	1	0	(O) May be inoperative provided: a) The HYD PRESS 2 indication is verified operative, b) The #2 ENG HYD PUMP caution light is verified operative, and c) The hydraulic Power Transfer Unit is verified operative prior to each flight.	

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29 HYDRAULIC POWER					
30-9 #1 ENG HYD PUMP and #2 ENG HYD PUMP Caution Lights	C	2	1	(M) May be inoperative provided: a) The associated Flight Compartment HYD PRESS Indication is verified operative, b) The associated ISOLATION VALVE is verified operative, and c) The associated hydraulic pressure is periodically monitored.	
30-10 HYD QTY 1 and HYD QTY 2 Indications	C	2	1	(M) May be inoperative provided: a) The quantity is verified adequate prior to each flight, b) The associated ENG HYD PUMP Caution Light and HYD PRESS Indication are verified operative, c) The associated HYD ISO VLV Caution Light is verified operative, and d) The associated Nacelle Hydraulic Quantity Indicator is verified operative.	

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29 HYDRAULIC POWER					
30-11 #1 HYD FLUID HOT, #2 HYD FLUID HOT Caution Lights	A	2	1	(M)(O) One may be inoperative provided: a) The associated HYD PRESS Indication is verified operative and is periodically monitored during flight, b) Adequate steps are taken each flight day to ensure that an overheat condition has not occurred, c) The associated HYD QTY Indications is verified operative, and d) Repairs are made within two flight days.	
30-12 HYD #3 ISOL VLV OPEN Advisory Light	C	1	0	(O) May be inoperative provided: a) The HYD PRESS 3 indication is operative, and b) The ELEVATOR PRESS caution light is operative.	

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30	ICE AND RAIN PROTECTION				
10-1	TAIL De-Ice Boots Advisory Lights	C	4	0	May be inoperative provided the flight is not conducted in known or forecast icing conditions.
10-2	DEICE PRESS Caution Light	C	1	0	May be inoperative provided the flight is not conducted in known or forecast icing conditions.
		C	1	0	(M) May be inoperative provided: a) All De-Ice Boot Advisory Lights are verified operative, and b) The DEICE PRESS Indicators are verified operative.
10-3	DEICE PRESS Indicators	C	2	0	May be inoperative provided the flight is not conducted in known or forecast icing conditions.
		C	2	0	(M) May be inoperative provided: a) All De-Ice Boot Advisory Lights are verified operative, and b) The DEICE PRESS Caution Light is verified operative.
10-4	Low Pressure Warning Switches (LPWS)	C	2	1	(M) May be inoperative provided: a) DEICE PRESS Caution Light is verified operative, b) DEICE PRESS Indicator is verified operative, c) All De-ice Advisory Lights are verified operative, and d) Faulty LPWS is disconnected.
		C	2	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION					
10-5 WING De-Ice Boots Advisory Lights	C	8	2	(O) May be inoperative provided: a) The left wing root de-icer boot advisory light and right wing root de-icer boot advisory light are verified operative, b) The associated boot operation is visually monitored when in use, and c) The appropriate wing inspection light(s) operate normally for night operation.	
10-6 Timer Monitor Unit (TMU, Timer Function)	C	1	0	(M) May be inoperative provided: a) Flight is not conducted in known or forecast icing conditions, b) PITOT HEAT 1, PITOT HEAT 2 and PITOT HEAT STBY are verified operative, c) L AOA VANE HEAT and R AOA VANE HEAT area verified operative, and d) ENGINE INTAKE HEATER 1 and 2 are verified operative. NOTE: AUTO mode of De-icer boots cycle will be inoperative.	
10-7 Airframe De-Icing System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	

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30 ICE AND RAIN PROTECTION					
20-1 Engine Intake Bypass Door OPN and CLOSED Advisory Lights	C	2	0	(M) May be inoperative provided: a) Bypass Door operation is verified prior to each flight, and b) The related engine intake heater indicator is verified operative.	
	C	2	1	(M)(O) One may be inoperative provided: a) Associated Bypass Door remains closed, b) Remaining Bypass Door is operative, and c) Flight is not conducted in known or forecast icing conditions.	
20-2 ENGINE INTAKE HTR Advisory Lights	A	2	0	(M) May be inoperative provided: a) Heaters are verified operative before each departure into known or forecast icing conditions, b) Both ENG ADPT HEAT Caution Lights are operative, and c) Repairs are made within three flight days.	
	C	2	1	(M) One may be inoperative provided: a) The associated heater is verified operative prior to dispatch, and b) The associated ENG ADPT HEAT Caution Light is operative.	
	C	2	1	One may be inoperative provided flight is not conducted in known or forecast icing conditions.	

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30	ICE AND RAIN PROTECTION				
20-3	ENG ADPT HEAT 1, ENG ADPT HEAT 2 Caution Lights	B	2	1	(M) One may be inoperative provided: a) The associated heater is verified operative prior to dispatch, and b) Both ENGINE INTAKE HTR advisory lights are operative and are periodically monitored.
20-4	Engine Intake Adapter Heater Assemblies	C	2	1	One may be inoperative provided the flight is not conducted in known or forecast icing conditions.
30-1	Pitot/Static Heaters	B	3	2	May be inoperative for DAY VMC provided: a) There is no visible moisture, and b) The flight is not conducted into known or forecast icing conditions.
30-2	PITOT HEAT 1, PITOT HEAT 2 and PITOT HEAT STBY Caution Lights	B	3	0	(M) May be inoperative provided: a) The flight is not conducted into known or forecast icing conditions, and b) All other elements of the pitot heat systems are verified operative prior to each flight.
40-1	Windshield Wipers	C	2	0	May be inoperative provided the flight is not conducted in precipitation within five nautical miles of the airport of take-off or intended landing.

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30	ICE AND RAIN PROTECTION				
40-2	Windshield Heaters	A	3	1	(O) May be inoperative provided: a) The flight is not conducted in known or forecasted icing conditions, and b) Repairs are made within three flight days.
	Co-Pilot Heated Windshield (Right Hand Windshield)	A	1	0	(M)(O) May be inoperative provided: a) The Pilot's Side Window heating is operative, b) The Pilot Windshield (Left Hand Windshield) heating is operative prior to dispatch, c) The flight is conducted in accordance with AFM Supplement 114, OPERATION WITH ONE WINDSHIELD HEATING SYSTEM INOPERATIVE, and d) Aircraft is operated for at most one flight day.
40-3	Alternate Pilot Wiper Switch	C	1	0	May be inoperative provided that main windshield wiper switch operates normally in all modes.
60-1	Propeller De-icing System	C	1	0	May be inoperative provided flight is not conducted in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION					
60-2 PROPS Heat Advisory Lights	B	2	0	(O) May be inoperative provided: a) AC LOAD indication is operating and periodically monitored, and b) The PROP DEICE caution light is operative.	
	C	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
80-1 Ice Detector Spigot Illumination Lights	C	2	1	One may be inoperative at either the pilot's or co-pilot's position.	
	C	2	0	May be inoperative for day operations.	
	A	2	0	(M) May be inoperative for night operations provided: a) Both Ice Detector Probes are operative, b) The flight is not conducted in known or forecasted icing conditions, c) A flash light of adequate capacity is available and confirmed operative prior to each flight, and d) Aircraft is operated for at most one flight day.	

