



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

Master Minimum Equipment List

Revision: ORIGINAL
Date: 10/16/2012

GULFSTREAM

G280

**STEPHEN L. FORD, CHAIRMAN
FLIGHT OPERATIONS EVALUATION BOARD**

**Federal Aviation Administration
Flight Standards Division
Aircraft Evaluation Group, LGB-AEG
3960 Paramount Blvd, Suite 100
Lakewood, CA 90712-4137**

**Telephone: (562) 627-5317
FAX: (562) 627-5281**

FEDERAL AVIATION ADMINISTRATION

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HIGHLIGHTS of CHANGE

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This is an original release for the GULFSTREAM G280 Master Minimum Equipment List (MMEL). A public Flight Operations Evaluation Board (FOEB) meeting was held on August 4, 2010 to consider all proposals by operators and Gulfstream. A final review and correction was made to the MMEL on September 26, 2012.

FAA Policy Letters and Global Changes have been incorporated. For a complete listing of FAA Policy Letters and Global Changes visit the Flight Standards Information Management System, (FSIMS) located at <http://fsims.faa.gov/> .

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DEFINITIONS

Insert definitions from Policy Letter PL-25 Rev. 18.

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PREAMBLE

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

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21 AIR CONDITIONING				
1. Ram Air Check Valve	C	1	0	(O) May be inoperative OPEN provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
2. Automatic Temperature Control Cabin	C	1	0	May be inoperative provided Manual Temperature Control Cabin is operative.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
3. Manual Temperature Control Cabin	C	1	0	May be inoperative provided Automatic Temperature Control Cabin is operative.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
4. Automatic Temperature Control Cockpit	C	1	0	May be inoperative provided Manual Temperature Control Cockpit is operative.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.

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21 AIR CONDITIONING				
5. Manual Temperature Control Cockpit	C	1	0	May be inoperative provided Automatic Temperature Control Cockpit is operative.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
6. Air Conditioning Unit (Pack)	C	1	0	(O) May be inoperative provided airplane is operated unpressurized with the PACK switch selected OFF.
7. Cabin Pressurization Control System				
1) Automatic Mode	B	1	0	(O) May be inoperative provided: a) Manual Mode is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, and e) Airplane is operated in accordance with AFM Limitations.
	B	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
2) Manual Mode	B	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.

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21 AIR CONDITIONING				
8. Outflow Valve	C	1	0	(M)(O) Except for extended over water operations, may be inoperative OPEN provided: a) Outflow valve is secured OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
	C	1	0	(M)(O) Except for extended over water operations, may be inoperative CLOSED provided: a) Safety Valve is secured OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
9. Nose Cooling Fans	C	2	1	May be inoperative provided AFM procedures are followed for each flight.
10. Manifold Pressure Regulator Shutoff Valves (MPRSOV)	C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.

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21 AIR CONDITIONING				
11. Pack Inlet Valve (PIV)	C	1	0	(O) May be inoperative provided airplane is operated unpressurized. NOTE: Heating and cooling will not be available with the PIV failed.
12. High Stage Valves (HSV)	C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, b) Airplane is not operated in Icing Conditions, and c) Airplane is operated in accordance with AFM Limitations
13. Bleed Pressure High Warning System	C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.

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21 AIR CONDITIONING				
14. Cabin Duct Temp HI Warning System	C	1	0	(M)(O) May be inoperative provided: a) PACK switch is selected OFF, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
15. Cockpit Duct Temp HI Warning System	C	1	0	(M)(O) May be inoperative provided: a) PACK switch is selected OFF, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
16. Cabin Pressurization System	B	1	0	(O) May be inoperative provided airplane is operated unpressurized.
17. Cockpit / Cabin Temperature Indicators	D	2	0	May be inoperative provided associated Automatic or Manual Temperature Control System is operative.
18. Cabin Altitude Rate of Climb Indication	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indication is operative, b) A chart to convert cabin differential pressure to cabin altitude is provided to the crew, and c) Automatic and Manual Mode of Cabin Pressurization System (CPCS) is operative.
	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.

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21 AIR CONDITIONING				
19. Cabin Altitude Indication	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, b) A Cabin Differential Pressure Chart from the AFM is used to calculate cabin altitude, and c) Calculated Cabin Altitude is monitored during flight by crewmember.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
20. Cabin Differential Pressure Indication	C	1	0	(O) May be inoperative provided: a) Cabin Altitude Indicator is operative, b) A Cabin Differential Pressure Chart from the AFM is used to calculate cabin differential pressure, and c) Calculated Cabin Differential Pressure is monitored during flight by crewmember.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.

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21 AIR CONDITIONING				
21. Cabin Altitude High Warning System	B	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, b) A chart to convert cabin differential pressure to cabin altitude is provided to crew, c) Automatic and Manual Pressurization Modes are operative, and d) Cabin altitude is monitored during flight by crewmember.
	B	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.
22. Safety Valve	C	1	0	(O) Except for extended over water operations, may be inoperative OPEN or CLOSED provided: a) Outflow Valve is verified OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
23. Defog System	C	1	0	May be inoperative provided windshield heating system is operative.
24. Defog Switch	D	1	0	May be inoperative provided windshield heating system is operative.
25. HI Flow Pushbutton	D	1	0	
26. Air Flow "HI/LO" Switch Light (Light Function Only)	C	1	0	

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21 AIR CONDITIONING					
27. Cabin Temperature Remote Controllers	D	-	0		
28. Alternate Pressurization System	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	
29. Alternate Pressurization "ALTN PRESS" Light System (Light Function Only)	C	1	0		
30. Ditch Pushbutton	C	1	0	May be inoperative provided the outflow valve can be controlled by Manual Cabin Pressure operation.	
31. Dump Pushbutton	C	1	0	May be inoperative provided the outflow valve can be controlled by Manual Cabin Pressure operation.	