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30	ICE AND RAIN PROTECTION				
80-2	Ice Detector Probes (Electronic)	C	2	1	(O) With both probes installed on the aircraft, may be inoperative.
		B	2	0	(O) Both may be inoperative provided: a) Windshield wipers are stored in the normal horizontal position, b) Both Ice Detector Spigot illumination lights are confirmed operative prior to night operations, c) Flight will be conducted in accordance with AFM supplement 98 OPERATION WITH BOTH ICE DETECTOR PROBES (ELECTRONIC) INOPERATIVE (ICE DETECT FAIL CAUTION LIGHT ILLUMINATED), and d) The flight is not conducted at night into known or forecast icing conditions.

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31	INDICATING/ RECORDING SYSTEMS				
20-1	Clocks				
1)	Pilot Clock	A	1	0	May be inoperative provided repairs are made within three flight days.
2)	Co-Pilot Clock	C	1	0	
30-1	Flight Data Recorder (FDR) System	C	-	1	Any excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designed airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repairs was attempted but was not successful. c) In those cases where repairs is attempted but not successful, the aircraft may be dispatched on a flight or series of flight until next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
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31	INDICATING/ RECORDING SYSTEMS					
30-1	Flight Data Recorder (FDR) System (Cont'd)					
1)	DFDR Recording Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within twenty calendar days.	
2)	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.	
30-2 ***	Extended Quick Access Recorder	D	-	-	(M) May be inoperative provided the Recorder is deactivated.	
60-1	ESID Control Panel					
1)	System Page Push Button Switches	C	4	0	(O) The ELEC SYS, ENG SYS, FUEL SYS, and DOORS SYS Switches may be inoperative provided the ALL Switch is operative.	
2)	ALL Switch	C	1	0	(O) The ALL Switch may be inoperative provided the ELEC SYS, FUEL SYS, ENG SYS, and DOOR SYS Switches are operative.	
3)	Engine Display Dimming Function	C	1	0	Dimming may be inoperative provided the display intensity is adequate.	

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31	INDICATING/ RECORDING SYSTEMS				
60-2	MFD and PFD Engine Display Messages				
1)	PFD 1 / 2 LINK FAIL Engine Display message	C	2	1	Either 1 or 2 LINK FAIL message may be displayed.
2)	MFD 1 / 2 LINK FAIL Engine Display Message	C	2	1	Either 1 or 2 LINK FAIL message may be displayed.
60-3	Electronic Flight Instrument System Control Panels	B	2	1	One panel may be inoperative provided: a) The pilot flying panel is fully operative, and b) Affected side must meet navigational requirements for route being flown.
	Bright/Dim Controls	C	6	0	Dimming may be inoperative provided the display intensity is acceptable to the flight crew.
60-4	FADEC 1/DU or FADEC 2/DU Engine Display Message	A	2	1	Message may be annunciated for three flight days.

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31 INDICATING/ RECORDING SYSTEM					
60-5 EFIS/ESID Display Units	A	5	4	(M)(O) RH MFD (MFD2) may be inoperative provided: a) Airplane is not to be dispatched from a station where repairs or replacement may be made, b) The left hand Electronic Flight Instrument System Control Panel (EFCP) and the Engine and System Integrated Display Control Panel (ESCP) are fully functional, c) The MFD1 rotary selector and ELEC SYS, ENG SYS, FUEL SYS, DOOR SYS and ALL push button switches are operative, and d) Repairs are made within three (3) flights.	
70-1 Flight Data *** Acquisition Storage and Transmission System (FAST) (STC ST11053SC)	D	1	0	(M) May be inoperative provided alternate procedure is established and used to download EMU and QAR data.	

NOTE:
The pilot occupying the left seat must conduct all departures and arrivals in Instrument Meteorological Conditions.

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4. REMARKS AND EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32 LANDING GEAR				
20-1 NOSE GEAR LOCK *** Advisory Light	C	1	0	(O) May be inoperative provided Nose Gear Lock is verified disengaged prior to each departure.
30-1 Landing Gear Retraction System	A	1	0	(O) Landing gear retraction system may be inoperative for one flight provided operations are conducted in compliance with AFM Supplement 94 OPERATION WITH LANDING GEAR EXTENDED.
40-1 Parking Brake Pressure Indications				
1) HYD PRESS PK BRK Indication	C	1	0	(M) May be inoperative provided: a) The Aft Wing Root Fairing Indicator is verified operative, and b) Brake pressure is confirmed adequate prior to engine start.
2) Aft Wing Root Fairing Indicator	C	1	0	(M) May be inoperative provided: a) The HYD PRESS PK BRAKE Indication is verified operative, and b) Brake pressure is confirmed adequate prior to engine start.
40-2 Anti Skid System	C	1	0	(O) May be inoperative provided operations are conducted in compliance with the AFM Supplement 7 OPERATION WITH INOPERATIVE ANTI-SKID BRAKE CONTROL SYSTEM.
40-3 Fill Valve Gauge *** (CR411000001)	D	6	0	(M) May be inoperative provided an alternate means to determine tire pressure is used.

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32	LANDING GEAR					
50-1	Nosewheel Steering					Deleted, Revision 7.
60-1	Touched Runway Indicating System	C	1	0	(M)	May be inoperative provided prior to each flight, it is confirmed that the frangible switch has not been contacted.