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22 AUTO FLIGHT				
1. Flight Director Systems	C	2	0	May be inoperative provided approach minimums do not require its use.
2. Autopilot Computers (AP1, AP2)	C	2	1	(O) May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed one hour cruise from a suitable airport.
	A	2	0	(O) May be inoperative provided: a) Automatic Cabin Pressurization System is operative, b) Contingency planned flight time with one engine inoperative does not exceed one hour at cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL250, e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper, and f) Repairs are made within one (1) flight day. NOTE: One AP is required for MNPS, RVSM, RNP and PRNAV operations.

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22 AUTO FLIGHT				
3. Yaw Damper System	C	2	1	
	B	2	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.
4. MACH Trim	C	2	1	
	B	2	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.
5. Control Wheel Autopilot Disconnect Buttons	C	2	1	May be inoperative on the non-flying pilot's side provided: <ul style="list-style-type: none"> a) Autopilot is not used below 1,500 feet AGL, and b) Airplane is piloted from the side with operative button when autopilot is engaged, and c) 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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22 AUTO FLIGHT				
6. Takeoff/Go-Around (TOGA) Buttons	C	2	1	May be inoperative provided approach minimums do not require its use.
	C	2	0	(O) May be inoperative provided: a) Both power levers are operated manually for takeoff and go-around, and b) Autopilot and Flight Director are not used below 500 feet or MDA, whichever is higher.
				NOTE: Flight Director Takeoff and Go-Around Guidance are not available with both TOGA buttons inoperative.
7. Auto Throttle System	C	2	0	
1) Auto Throttle Disconnect Switches (on forward side of Thrust Lever Knobs)	C	2	1	May be inoperative provided Auto Throttle Engage/Disengage Switches operate normally.
	C	2	0	May be inoperative provided Auto Throttle is not used.
2) Auto Throttle Engage / Disengage Switches (on the aft side of Thrust Lever knobs)	C	2	1	May be inoperative provided Auto Throttle Disconnect Switches operate normally.
	C	2	0	May be inoperative provided Auto Throttle is not used.

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22 AUTO FLIGHT				
8. Pitch Synchronization Pushbutton	C	2	0	
9. Alternate Autopilot Disconnect Switches				
1) Pitch Trim Switch Autopilot Disconnect Function	C	2	1	May be Inoperative provided: a) Control Wheel Autopilot Disconnect Button is operative, and b) Auto Pilot Gang Bar Disconnect is operative.

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22 AUTO FLIGHT				
10. Autopilot Coupler (XFR)				
1) Left Selection	C	1	0	May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed one hour cruise from a suitable airport.
2) Right Selection	C	1	0	May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed one hour cruise from a suitable airport.
3) Left and Right Selections	A	2	0	(O) May be inoperative provided: a) Automatic Cabin Pressurization System is operative, b) Contingency planned flight time with one engine inoperative does not exceed one hour at cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL250, e) Airplane is operated in accordance with AFM Limitations, and f) Repairs are made within one (1) flight day. NOTE: Each FCC provides mach trim compensation, yaw damper, autopilot, and flight director functions independent of the other FCC. Failure of the second coupler source after dispatch would result in the complete loss of these functions, and AFM Limitations apply.

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22 AUTO FLIGHT

11. Flight Control Panel,
Altitude Guidance Modes1) Vertical Navigation
(VNAV) Mode Selector
Switch

C

1

0

May be inoperative provided vertical navigation mode is considered inoperative and not used during autopilot operations.

2) Vertical Speed (VS)
Mode Selector Switch

C

1

0

May be inoperative provided vertical speed mode is considered inoperative and not used during autopilot operations.

3) Flight Path Angle (FPA)
Mode

C

1

0

May be inoperative provided flight path angle mode is considered inoperative and not used during autopilot operations.

4) Flight Level Change
(FLC) Mode Selector
Switch

C

1

0

May be inoperative provided flight level change mode is considered inoperative and not used during autopilot operations.

12. Flight Control Panel,
Lateral Guidance Modes1) BANK Mode Selector
Switch

C

1

0

May be inoperative provided autopilot operations do not require bank selection.

2) Lateral Navigation
(LNAV) Mode Selector
Switch

C

1

0

May be inoperative provided LNAV mode autopilot operations are not required.

3) Heading/Track
(HDG/TRK) Mode Switch

C

1

0

May be inoperative provided navigation operations do not require its use.

4) Approach (APPR) Mode
Selector Switch

C

1

0

May be inoperative provided Approach Mode operations are not conducted.

13. Performance
Management Systems
(Performance & TOLD)

C

2

0

May be inoperative provided current Quick Reference Handbook is immediately available to the flight crew

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23 COMMUNICATIONS				
1. Communication Systems (VHF 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. NOTE: Comm 1 is powered by the Emergency Bus.
2. Passenger Address (PA) System				
1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operates 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.
2) Lavatory Speakers	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
3. Cockpit Speakers	C	2	0	Cockpit speakers may be inoperative provided the affected crewmember has available an operative headset.

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23 COMMUNICATIONS				
4. Flight Deck Hand Microphones				
HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				
1) Hand Held Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.
	D	-	-	Any in excess of those required by regulation may be inoperative.
OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				
1) Hand Held Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.
	D	-	-	Any in excess of those required by regulation may be inoperative.