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33 LIGHTS					
10-1 Flight Compartment and Instrument Panel Lighting System	C	-	-	Individual lights may be inoperative provided remaining Lighting System lights are: a) Not required for an emergency procedure, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Positioned so that direct rays are shielded from flight crew member's eyes, and d) Lighting configuration and intensity is acceptable to the flight crew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
10-2 Caution/Warning/ Advisory Lights System DIM/BRT Function					
1) Dimming Function	C	1	0	(M) May be inoperative for day operations provided the lighting level is acceptable to both flight crew members.	
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33	LIGHTS				
10-2	Caution/Warning/ Advisory Lights System DIM/BRT Function (Cont'd)				
2)	Brighten Function	C	1	0	(M)(O) May be inoperative for day operations provided: a) Dimming function is considered inoperative, b) DIM/BRT switch is not operated, c) Lighting level is acceptable to both flight crew members, and d) DIM/BRT switch is placarded, "INOPERATIVE – DO NOT USE". NOTE: Operation of the DIM/BRT switch to Dimming mode during dispatch will exclude the ability to Brighten the lights again until the aircraft is power cycled during ground operations.
10-3	Caution/ Warning/ Advisory Lights System				
1)	Caution / Warning Panel LEDS	C	-	-	May be inoperative provided one half of each light is operative.
2)	Advisory Lights	C	-	-	(O) Individual bulb(s)/LED(s) may be inoperative for advisory lights with multiple light elements provided: a) Advisory lights are tested before each flight, and b) Luminescence and legibility of affected advisory light(s) is acceptable to the flight crew.

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33 LIGHTS				
20-1 Passenger Information Signs "No Smoking/Fasten Seat Belt"	C	-	-	(M) Passenger Seats, Flight Attendant Seats, or Lavatory from which a sign is not readily legible shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".
	C	-	-	(O) The affected Seats or Lavatory may be occupied provided: a) The crew Cabin Interphone System, Cabin Chimes System, and Passenger Address System and verified operative, and b) Procedures are established and used to alert flight attendants and notify passengers when seat belts should be fastened and smoking prohibited.
1) Automatic Function	C	-	-	(O) May be inoperative provided: a) Manual control function is operative, and b) Alternate procedures are established and used.
2) Aural Tone	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) Cargo Only Operations	D	-	-	

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33 LIGHTS				
20-2 Cabin Lighting System				
1) Ceiling Lighting				
Classic Interior	C	-	-	(M) Individual lighting sources may be inoperative provided: a) No three adjacent or two opposite lighting tubes are inoperative, and b) Cabin lighting is sufficient for flight attendants to perform required duties.
Classic Interior 3-Abreast Layout	C	-	-	(M) Up to 25% of total length of ceiling upwash lights may be inoperative provided: a) No two adjacent LED strips are inoperative, or no opposite LED strip and lighting tube are inoperative, b) No three adjacent or two opposite lighting tubes are inoperative, c) Cabin lighting is sufficient for flight attendants to perform required duties, and d) Ceiling lighting forward of class dividers is operational.
NextGen Interior (CR825CH02598)	C	-	-	(M) Up to 25% of total length of ceiling upwash lights may be inoperative provided: a) No two adjacent or opposite LED strips are inoperative, and b) Cabin lighting is sufficient for flight attendants to perform required duties.
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33 LIGHTS				
20-2 Cabin Lighting System (Cont'd)				
NextGen Interior 3-Abreast Layout	C	-	-	(M) Up to 25% of total length of ceiling upwash lights may be inoperative provided: a) No two adjacent or opposite LED strips are inoperative, b) Cabin lighting is sufficient for flight attendants to perform required duties, and c) Ceiling lighting forward of class dividers is operational.
2) Sidewall Lighting				
Classic Interior	C	-	-	May be inoperative provided cabin lighting is sufficient for flight attendants to perform required duties.
Classic Interior 3-Abreast Layout	C	-	-	(M) Up to 25% of total length of sidewall downwash lights may be inoperative provided: a) No two adjacent LED strips are inoperative, or no opposite LED strip and lighting tube are inoperative, b) No three adjacent or two opposite lighting tubes are inoperative, c) Cabin lighting is sufficient for flight attendants to perform required duties, and d) Sidewall lighting forward of class dividers is operational.
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33	LIGHTS				
20-2	Cabin Lighting System (Cont'd)				
	NextGen Interior (CR825CH02598)	C	-	-	(M) Up to 25% of total length of sidewall downwash lights may be inoperative provided: a) No two adjacent or opposite LED strips are inoperative, and b) Cabin lighting is sufficient for flight attendants to perform required duties.
	NextGen Interior 3-Abreast Layout	C	-	-	(M) Up to 25% of total length of sidewall downwash lights may be inoperative provided: a) No two adjacent or opposite LED strips are inoperative, b) Cabin lighting is sufficient for flight attendants to perform required duties, and c) Sidewall lighting forward of class dividers is operational.

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33 LIGHTS					
20-3 Lavatory Compartment (RETURN TO SEAT and LAVATORY OCCUPIED Lights/Sign)					
1) RETURN TO SEAT Lights/Sign	C	1	0	(M) May be inoperative provided: a) Lavatory compartment shall not be occupied and must be blocked and placarded – “DO NOT OCCUPY”. b) Duration of the flight must be acceptable to the Pilot-in- Command (PIC), and c) Crewmembers are allowed to use the lavatory.	
	C	1	0	(O) The lavatory may be occupied provided: a) Passenger Address System is operating normally and can be clearly heard in the lavatory compartment during flight, and b) Alternate procedures are established and used to notify passengers when return to seat is required.	
2) LAVATORY OCCUPIED Light/Signs	C	1	0	May be inoperative.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
20-4 Accent Lights (Spotlights)				
NextGen Interior	D	30	0	May be inoperative. NOTE: This relief is not intended for Emergency Flood Lights within the Accent Light Assemblies.
25-1 Lavatory Light	C	1	0	Full illumination mode may be inoperative provided the dimmed mode is functional at all times.
	C	1	0	(M) May be inoperative provided lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER".
30-1 Aft Baggage Compartment Ceiling Lights	C	2	0	May be inoperative provided alternate lighting is available.
	D	2	0	May be inoperative for day operations.
30-2 Forward Baggage Compartment Ceiling Light	C	1	0	May be inoperative provided alternate lighting is available.
	D	1	0	May be inoperative for day operations.
30-3 Aft Ground Service *** Light	D	1	0	(M) May be inoperative provided Light is deactivated.

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33 LIGHTS				
40-1 Position Lights	C	6	3	For night operations, all except the following minimum may be inoperative: a) One stationary red wing tip light, b) One stationary green wing tip light, and c) One stationary white light on top of vertical stabilizer.
	C	6	0	May be inoperative for daylight operations.
40-2 Anti-Collision Lights (White)	C	4	2	(M) At most one bulb at each position (above bullet fairing and underside center fuselage) may be inoperative provided operative bulbs are selected for operation.
	C	4	0	May be inoperative for daylight operations. NOTE: The A/COL switch must be operated as if the lights were operating normally.
40-3 Logo Lights ***	D	2	0	
40-4 Anti-Collision Light (Red)	C	1	0	(O) May be inoperative provided adequate precautions are taken to clear the area prior to engine start and while engines are running. NOTE: The A/COL Light switch must be operated as if the light was operative.

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33 LIGHTS					
40-5 Boarding Lights					
1) Passenger Configuration	C	2	0	May be inoperative provided Cabin Overhead Lighting or alternate means is used.	
	C	2	0	May be inoperative for day operations.	
2) Cargo Only Operations	C	2	0		
40-6 Passenger Airstair Door Lights					
1) Passenger Configuration	C	4	2	Two may be inoperative provided they are not adjacent.	
	C	4	0	May be inoperative provided acceptable alternate lighting is used.	
2) All Cargo Operations	D	4	0		
40-7 Landing Lights					
	C	4	2	One inboard and/or one outboard light may be inoperative for night operations provided steep approach landings are not conducted.	
	C	4	0	May be inoperative for day operations.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
40-8 Taxi Light	C	1	0	May be inoperative provided Landing Lights are operative.
	D	1	0	May be inoperative for day operations.
40-9 WING INSP Lights	C	4	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.
50-1 Exterior Emergency Lighting System	C	1	0	May be inoperative for day operations.
50-2 Interior Electrical Emergency Lighting System (Applicable to Bombardier AEROC 84.6.E.1 Sect. 5 Only)				
1) Ceiling Lights	C	-	-	Individual light bulbs, etc. may be inoperative provided no two adjacent overhead emergency lights are inoperative.
2) EXIT Identifiers Light Bulbs	C	-	-	Two bulbs from five may be inoperative on each identifier.
3) Emerg. Markers Emerg. Locators	C	7	7	Two bulbs from five may be inoperative on each marker/locator provided inoperative bulbs are not adjacent.

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	4. REMARKS AND EXCEPTIONS			

33 LIGHTS				
50-2 Interior Electrical Emergency Lighting System (Applicable to Bombardier AEROC 84.6.E.1 Sect. 5 Only) (Cont'd)				
NextGen Interior (CR825CH02598)				
(Applicable to Bombardier AEROC 84.6.E.1, Sect. 15.24 Only)				
1) Ceiling Emergency Flood Lights	C	7	-	Individual light units may be inoperative provided: a) No two adjacent ceiling emergency flood lights are inoperative, and b) Floodlight at aircraft fuselage station X=335.31 is operative.
2) EXIT Identifiers	C	4	4	Each exit identifier may have 40% of its internal lights inoperative.
(Continued)				

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33 LIGHTS					
50-2 Interior Electrical Emergency Lighting System (Applicable to Bombardier AEROC 84.6.E.1 Sect. 5 Only) (Cont'd)					
Next Gen Interior (Dual Class) (Applicable to Bombardier AEROC 84.6.E.1, Sect. 13.8 and Sect. 15.24)					
1) Ceiling Emergency Flood Lights	C	7	-	Individual light units may be inoperative provided: a) No two adjacent ceiling emergency flood lights are inoperative, and b) Flood lights at aircraft fuselage stations X=239.56 and X=335.31 are operative.	
2) EXIT Identifiers	C	4	4	Each exit identifier may have 40% of its internal lights inoperative.	
50-3 Photoluminescent Floor Proximity Emergency Escape Path Lighting	C	1	1	Sections may be unserviceable provided FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, OR b) FAA approved report of the Type Design holder, (ref. Bombardier AEROC 84.8.AC.10, Sect. 11), OR c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), OR d) The Master Drawing List for the applicable STC.	

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34 NAVIGATION				
10-1 Altitude Alerting System	A	1	0	(O) May be inoperative provided enroute operations, i.e. RVSM, do not require its use.
10-2 PFD ALTIMETER UNITS (CR839CH00016 Secondary Display of Altimeter Units in Metric)	C	2	0	(O) Indications may be inoperative provided: a) Operations are not predicated on its use, and b) Alternate procedures are established and used.
20-1 Standby Magnetic Compass	B	1	0	May be inoperative provided any combination of three gyro (or INS (IRU)) stabilized compass systems are operative.
	B	1	0	May be inoperative provided: a) Any combination of two gyro (or INS (IRU)) stabilized compass system are operative, and b) Aircraft is operated with dual independent navigation capability and under positive radar control by ATC during the en-route 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.

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34 NAVIGATION					
20-2 Standby Attitude Indicator	B	1	0		May be inoperative provided: a) Operations are conducted in day VMC only, b) Non-stabilized magnetic compass is operative, c) Standby airspeed indicator or standby airspeed indication is operative, d) Standby altimeter or standby altitude indication is operative, and e) Operations are not conducted into known or forecast VFR-On-Top conditions.
20-3 IVSI Indications (on PFDs)	B	2	1		May be inoperative for day VMC flight only.
20-4 AHRS Control Panel Indicators					May be inoperative provided switching function is operative for each Indicator.
1) DG Indicators	C	2	1		
2) ALIGN Indicators	C	2	1		
3) SLAVE Indicators	C	2	1		
4) BASIC Indicators	C	2	1		

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34	NAVIGATION				
20-5	Flux Valves	B	2	1	May be inoperative provided: a) The opposite Attitude Heading Reference Unit is operative, b) The Standby Magnetic Compass is operative, c) The AHRS on the affected side is operated in DG mode, d) Flight is restricted to DAY VMC, and e) DG Slew Mode is confirmed operative.
20-6 ***	Inertial Reference System (INS/IRU)	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.
20-7	Integrated Standby Instrument				
1)	Attitude / Slip Skid Function	B	1	0	May be inoperative for Day VMC.
2)	STD (Standard) Button	C	1	0	May be inoperative.
30-1 ***	Microwave Landing System (MLS)	C	-	0	May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
30-2 Head-Up Display *** System (HUD)	D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any mode which operates normally may be used.
40-1 Weather Radar System	C	1	0	As required by 14 CFR.
40-2 Traffic Alert and *** Collision Avoidance System (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.
(Continued)				

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34 NAVIGATION					
40-2 Traffic Alert and *** Collision Avoidance System (TCAS II) (Cont'd)					
2) Resolution Advisory (RA) PL-32 Display System(s)	C	2	1	(O) 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 crew, and c) Enroute or approach procedures do not require its use.	
3) Traffic Alert Display System(s)	C	-	0	May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
40-3 RA Height Indications (PFD)	B	2	1	(O) May be inoperative provided: a) No RAD ALT FAIL advisories are displayed on the ED, and b) Approach minimums and operating procedures are not dependant on its use.	