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23 COMMUNICATIONS				
5. Cockpit Voice Recorder				
Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three (3) flight days.
1) Independent Power Source ***	C	1	0	
Cockpit Voice Recorder (CVR) without Flight Data Recorder (FDR) installed	A	1	0	May be inoperative provided repairs are made within three (3) flight days.
1) Independent Power Source ***	C	1	0	
Cockpit Voice Recorder (CVR) installed for an operator other than a holder of an air carrier or commercial operator certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable FAR's.
1) Independent Power Source ***	C	1	0	

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23 COMMUNICATIONS				
6. Selective Call System *** (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
7. Static Discharge Wicks	C	-	-	Maximum of two (2) may be damaged or missing provided not more than one (1) is damaged or missing from each flight control group surface.
8. Automatic Cabin Briefing *** System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
9. Flight Phone Systems ***	D	-	-	

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23 COMMUNICATIONS				
10. Flight Deck Headsets Earphones/Headphones				
HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				
1) Headset Earphones/ Headphones	C	2	1	May be inoperative provided associated flight deck speaker operates normally.
	D	-	-	Any in excess of those required by regulation may be inoperative.
2) Active Noise Canceling/ Reduction Function	D	-	0	May be inoperative provided normal audio function of the headset is operative.
OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				
1) Headset Earphones/ Headphones	C	2	1	May be inoperative provided associated flight deck speaker operates normally.
	D	-	-	Any in excess of those required by regulation may be inoperative.
2) Active Noise Canceling/ Reduction Function	D	-	0	May be inoperative provided normal audio function of the headset is operative.

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23 COMMUNICATIONS				
11. Headset Phone Jacks				
HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				
1) Headset Phone Jack	C	2	1	May be inoperative provided associated flight deck speaker operates normally.
	D	-	-	Any in excess of those required by regulation may be inoperative.
OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				
1) Headset Phone Jack	C	2	1	May be inoperative provided associated flight deck speaker operates normally.
	D	-	-	Any in excess of those required by regulation may be inoperative.

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23 COMMUNICATIONS				
12. Flight Deck Boom Microphones				
HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				
1) Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally and, b) Repairs are made within three (3) flight days.
	D	-	-	Any in excess of those required by regulation may be inoperative.
OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE				
1) Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally and, b) Repairs are made in accordance with applicable regulations.
	D	-	-	Any in excess of those required by regulation may be inoperative.

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23 COMMUNICATIONS

13. High Frequency (HF)
Communications System

D

-

-

Any in excess of those required by 14 CFR may be inoperative.

C

-

1

(O) May be inoperative while conducting operations that require two (2) LRCS provided:

- a) SATCOM Voice or Data Link operates normally,
- b) Alternate procedures are established and used,
- c) SATCOM voice coverage is available over the intended route of flight, and
- d) If SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available. If not available, prior coordination with the appropriate ATS (FIR) facility is required.

NOTE: SATCOM Voice is to be used only as a backup to normal HF communications.

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23 COMMUNICATIONS				
14. Alerting System (Audio/Visual)				
1) Passenger Configuration				
a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided flight deck audio alerting system operates normally. NOTE: Flight deck audio alerting must always be operative.
b) Flight Attendant Visual *** Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operative, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System (excluding wheelchair accessible lavatory call system required by 14 CFR) is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used.
(continued)				

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23 COMMUNICATIONS

14. Alerting System

(Audio / Visual)
(continued)

c) Flight Attendant Audio

Alerting System

B

-

0

(O) May be inoperative provided:
a) PA system operates normally,
b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operates normally, and
c) Alternate procedures for contacting flight attendants are established and used.

NOTE 1: Passenger to Attendant Call System (excluding wheelchair accessible lavatory call system required by 14 CFR) is considered Non-Essential Equipment and Furnishing (NEF).

NOTE 2: Any audio alerting system function(s) that operates normally may be used.

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23 COMMUNICATIONS				
15. Radio Push-to-Talk (PTT) Switches	C	7	0	May be inoperative provided an operative Hand Held Microphone is available to the crewmember on the side of the failed PTT switch.
	C	7	2	May be inoperative as long as there is one operative at each cockpit crew position. NOTE: Each cockpit crew position has three radio push-to-talk buttons; one on yoke, one on side console and one on Cursor Control Device. The co-pilot has an additional PTT switch on the left horn of the yoke.
16. Seat Belt/No Smoke Cabin Chime	C	-	-	May be inoperative provided: a) Seat Belt/No Smoke signs are visible to all passengers, and b) A Crewmember must advise passengers verbally to secure their seat belts and when smoking is permitted.
17. Satellite Communication *** System (SATCOM)	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.
18. Yoke Mounted *** Microphone Holder	C	2	0	(O) May be damaged, torn, or missing provided affected microphone is secure or removed.

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23 COMMUNICATIONS				
19. Emergency Locator Transmitter (ELT)				
1) Survival Type ELTs ***	D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing.
2) Fixed ELTs ***	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
	A	-	0	May be missing provided repairs are made within 90 days.
	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
	D	-	-	Any in excess of those required by 14 CFR may be missing.
3) ELT Remote Switch	C	1	0	(M) May be inoperative provided: a) Remote switch is disconnected from the ELT, and b) ELT Switch is in ARM.

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23 COMMUNICATIONS

20. Crewmember Interphone
*** System(s)

1) Passenger Configuration

a) Flight Deck to Cabin,
*** Cabin to Flight Deck
Functions

B

-

-

(O) May be inoperative provided;
a) Flight deck to cabin and cabin to flight deck interphone functions 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 operates normally may be used.

b) Cabin to Cabin Functions

B

-

-

(O) May be inoperative provided alternate communication procedures between the affected flight attendant station(s) are established and used.

NOTE: Any station function(s) that operates 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 operates normally may be used.

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23 COMMUNICATIONS				
20. Crewmember Interphone *** System(s) (continued)				
1) Passenger Configuration *** (continued)				
c) Flight Deck to Ground *** Functions				
1) All Other Aircraft / Operations	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
21. Handset System(s) ***				
1) Passenger Configuration ***				
a) Flight Deck ***	C	-	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
b) Cabin ***	B	-	0	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, and c) Alternate communications procedures between the affected flight attendants station(s) are established and used.
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23 COMMUNICATIONS				
21. Handset System(s) *** (continued)				
1) Passenger Configuration *** (continued)				
				NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement.
				NOTE 2: Any handset(s) function(s) that operates normally may be used.
22. Datalink System ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided routine procedures do not require its use.

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24 ELECTRICAL POWER				
1. Left Battery	B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Both generators are operative, b) APU is kept operating with its generator selected ON throughout the flight, c) Airplane is operated at or below FL400, d) A ground power unit is used for APU starts, and e) Left battery is selected OFF. NOTE 1: If APU S/G is loaded, observe altitude and electrical load limitations. NOTE 2: L BATT Switch OFF message is displayed.
2. Left Battery Temperature Indication	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Both generators are operative, b) APU generator is operative, c) A ground power unit is used for APU starts, d) Left battery is selected OFF, and e) L BATT Switch OFF message is displayed. NOTE: Observe during flight Left Battery voltage (28.5 ±0.5V and current about 0A).
3. Right Battery Temperature Indication	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Both generators are operative, b) APU generator is operative, c) A ground power unit is used for APU starts, d) Right battery is selected OFF, and e) R BATT Switch OFF message is displayed. NOTE: Observe during flight Right Battery voltage (28.5 ±0.5V and current about 0A).

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24 ELECTRICAL POWER				
4. Left Battery Heating System	A	1	0	(O) May be inoperative provided: a) Both generators are operative, b) APU is kept operating with its generator selected ON throughout the flight, c) Airplane is operated at or below FL400, and d) Repairs are made within one (1) flight day. NOTE: If APU S/G is loaded, observe altitude and electrical load limitations.
5. Right Battery Heating System	A	1	0	(O) May be inoperative provided: a) Both generators are operative, b) APU is kept operating with its generator selected ON throughout the flight, c) Airplane is operated at or below FL400, and d) Repairs are made within one (1) flight day. NOTE: If APU S/G is loaded, observe altitude and electrical load limitations.
6. DC External Power System	C	1	0	(O) May be inoperative provided both batteries are operative.
7. Main Batteries Voltage Display	C	2	1	May be inoperative provided associated battery ammeter is operative.

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24 ELECTRICAL POWER				
8. Engine Generators	A	2	1	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) APU is kept operating with its generator selected ON throughout the flight, b) Contingency planned flight time does not exceed one hour from a suitable airport, c) Left and right batteries and STBY battery are operative, d) Inoperative generator switch is left in OFF, e) Airplane is operated at or below FL400, and f) Repairs are made within one (1) flight day. <p>NOTE: Observe APU altitude and electrical load limitations.</p>
9. APU Starter/Generator	C	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Both Engine Driven Generators are operative, and b) Contingency planned flight time does not exceed one hour from a suitable airport.
10. 60Hz AC Electrical Power System	C	1	0	(M) (O) May be inoperative provided affected circuit breaker is pulled and collared.
11. 50Hz AC Electrical *** Power System	C	1	0	(M) (O) May be inoperative provided affected circuit breaker is pulled and collared.

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24 ELECTRICAL POWER				
12. Electrical Power System EICAS Displays				
1) Main Generators Voltmeter	C	2	1	<p>May be inoperative provided associated generator LOAD display is operative.</p> <p>NOTE 1: Observe during flight that generator load is more than 0%, NOTE 2: Observe on Synoptic electrical page associated main bus green color.</p>
2) Main Generators Loadmeter	A	2	1	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated generator voltage indications are available, b) Non affected generator and its readout are operative, c) Galley and Cabin Non-essential are disconnected manually in case of right generator loadmeter failure, d) Inverter 60Hz is disconnected manually in case of left generator loadmeter failure, and e) Repairs are made within one (1) flight day. <p>NOTE: Observe during flight that generator voltage is 28.5 ±0.5V.</p>
3) Batteries Voltmeter	C	2	1	<p>May be inoperative provided associated battery ammeter indications are available.</p> <p>NOTE 1: Battery Fail message is displayed. NOTE 2: Observe during flight that affected battery current is equal or more than 0 Amps.</p>
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24 ELECTRICAL POWER				
12. Electrical Power System EICAS Displays (continued)				
4) Batteries Ammeter	C	2	1	<p>May be inoperative provided associated battery voltage indications are available.</p> <p>NOTE: Observe during flight that generator voltage is 28.5 ±0.5V.</p>
5) APU Generator Voltmeter	C	1	0	<p>May be inoperative provided APU generator ammeter indications are available.</p> <p>NOTE 1: When APU generator is connected to left or right side instead of failed engine generator:</p> <ol style="list-style-type: none"> 1. Observe during flight that generator load is more than 0% and 2. Observe on Synoptic electrical page associated main bus GREEN color. <p>NOTE 2: When APU generator is operated as backup observe on Synoptic electrical page Tie bus GREEN color.</p>
6) APU Generator Loadmeter	C	1	0	<p>(M) May be inoperative provided:</p> <ol style="list-style-type: none"> a) Both Engine Driven Generators are operative, b) Contingency planned flight time does not exceed one hour from a suitable airport, and c) APU GCU circuit breaker is pulled and collared.
7) Ext DC Pwr Voltmeter	C	1	0	
8) Ext DC Pwr Loadmeter	C	1	0	