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34	NAVIGATION				
40-4	GPWS/EGPWS Ground Proximity Warning System / Enhanced Ground Proximity Warning System	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
1)	Modes 1 to 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS/EGPWS is considered inoperative, and b) Repairs are made within two flight days.
3)	Glideslope Deviation(s) (Mode 5)	C	-	1	
		B	-	0	
4)	Advisory Callouts (Mode 6)	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.
(Continued)					

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34 NAVIGATION					
40-4 GPWS/EGPWS Ground Proximity Warning System / Enhanced Ground Proximity Warning System (Cont'd)					
5) 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.	
6) Terrain Display *** Functions	C	-	1		
	B	-	0		
7) Ground Proximity Warning System (GPWS) Landing Flap Selection Switch (LFSS) Indication Lights	C	3	-	(O) May be inoperative provided alternate procedures are established and used.	
40-5 GPWS I/F FAIL Engine Display Message	A	1	0	(M) Message may be displayed provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	

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34 NAVIGATION				
40-6 Radio Altimeter	A	2	0	(M)(O) May be inoperative provided: a) GPWS/EGPWS is considered inoperative, b) TCAS is considered inoperative, c) Approach minimums or operating procedures are not dependent on its use, d) Operations are conducted in compliance with AFM Supplement 11, OPERATION WITH ONE INOPERATIVE STALL WARNING AND/ OR STICK PUSHER SYTEM, AFM Supplement 37, SUPPLEMENTARY PERFORMANCE INFORMATION FOR OPERATION ON CONTAMINATED RUNWAYS and AFM Supplement 39, NOISE ABATEMENT PROCEDURES AND PERFORMANCE (LANDING WITH 850 PROPELLER RPM), and e) Repairs are made within two days. NOTE: In the absence of both Radio Altimeters, use the Barometric Altimeters for all height indications.
	C	2	1	(M) One may be inoperative.

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34	NAVIGATION				
50-1	ATC Transponder/Altitude Reporting System (incl. ATC Transponder Mode 'S' Address Plug)				
1)	ATC Transponders	C	2	-	(O) May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	2	-	Any in excess of those required by 14 CFR may be inoperative.
2)	ATC Identifier Switch (On hand-wheels)	C	2	1	May be inoperative.
		C	2	0	May be inoperative provided one ATC ID button (on ARCDU1 or ARCDU2) is operative.
3)	ATC ID Button (On ARCDU1 or ARCDU2)	C	2	1	May be inoperative.
		C	2	0	May be inoperative provided one ATC Identifier Switch (On hand-wheels) is operative.

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34 NAVIGATION					
50-2 VHF Navigation System	C	-	-	-	Any in excess of those required by 14 CFR and not powered by an essential electrical bus may be inoperative provided alternate procedures are established and used.
50-3 Distance Measuring Equipment (DME)	D	-	-	-	Any in excess of those required by 14 CFR may be inoperative
DME HOLD Function	A	2	0	0	(O) May be inoperative provided: a) Associated DME if required by 14 CFR is operative, b) Alternate means are established and used to provide position and distance, and c) Repairs are made within three flight days.
	C	2	1	1	May be inoperative if required by 14 CFR provided associated DME is operative.
50-4 Automatic Direction Finding (ADF) Systems	D	-	-	-	Any in excess of those required by 14 CFR may be inoperative.
50-5 Marker Beacon Systems	D	2	0	0	Any in excess of those required by 14 CFR may be inoperative.

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34	NAVIGATION				
50-6 ***	Global Positioning System (GPS)	C	-	1	Where required by operations, one GPS must be operative. NOTE: This relief is applicable for aircrafts with TAWS Enhanced Mode (CR831CH00064) installed and required by 14 CFR.
		C	-	0	(O) Except where required by operations, may be inoperative provided alternate procedures are established and used. NOTE: TAWS Enhanced Mode (CR8321CH00064) is considered inoperative (if installed).
		D	-	1	May be inoperative provided procedures and operations do not require its use. NOTE: This relief is applicable for aircrafts with TAWS Enhanced Mode (CR831CH00064) installed and required by 14 CFR.
		D	-	0	May be inoperative provided procedures do not require its use. NOTE: TAWS Enhanced Mode (CR831CH00064) is considered inoperative (if installed).

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34 NAVIGATION				
50-7 ATC Identifier Switch (on hand- wheels)	C	2	1	(M) May be inoperative
	C	2	0	(M) May be inoperative provided one ATC ID button (on ARCDU1 or ARCDU2) is operative.
50-8 ATC ID Buttons (on ARCDU1 or ARCDU2)	C	2	1	(M) May be inoperative.
	C	2	0	(M) May be inoperative provided one ATC Identifier Switch (on hand-wheels) is operative.
60-1 Flight Directors	C	2	-	Except where enroute operations require their use, may be inoperative provided: a) Approach minimums are not dependent on their use, and b) Autopilot is considered inoperative.

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34 NAVIGATION				
60-2 Flight Management *** System (FMS)	C	-	1	Where required by operations, one FMS must be operative. NOTE: This relief is applicable for aircrafts with TAWS Enhanced Mode (CR831CH00064) installed and required by 14 CFR.
	C	-	0	(O) Except where required by operations, may be inoperative provided alternate procedures are established and used. NOTE: TAWS Enhanced Mode (CR831CH00064) is considered inoperative (if installed).
	D	-	1	May be inoperative provided procedures and operations do not require its use. NOTE: This relief is applicable for aircrafts with TAWS Enhanced Mode (CR831CH00064) installed and required by 14 CFR.
	D	-	0	May be inoperative provided procedures and operations do not require its use. NOTE: TAWS Enhanced Mode (CR831CH00064) is considered inoperative (if installed).
(Continued)				

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34 NAVIGATION				
60-2 Flight Management *** System (FMS) (Cont'd)				
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.
2) SBAS (Satellite Based Augmentation System) Level of Service (LOS) Annunciator				
a) LPV LOS Light	C	-	1	May be inoperative provided that LPV approaches are conducted from the side with the functional LPV light.
	C	-	0	May be inoperative provided LPV approaches are not conducted.
b) LNAV LOS Light	C	-	0	May be inoperative.
c) LNAV/ VNAV LOS Light	C	-	0	May be inoperative.

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35 OXYGEN					
10-1 Crew Fixed Oxygen System OXYGEN Pressure Gauges	C	2	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.	
10-2 Crew Fixed Oxygen System Overboard Discharge Indicator	C	1	0	(M) May be missing provided an approved procedure is used to ensure that the oxygen supply is at or above minimum requirements for the flight.	
30-1 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. NOTE: Required distribution of Portable Breathing Equipment (PBE) must be maintained as per 14 CFR.	
30-2 First Aid Oxygen System	D	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.	