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24 ELECTRICAL POWER				
13. APU GEN "ON/OFF" Switch Light (Light Function Only)	C	1	0	May be inoperative provided APU Generator operation is verified.
14. BATT "ON" Switch Light (Light Function Only)	C	2	0	May be inoperative provided battery ammeter indications are available.
15. GEN "ON/OFF" Switch Light (Light Function Only)	C	2	0	
16. EXT PWR "AVAIL/ON" Switch Light (Light Function Only)	C	1	0	

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25 EQUIPMENT/ FURNISHINGS				
1. Passenger Seat(s)	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent to outboard seats.</p>
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in full upright position.
	D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
(continued)				

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25 EQUIPMENT/ FURNISHINGS				
1. Passenger Seat(s) (continued)				
2) Armrests				
a) Armrests 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 main airplane aisle, and c) If armrest is missing, seat is secured in full upright position.
b) Armrests 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 main aircraft aisle.
3) Swivel Mechanism ***	C	-	-	(M) May be inoperative and occupied provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to main airplane aisle, and c) Associated seat remains in takeoff position.
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25 EQUIPMENT/ FURNISHINGS				
1. Passenger Seat(s) (continued)				
4) Divan High Back Seat(s) ***	C	-	-	May be inoperative and occupied provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to main airplane aisle, and c) Associated seat remains in takeoff position.
5) Divan Berthing *** Mechanism	C	-	-	(M) May be inoperative and seat occupied provided associated seat is secured in takeoff position.
6) Electrical / Electronic *** Systems / Components	C	-	-	(M) May be inoperative and seat occupied provided associated component(s) is deactivated.

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25 EQUIPMENT/ FURNISHINGS				
2. Emergency Medical Equipment				
1) Automatic External *** Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one (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 resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one (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				
2. Emergency Medical Equipment (continued)				
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 first aid kits may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one (1) flight.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
3. Overwater Survival Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
4. "Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
5. Cargo Restraint Systems	C	-	-	(M) May be inoperative, or missing provided acceptable cargo loading limits from an approved source, i.e., an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.

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25 EQUIPMENT/ FURNISHINGS				
6. Pilot Seats				
1) Vertical Adjustment	C	-	-	(M) (O) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Seat is able to move Fore-Aft on its track.
2) Armrest(s)	C	-	-	(M) (O) May be inoperative provided: a) Armrest is secured in full up position, and b) Seat is acceptable to affected crewmember.
3) Recline Adjustment	C	-	-	(M) (O) May be inoperative provided: a) Seat is secured in a position acceptable to the affected crewmember, and b) Seat is able to move Fore-Aft on its track.
4) Lumbar Adjustment	C	-	-	May be inoperative provided the seat is acceptable to the affected crewmember.
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25 EQUIPMENT/ FURNISHINGS				
6. Pilot Seats (continued)				
5) Thigh Adjustment	C	-	-	May be inoperative provided the seat is acceptable to affected crewmember.
6) Seat Belt Inertial Reel	C	-	-	May be inoperative provided inertial reel lock handle engages and locks shoulder straps securely and is acceptable to affected crewmember.
7) Vertical Back Rest Adjustment	C	-	-	May be inoperative provided seat is acceptable to affected crewmember.
8) Fore and Aft Adjustment	C	2	0	(M)(O) May be inoperative provided seat is secured in a position acceptable to affected crewmember.
9) Headrests	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.
7. Rudder Pedal Adjustment	C	-	-	(M) May be inoperative provided a) Rudder pedals can be secured in a position acceptable to affected crewmember, and b) Position of Rudder Pedals permits full flight control movement.

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

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25 EQUIPMENT/ FURNISHINGS				
9. Megaphones ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.
10. Crash Axe ***	D	-	-	Any in excess of those required by 14 CFR may be missing.
11. Storage Bins/Cabin, *** Galley and Lavatory Storage Compartment / Closets (Limited relief for 14 CFR Part 382 items per PL- 128)	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Affected bin, compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.
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25 EQUIPMENT/ FURNISHINGS				
11. Storage Bins/Cabin, *** Galley and Lavatory Storage Compartment / Closets (continued)	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 bins, compartments or closets and f) Passengers are briefed that affected bin, compartment or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.
1) Storage Compartment *** Key Locks	D	-	-	(M) May be inoperative in the unlocked position provided doors can be secured by other means. NOTE: Storage Compartment Key Locks pertain to interior key locks only.