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35 OXYGEN					
30-3 Portable Oxygen Dispensing Units	D	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.	
30-4 Dual Purpose Oxygen System Units ***	C	-	-	(M)(O) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.	

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36 PNEUMATICS					
10-1 Bleed Systems	B	2	1	(O) One may be inoperative provided: a) Associated BLEED Switch is selected OFF, b) Flight is not conducted in known or forecast icing condition, and c) Flights are conducted in accordance with AFM Supplement 100, OPERATION WITH ONE BLEED SYSTEM INOPERATIVE.	
	B	2	1	(O) One may be inoperative provided: a) Associated BLEED Switch is selected OFF, b) Associated Nacelle Shut-Off Valve (NSOV) operates normally, c) LP/HP Switching through relay logic, and AIRFRAME MODE SELECT de-ice rotary switch operates normally, and d) Flights are conducted in accordance with AFM Supplement 100, OPERATION WITH ONE BLEED SYSTEM INOPERATIVE.	

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38	WATER/WASTE				
10-1 ***	Potable Water Systems	C	-	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 system which operates normally may be used.
		C	-	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established and used to ensure that system is not serviced.
10-2 ***	Warm Water Wash System (Not applicable to deactivated Warm Water Wash Systems as per Bombardier Modsum)	C	-	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 system which operates normally may be used.
		C	-	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established and used to ensure that system is not serviced.
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38	WATER/WASTE				
10-2 ***	Warm Water Wash System (Not applicable to deactivated Warm Water Wash Systems as per Bombardier Modsum) (Cont'd)				
	Drain Mast Heaters	C	-	0	(M)(O) May be inoperative provided: a) Flight and overnight storage is not carried out in freezing conditions, b) Procedures are established and used to verify drain mast and external fill ports' temperature are acceptable prior to refilling or draining wash water system, and c) "DRAIN MAST HEATER INOPERATIVE" is placarded on appropriate ground service doors.
30-1	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(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 system which operates normally may be used. (Continued)

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38 WATER/WASTE

30-1 Lavatory Waste
Systems
(Including Wheelchair
Accessible Lavatories)
(Cont'd)

C

-

-

(M) Associated lavatory system(s) may be inoperative provided:
a) Associated components are deactivated or isolated to prevent leaks,
b) The Pilot-in-Command will determine if flight duration is acceptable with a lavatory unusable, and
c) Associated lavatory door(s) is/are secured closed and placarded, "INOPERATIVE – DO NOT ENTER".

NOTE:
These provisions are not intended to prohibit inspections by crew members.

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45	CENTRAL MAINTENANCE COMPUTER				
45-1	Centralized Diagnostic System (CDS) (Including Maintenance Interlock Switch in Wardrobe)	C	1	0	

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46	INFORMATION SYSTEMS				
20-1 ***	Electronic Flight Bag System (EFB)				
	Class 3 Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	NOTE: Any function, program or document which operates normally may be used.
	Data Connectivity (Class 2 EFB)	C	-	0	May be inoperative provided procedures do not require its use.
		D	-	0	(O) May be inoperative provided alternate procedures are established and used.
	Power Connection (Class 1 or 2 EFB)	C	-	0	May be inoperative provided procedures do not require its use.
		D	-	0	(O) May be inoperative provided alternate procedures are established and used.
	Mounting Device (Class 2 EFB)	C	-	0	May be inoperative provided procedures do not require its use.
		D	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by 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.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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

49	AIRBORNE AUXILIARY POWER				
00-1 ***	Auxiliary Power Unit (APU)	D	1	0	(M) May be inoperative provided APU Airframe Fuel Shutoff Valve is verified closed.
50-1 ***	APU Bleed Air System	D	1	0	(M) May be inoperative provided APU Bleed Valve is verified closed.

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52	DOORS				
10-1	Door Seal System Charging Valve	C	1	0	(M) May be inoperative provided the Valve is secured in the closed position.
10-2	Door Seal Drain Valve	C	1	0	May be failed in the closed position.
		C	1	0	(O) May be failed in the open position provided flight is conducted in accordance with AFM Supplement 113, UNPRESSURIZED FLIGHT – BLEED ON.
10-3	Internal Baggage Door				
1)	'INTERNAL BAGG DOOR' Caution Light	C	1	0	(M) May be inoperative provided: a) Access to the forward baggage compartment through the Internal Baggage Door is considered inoperative, b) Internal Baggage Door is secured closed by an acceptable means or method, and c) Internal Baggage Door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN".
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52 DOORS					
10-3 Internal Baggage Door (Cont'd)					
2) Door Handle	C	1	0	(M) If door cannot be unlatched, may be inoperative provided: a) Access to the forward baggage compartment through the Internal Baggage Door is considered inoperative, b) Internal Baggage Door is secured closed by an acceptable means or method, and c) Internal Baggage Door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN.	
	C	1	0	(M) If door cannot be latched, may be inoperative provided: a) Access to the forward baggage compartment through the Internal Baggage Door is considered inoperative, b) Internal Baggage Door is secured closed by an acceptable means or method, and c) Internal Baggage Door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN.	
10-4 Aft Entry Stair *** System	A	1	0	(M) May be inoperative provided: a) Stair system is secured by an acceptable procedure, b) Placarded "INOPERATIVE – DO NOT USE", and c) Repairs are made prior to completion of the next Heavy Maintenance Visit (HMV).	

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52 DOORS					
10-5 FUSELAGE DOORS Warning System					
Airstair door, Forward Baggage door, Aft Passenger door and Aft Service door Proximity Sensors					
1) Pre-Mod 4-126420 or Pre-Mod 4-126432	A	8	7	(M)(O) May be inoperative for one door provided: a) The affected door is physically verified closed and locked prior to each flight, b) The warning light is verified to re-trigger flashing upon any subsequent door opening, and c) Repairs are made within one flight day.	
					NOTE: An inoperative door warning system sensor will render AUTO Mode of the Cabin Pressure Control System inoperative.
2) Mod 4-126420 or Mod 4-126432	A	8	7	(M)(O) May be inoperative for one door provided: a) The affected door is physically verified closed and locked prior to each flight, b) The warning light is verified to re-trigger flashing upon any subsequent door opening, and c) Repairs are made within one flight day.	
					NOTE: An inoperative Passenger Airstair Door warning system sensor will render AUTO Mode of the Cabin Pressure Control System inoperative.