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25 EQUIPMENT/ FURNISHINGS				
12. Galley / Cabin Waste *** Receptacles Access Doors / Covers	C	-	-	(M) (O) May be inoperative provided: a) Container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley /cabin waste receptacles are available to accommodate all waste that may be generated on a flight.
13. Exterior Lavatory Door Ashtray	A	1	0	May be missing or inoperative for ten (10) days.
14. Baggage Compartment *** Shelves	D	-	-	May be removed or inoperative provided the shelves are in the down position.
15. Restraint Straps (Aft Coat Closet)	D	-	-	May be inoperative or removed provided the shelves are not used.
16. External Camera System ***	D	-	0	
17. Emergency Vision *** Assurance System (EVAS)	D	-	0	May be inoperative or missing.
18. Reference Eye Locator	C	1	0	May be missing or damaged.
19. Passenger Under Seat *** Stowage Drawers	C	1	0	(O) May be inoperative, missing, or have broken latches provided: a) Drawer does not block an Emergency Exit, b) Drawer does not restrict any passenger from access to the main airplane aisle, and c) Affected drawer is emptied, secured and placarded "DO NOT USE".

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25	EQUIPMENT/ FURNISHINGS				
20. ***	Cabin Management System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	1) Airshow System ***	D	1	0	
21. ***	Airplane Ladder	D	-	0	May be inoperative, damaged, missing or removed. NOTE: Removal will require airplane weight and balance considerations.
22. ***	Airplane Tow Bar	D	-	0	May be inoperative, damaged, missing or removed. NOTE: Removal will require airplane weight and balance considerations.
23.	Non-Essential Equipment & Furnishings (NEF)	D	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are NEF items.

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4. REMARKS AND EXCEPTIONS

25 EQUIPMENT/ FURNISHINGS				
24. Flotation Devices	D	-	-	Any in excess of those required by 14 CFR may be inoperative. Inoperative equipment will be removed from airplane.
25. Crewmember Shoulder Harnesses	B	-	-	Any in excess of those required by flight deck crew members (including official observer in observer's seat) may be inoperative.

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26 FIRE PROTECTION				
1. Baggage Compartment				
1) Baggage Compartment Smoke Detector System	C	1	0	(O) May be inoperative provided: a) Baggage compartment is not used, b) Internal baggage door remains CLOSED, and c) Airplane is operated in accordance with AFM Limitations.
2) Baggage Compartment Dump Valve	B	1	0	(O) May be inoperative provided: a) It is verified OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
3) Baggage Compartment Isolation Valve (electrical operation)	C	1	0	(O) May be inoperative provided: a) It is verified OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations. NOTE: The valve can be operated manually.
2. APU Bleed Lead Detector	C	1	0	May be inoperative provided APU bleed air is not used.

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26 FIRE PROTECTION				
3. Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.
4. Fire Extinguisher Thermal Discharge Disk	C	1	0	May be missing provided: a) Adequate charge is checked during preflight inspection, b) Crew confirms EICAS message FIRE BTL 1/2 Discharged (Amber) is not displayed, and c) Yellow EMPTY light is not illuminated. NOTE: Amber FIRE BTL 1/2 DISCHARGE EICAS message occurs on the ground indicating bottle discharge. Cyan FIRE BTL 1/2 DISCHARGE EICAS message occurs in flight indicating bottle discharge. Amber FIRE BTL 1-2 DISCH EICAS message indicates low bottle pressure in flight or on the ground.
5. APU Fire Detection System	C	1	0	(M) May be inoperative provided: a) APU is not used, b) APU START circuit breaker is pulled and collared, c) APU Master Switch set to OFF, and d) Contingency planned flight time does not exceed one hour from a suitable airport.

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26 FIRE PROTECTION				
6. Lavatory Smoke *** Detection System	C	-	-	(M)(O) 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 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.
7. Wing Overheat Warning System	C	2	0	May be inoperative provided: a) Wing Anti-ice is not used, and b) Airplane is not operated in known or forecast icing conditions.
8. Galley Smoke Detection *** System	D	1	0	

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27 FLIGHT CONTROLS				
1. Aileron Trim System	B	1	0	(O) May be inoperative provided: a) Trim is in neutral position for takeoff, and b) Rudder trim system is operative.
2. Aileron Trim Position Indicator	C	1	0	May be inoperative provided: a) Aileron trim system is verified to be operative before each departure, and b) Aileron trim is properly set and checked visually before each departure.
3. Elevator Q-Feel Unit (or Indicator)	C	1	0	(M) May be inoperative provided: a) Q-Feel Unit is verified in the low speed position, and b) Airspeed remains at or below 250 KIAS.
4. Rudder Trim Position Indicator	C	1	0	May be inoperative provided Rudder Trim Control System operates normally.
5. Rudder Thrust Compensation Module (TCM) OVRD Warning Indicator (Light Function Only)	C	1	0	May be inoperative provided Rudder TCM OVRD is verified to be selected OFF before each flight.
6. Rudder Thrust Compensation Module (TCM)	C	1	0	(O) May be inoperative provided: a) Rudder TCM switch is selected to OVRD, and b) TCM is confirmed inoperative prior to takeoff.

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27 FLIGHT CONTROLS				
7. Horizontal Stabilizer Position Indicator	B	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Horizontal Stabilizer system is operative, b) Stabilizer is visually verified to be set between the two (2) takeoff reference marks 0° and 10° on the vertical stabilizer before every takeoff, c) Aircraft CONFIG TRIM warning system is operative, and d) Aircraft CONFIG TRIM warning message is extinguished for takeoff. <p>NOTE: Correct takeoff trim setting may be found in Section V of the AFM in the HORIZONTAL STABILIZER TRIM SETTING FOR TAKEOFF chart.</p>
8. Horizontal Stabilizer Trim Audio Signal	C	2	1	
	C	2	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Horizontal stabilizer trim is operative, b) Aircraft CONFIG TRIM Warning is operative, and c) Horizontal stabilizer position indicator is operative.
9. Gust Lock	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Ailerons Gust Lock handle is in "RELEASED" position, and b) Ailerons have "Freedom of Movement" as verified by observation using the Flight Controls Synoptic or by visual means.

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27 FLIGHT CONTROLS

10. Stick Shaker

B

2

1

(M) May be inoperative provided:

- Remaining Stick Shaker is confirmed operative before takeoff,
- Affected Stick Shaker Fail L/R message is operative,
- Stick Pusher Fail message is operative, and
- Respective STK SHKR CB is pulled and collared.

11. Speed Brake Warning System

B

1

0

May be inoperative provided:

- Speed Brakes are verified to be operative before takeoff,
- Speed Brakes are verified retracted before takeoff, and
- AIRCRAFT CONFIG SPLR warning is operative.

12. Ground Spoiler Warning System

C

1

0

May be inoperative provided:

- Ground Spoilers are verified to be operative,
- Ground Spoilers are confirmed retracted before takeoff, and
- AIRCRAFT CONFIG SPLR warning is operative.

13. Ground Spoiler Inhibit (INHIB) Switch Indicator (Light Function Only)

C

1

0

May be inoperative provided:

- Ground Spoilers are verified to be operative,
- Ground Spoilers are confirmed retracted before takeoff, and
- AIRCRAFT CONFIG SPLR warning is operative.

14. Automatic Ground Spoiler System

C

1

0

(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.

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27 FLIGHT CONTROLS				
15. Flap Control Channels				
1) Primary Flap Channel	B	1	0	(O) May be inoperative provided Alternate Flap control is verified to be operative before each flight.
2) Alternate Flap Channel	B	1	0	(O) May be inoperative provided Primary Flap control is verified to be operative before each flight.
16. Flight Control Synoptic Display	C	1	0	May be inoperative provided the affected control surfaces are visually checked for full, free and correct movement prior to each flight.
17. Stick Pusher	A	2	1	(O) May be inoperative provided: a) Angle of Attack indications is available on both PFDs, b) Alternate procedures are established and used, c) Repairs are made within two (2) flight days.

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28 FUEL				
1. Wing Fuel Temperature Indication	C	1	0	(O) May be inoperative provided flight is conducted at a TAT at least 3 degrees C above fuel low temperature limitation. NOTE: Refer to AFM Section 01-28-00: FUEL for different types of fuels.
2. Pressure Fueling System	C	1	0	
3. Wing Interconnect Valve	C	1	0	(M) May be inoperative provided: a) Both Standby Fuel Pumps are operative, b) Fuel Crossflow Valve is operative, c) Fuel Quantity Indicating System is operative, d) Wing Interconnect Valve is verified CLOSED and electrically deactivated, and e) Fuel Jettison valves are operative.
4. Wing Fuel Probes	C	7	6	(O)(M) May be inoperative provided: a) Center fuel tank has a minimum of 1,000 lbs available for dispatch, b) Associated FUEL LEVEL LOW message is operative c) All other fuel components are operative, d) Total fuel quantity is verified before departure.

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<p>28 FUEL</p> <p>5. Fuselage Tanks (Forward, Center, Aft) Fuel Quantity Indicating Systems (Cockpit)</p> <p>6. Standby Fuel Pumps</p>	<p>C</p> <p>A</p>	<p>3</p> <p>2</p>	<p>2</p> <p>1</p>	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Both Fuel Flow Indicating Systems are operative, b) Fuel reserves are increased by 10 percent, c) EICAS Fuel Total Indication is placarded inoperative, d) Total fuel quantity is verified before departure, e) Plan and record flight according to displayed quantity, and f) Plan T/O and landing speed according to what remained in previous flight and refueled fuel. <p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Flight is limited to FL250, b) Wing Interconnect valve is operative, c) Contingency planned flight does not exceed one (1) hour from a suitable airport with the Right Standby Fuel Pump inoperative, and d) Repairs are made within one (1) flight day. <p>NOTE: Do not operate APU if Right Standby Fuel Pump is inoperative.</p>		

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28 FUEL					
7. Fuel Flow Indicating Systems	B	2	1	May be inoperative provided: a) All other engine indications are operative, b) All Fuel Quantity Indication Systems are operative, and c) ITT, N1 and N2 Indicators are compared with those of the other engine.	
8. Fuel Used Indicating System	C	1	0	May be inoperative provided: a) All other engine indications are operative, and b) All Fuel Tank Quantity Indication Systems are operative. c) ITT, N1 and N2 Indicators are compared with those of the other engine.	
9. Single Point Fueling Cap	B	1	0	May be missing or inoperative.	
10. Pressure Defueling System	C	1	0		
11. Fluid Quantity Measurement Computer (FQMC) Fail Warning Systems	A	2	1	May be inoperative provided: a) Both Fluid Quantity Measurement Computers (FQMC) are operative before each flight, and b) Repairs are made within one (1) flight day.	
12. Fuel Level Low Warning System	B	1	0	May be inoperative provided: a) All fuel quantity systems are operative, and b) Crew members monitor fuel quantity during flight.	