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52 DOORS					
30-1 Aft Baggage Door Counter Balance System	C	2	0	(M) May be inoperative provided: a) Baggage door is verified closed, latched and not used, and b) Baggage door is placarded "BAGGAGE DOOR INOPERATIVE-DO NOT OPEN".	
30-2 Aft Baggage Door Telescopic Strut	C	1	0	(M) May be inoperative provided: a) Baggage door is verified closed, latched, and not used, and b) Baggage door is placarded "BAGGAGE DOOR INOPERATIVE- DO NOT OPEN".	
	C	1	0	(M) May be inoperative or missing provided alternate approved means are established and used.	

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4. REMARKS AND EXCEPTIONS

52 DOORS

50-1 Fortified Flight Deck
*** Door (With Remote
Access System)

1) Automatic Locking
System
(Primary System)

a) Pre-Mod 4-126449

A

1

0

(M)(O) May be inoperative for a maximum of two flight days provided:
a) Automatic locking (Remote Access) system is deactivated,
b) Secondary locking system (Deadbolt), is verified operative and used to lock the door,
c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment,
d) Access to the Forward baggage compartment through the Internal baggage door is considered inoperative,
e) Internal baggage door to the Forward baggage compartment is secured closed by an acceptable means or method, and
f) Internal baggage door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN".

b) Mod 4-126449

A

1

0

(M)(O) May be inoperative for a maximum of two flight days provided:
a) Automatic locking (Remote Access) system is deactivated,
b) Secondary locking system (Deadbolt), is verified operative and used to lock the door, and
c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment.

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1. SYSTEM,
SEQUENCE NUMBERS &
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4. REMARKS AND EXCEPTIONS

52 DOORS

50-1 Fortified Flight Deck
*** Door (With Remote
Access System)
(Cont'd)

2) Flight Deck
Emergency Access
Function

a) Pre-Mod 4-126449

A

1

0

(M)(O) May be inoperative for a maximum of two flight days provided:
a) Automatic locking (Remote Access) system is deactivated,
b) Secondary locking system (Deadbolt), is verified operative and used to lock the door,
c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment,
d) Access to the Forward baggage compartment through the Internal baggage door is considered inoperative,
e) Internal baggage door to the Forward baggage compartment is secured closed by an acceptable means or method, and
f) Internal baggage door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN".

b) Mod 4-126449

A

1

0

(M)(O) May be inoperative for a maximum of two flight days provided:
a) Automatic locking (Remote Access) system is deactivated,
b) Secondary locking system (Deadbolt), is verified operative and used to lock the door, and
c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
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52 DOORS				
50-1 Fortified Flight Deck *** Door (With Remote Access System) (Cont'd)				
3) DENY Function				
a) Pre-Mod 4-126449	A	1	0	(M)(O) May be inoperative for a maximum of two flight days provided: a) Automatic locking (Remote Access) system is deactivated, b) Secondary locking system (Deadbolt), is verified operative and used to lock the door, c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment, d) Access to the Forward baggage compartment through the Internal baggage door is considered inoperative, e) Internal baggage door to the Forward baggage compartment is secured closed by an acceptable means or method, and f) Internal baggage door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN".
b) Mod 4-126449	A	1	0	(M)(O) May be inoperative for a maximum of two flight days provided: a) Automatic locking (Remote Access) system is deactivated, b) Secondary locking system (Deadbolt), is verified operative and used to lock the door, and c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment.
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52 DOORS					
50-1 Fortified Flight Deck *** Door (With Remote Access System) (Cont'd)					
4) UNLK Function	C	1	0	(O) May be inoperative provided: a) Automatic locking (Remote Access) system is verified operative, b) Emergency Access Function is verified operative, and c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment.	
5) Emergency Access Push Button Switch Panel White/Amber Indication Lights	C	4	0	(O) May be inoperative provided Emergency Access Function is verified operative.	
6) 'FAIL' - COCKPIT DOOR Advisory Light	C	1	0	(M)(O) May be inoperative provided: a) Door Unlock and Auto Lock functions are verified operative, b) 'INTERNAL DOORS' Caution Light is verified operative, and c) 'BAGG DOOR', 'CKPT DOOR', and 'AUTO UNLK' Advisory Lights are verified operative.	
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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52 DOORS				
50-1 Fortified Flight Deck *** Door (With Remote Access System) (Cont'd)				
7) 'CKPT DOOR' - OPEN Advisory Light	C	1	0	(M)(O) May be inoperative provided: a) Automatic door lock function is verified operative, b) 'INTERNAL DOORS' Caution Light is verified operative in the event door is left open more than three (3) minutes, and c) 'BAGG DOOR', 'FAIL', and 'AUTO UNLK' Advisory Lights are verified operative.
8) 'AUTO UNLK' – COCKPIT DOOR Advisory Light	C	1	0	(M)(O) May be inoperative provided: a) Emergency Access Function is verified operative, b) 'INTERNAL DOORS' Caution Light is verified operative, and c) 'BAGG DOOR', 'CKPT DOOR', and 'FAIL' Advisory Lights are verified operative.
9) 'BAGG DOOR' - OPEN Advisory Light	C	1	0	(M)(O) May be inoperative provided: a) Forward baggage door lock is operative, b) 'INTERNAL DOORS' Caution Light is verified operative, and c) 'CKPT DOOR', 'FAIL', and 'AUTO UNLK' Advisory Lights are verified operative.
10) Deadbolt (Secondary Locking System)	C	1	0	(O) May be inoperative provided Automatic Locking (Remote Access) system is operative.
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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52 DOORS					
50-1 Fortified Flight Deck *** Door (With Remote Access System) (Cont'd)					
11) 'INTERNAL DOORS' Caution Light	A	1	0	(M)(O) May be inoperative for a maximum of two flight days provided: a) Automatic locking, (Remote access), system is deactivated, b) Secondary locking system (Deadbolt) is verified operative and used to lock the door, c) Alternate procedures are established and used for using the mechanical (Deadbolt) system, and for accessing the flight compartment, d) Access to the Forward baggage compartment through the Internal baggage door is considered inoperative, e) Internal baggage door is secured closed by an acceptable means or method, and f) Internal baggage door is placarded, "INTERNAL BAGGAGE DOOR INOPERATIVE – DO NOT OPEN".	
50-2 Fortified Flight Deck *** Door (Without Remote Access System)					
Deadbolt	C	1	0	(O) May be inoperative provided primary locking mechanism, slide latch, is operative.	

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52 DOORS					
50-3 Lavatory Door Lock	C	1	0	(M) May be inoperative provided: a) Lavatory door is closed and placarded, "INOPERATIVE – DO NOT ENTER", b) Duration of flight must be acceptable to the Pilot in Command (PIC), and c) Crewmembers are allowed to use the lavatory.	
50-4 Fortified Flight Deck Door *** (STC ST01978SE)					
1) Automatic Locking System (Primary Locking System)	A	1	0	(M)(O) May be inoperative for a maximum of two(2) flight days provided: a) Automatic locking (remote access) system is deactivated, b) Secondary locking system, mechanical dead bolt, is verified operative and used to lock the door, and c) Alternate procedures are established and used for using the mechanical system and access to the flight deck.	
2) Flight Deck Emergency Access Function (Using the keypad function)	A	1	0	(M)(O) May be inoperative for a maximum of two(2) flight days provided: a) Automatic locking (remote access) system is deactivated, b) Secondary locking system, mechanical dead bolt, is verified operative and used to lock the door, and c) Alternate procedures are established and used for using the mechanical system and access to the flight deck.	
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

52 DOORS					
50-4 Fortified Flight Deck *** Door (STC ST01978SE) (Cont'd)					
3) DENY Function	A	1	0	(M)(O) May be inoperative for a maximum of two(2) flight days provided: a) Automatic locking (remote access) system is deactivated, b) Secondary locking system, mechanical dead bolt, is verified operative and used to lock the door, and c) Alternate procedures are established and used for using the mechanical system and access to the flight deck.	
4) Door OPEN Function	C	1	0	(M)(O) May be inoperative provided: a) Automatic locking (remote access) system is verified operative, b) Emergency Access Function is verified operative, and c) Alternate procedures are established and used for using the mechanical system and access to the flight deck.	
5) Emergency Access Keypad Assembly's Small RED and GREEN Indication Lights	C	2	0	(M)(O) May be inoperative provided Emergency Access Functions are verified operative.	
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
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	4. REMARKS AND EXCEPTIONS				
52 DOORS					
50-4 Fortified Flight Deck *** Door (STC ST01978SE) (Cont'd)					
6) Emergency Access Keypad Assembly's Large RED and GREEN Indication Lights	C	2	0	(M)(O) May be inoperative provided Emergency Access Functions are verified operative.	
7) Flight Deck DOOR UNLKD Advisory Light	C	1	0	(M)(O) May be inoperative provided: a) Door Auto Lock and Open Functions are verified operative, and b) INTERNAL DOORS Caution Light and ACCESS REQUEST Advisory Light are verified operative.	
8) Flight Deck Door ACCESS REQUEST Advisory Light	C	1	0	(M)(O) May be inoperative provided: a) Emergency Access keypad function is verified operative, and b) INTERNAL DOORS Caution Light and DOOR UNLKD Advisory Light are verified operative.	
9) Deadbolt (Secondary Locking System)	C	1	0	(M)(O) May be inoperative provided Primary Automatic Locking System is operative.	
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
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52 DOORS					
50-4 Fortified Flight Deck *** Door (STC ST0 978SE) (Cont'd)					
10) INTERNAL DOORS Caution Light	A	1	0	(M)(O) May be inoperative for a maximum of two (2) flight days provided: a) Automatic locking (remote access) system is deactivated, b) Secondary locking system, mechanical dead bolt, operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the dead bolt, d) Cabin access door to the forward baggage compartment is verified closed and locked by physical inspection, and e) Forward baggage door is placarded "ACCESS DOOR LOCKED – DO NOT OPEN".	

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61 PROPELLERS					
20-1 Propeller Maintenance Unfeather Function	D	2	0	(M) May be inoperative provided alternate feather check is performed.	

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71	POWERPLANT				
60-1	Engine Intake Bypass Doors	C	2	1	One may be inoperative in closed position provided the flight is not conducted in known or forecast icing conditions.
		C	2	0	(M)(O) May be inoperative in the open position provided: a) The OAT along the route flown is less than ISA +25 degrees C, b) The related engine oil temperature indicator operates normally and is monitored, and c) The associated intake heater(s) is confirmed operative prior to each flight into known or forecast icing conditions.

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73 ENGINE FUEL & CONTROL					
20-1 FADEC Faults	A	-	-		<p>May be dispatched with FADEC faults provided repairs are made in accordance with times established in the Time Limited Dispatch section of Pratt & Whitney Canada Airworthiness Limitations Manual Part No. 3043520.</p> <p>NOTE 1: MEL extensions are not permitted.</p> <p>NOTE 2: Time Limited Dispatch reporting system is maintained as per Pratt & Whitney Canada Airworthiness Limitations Manual Part No. 3043520.</p>
30-1 FF (Fuel Flow) Indications	B	2	1		<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) All other associated engine indications are operative, and b) Fuel QTY indications are operative.

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76 ENGINE CONTROLS					
10-1 ENGINE CONTROL Panel Switches					
1) RDC Np LDG Switch ***	C	1	0	May be inoperative provided RDC Np is not used.	
2) MTOP Switch ***	C	1	0	May be inoperative in the ON position provided: a) #1 and #2 ENG FADEC caution lights are extinguished, b) MTOP is annunciated on ED when condition levers are at MAX/1020, and c) Flight is conducted in accordance with the AFM Supplement 46 TAKE-OFF WITH MAXIMUM TAKE- OFF POWER AND UPTRIM DISABLED.	
				NOTE: Do not select or deselect MTOP switch during Pre-take-off Checks or In-flight Procedures-After Take-off. NTOP will not appear on ED.	
	C	1	0	May be failed in the OFF position provided: a) #1 and #2 ENG FADEC caution lights are extinguished, b) NTOP is annunciated on ED when condition levers are at MAX/1020, and c) MTOP is not used.	
3) MCR Switch	D	1	0	May be inoperative provided condition levers are used to set power rating.	
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	4. REMARKS AND EXCEPTIONS				
76 ENGINE CONTROLS					
10-1 ENGINE CONTROL Panel Switches (Cont'd)					
4) MCL Switch	D	1	0	May be inoperative provided condition levers are used to set power rating.	
5) RDC TOP TRQ DEC Switch	D	1	0	May be inoperative provided RDC TOP TRQ DEC is not used.	
6) RDC TOP TRQ RESET Switch	D	1	0	May be inoperative provided RDC TOP TRQ DEC is not used.	

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77 ENGINE INDICATING					
30-1 Engine Monitoring Unit (EMU)	D	1	0	May be inoperative provided alternate procedures are established and used to record engine data.	

U.S. DEPARTMENT OF TRANSPORTATION

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79 ENGINE OIL					
30-1 OIL LEVEL Indication ***	D	2	0		