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28 FUEL				
13. Refuel Pushbutton	C	1	0	
14. Single Point Refueling Cap Chain	C	1	0	May be broken or missing.
15. Jettison Valves	C	2	1	May be inoperative provided wing interconnect valve is operative.
16. Pressure Fueling System (Single Point Refueling)	D	1	0	(M) May be inoperative provided procedures are established to deactivate Pressure Refueling System.
17. Automatic Fueling System	D	1	0	
				NOTE: Automatic dual fuel shutoff will not be available without electrical power. Selecting Refuel Off on the SMC Fuel Synoptic Page will be required to terminate fueling.
18. Fuel Cap Chains	D	-	0	

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4. REMARKS AND EXCEPTIONS

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28 FUEL				
19. Fuel Crossflow Valve				
1) Failed CLOSED	C	1	0	(O) May be inoperative provided: a) All Fuel Standby Pumps are operative, b) Wing Interconnect Valve is operative, c) Fuel Quantity Indicating System is operative, d) Wing Interconnect Valve is OPEN when either wing tank contains 1,000 pounds or less fuel, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Wing Interconnect Valve is OPEN.
2) Failed OPEN	C	1	0	(O) May be inoperative provided: a) All Fuel Standby Pumps are operative, b) Wing Interconnect Valve is operative, c) Fuel Quantity Indicating System is operative, d) Wing Interconnect Valve is OPEN when either wing tank contains 1000 pounds or less fuel, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Wing Interconnect Valve is OPEN.

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28 FUEL				
20. Refuel / Defuel Panel (RDP)	C	1	0	
21. APU Fuel Shutoff Valve (SOV)	C	1	0	(M) May be inoperative provided: a) Valve is deactivated CLOSED, b) APU is considered inoperative, and c) Contingency planned flight time does not exceed one hour from a suitable airport.

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29 HYDRAULIC POWER				
1. Accumulator Pressure Gauges (EICAS)	C	2	0	(M) May be inoperative provided accumulator pressure is verified before each flight.
2. Accumulator Pressure Gauges (Remote)	C	2	0	(O) May be inoperative provided accumulator pressure is displayed on the EICAS Summary Page or Ground Maintenance Page synoptic.
3. Hydraulic Pump Pressure (EDP) Warning Systems Indication	C	2	1	May be inoperative provided: a) System Electric Motor Pump (EMP) is verified to be operative before each flight, and b) Spoilers, rudder, elevators and brakes are cycled simultaneously to ensure NO message is turned ON before each flight.
4. Electric Motor Pump (EMP) Warning Indication	C	2	1	May be inoperative provided: a) Hydraulic Pressure Indicator is operative, b) Hydraulic Quantity Indicator is operative, and c) Crew Members monitor Electric Motor Pump (EMP) operations.
5. Hydraulic Level Low Warning Indication	A	2	1	(O) May be inoperative provided: a) Hydraulic system is operative, b) Associated hydraulic filter bypass indicator is verified to be in the normal (recessed) position before each engine start, c) Verify fluid level by visual gauge, and, d) Repairs are made within one (1) flight day.

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29 HYDRAULIC POWER				
6. Hydraulic Return Filter Warning Indication	A	2	1	(O) May be inoperative provided: a) Hydraulic system is operative, b) Associated hydraulic filter pop-up indicator is verified to be in the normal (recessed) position before each engine start, and c) Repairs are made within one (1) flight day.
7. Electric Motor Pump (EMP) Press Filter Warning Indication	A	2	1	(O) May be inoperative provided: a) Hydraulic system is operative, b) Associated hydraulic filter pop-up indicator is verified to be in the normal (recessed) position before each engine start, and c) Repairs are made within one (1) flight day.
8. Engine Driven Pump (EDP) Press Filter Warning Indication	A	2	1	(O) May be inoperative provided: a) Hydraulic system is operative, b) Associated hydraulic filter pop-up indicator is verified to be in the normal (recessed) position before each engine start, and c) Repairs are made within one (1) flight day.
9. Electric Motor Pump Auto Functions	C	2	0	May be inoperative provided affected pump switch is selected on before each takeoff and approach / landing.

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30 ICE AND RAIN PROTECTION				
1. Forward Windshield Heating Systems	C	2	1	May be inoperative provided: a) Windshield defogging system is operative, b) Inoperative system is selected OFF, and c) Airplane is not operated in known or forecast icing conditions.
1) High/Low Switch	C	1	0	One position of the switch may be inoperative provided other position of switch is operative.
2. Side Windows Heating Systems	C	2	0	May be inoperative provided: a) Windshield defogging system is operative, and b) Front windshield heating systems are operative.
3. Pitot Probe Heaters	B	3	1	May be inoperative provided: a) Flight is conducted in day VMC only, b) Flight is not conducted in visible moisture of any form, and c) Airplane is not operated in known or forecast icing conditions.
4. Angle of Attack Sensor Heating System	C	2	1	May be inoperative provided airplane is not operated in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION				
5. Ice Detection Systems	C	2	0	(O) May be inoperative provided the airplane is operated in accordance with AFM Limitations. NOTE: Wing Anti-Icing and Engine Anti-Ice should be activated according to visual cues (visible moisture and TAT).
6. Windshield Surface Seal Protection Systems	D	2	0	May be inoperative provided airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.
7. Engine Anti-Ice System(s)				
1) Engine Anti-Ice Valves	B	2	0	May be inoperative CLOSED provided: a) Flight is not conducted in visible moisture, precipitation, or in known or forecast icing conditions, and b) Airplane is operated in accordance with AFM Limitations.
	B	2	0	May be inoperative OPEN provided airplane is operated in accordance with AFM Limitations.
2) Automatic Function	C	2	0	(O) May be inoperative provided airplane is operated in accordance with alternate procedures.

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30 ICE AND RAIN PROTECTION				
8. Engine Anti-Ice TT2 Probe Heaters	C	2	1	May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.
9. Probe Heat Warning Systems				
1) Pitot Probe Heat Warning	B	3	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
2) Angle of Attack Sensor Heat Warning	B	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
3) TAT Probe Heat Warning	B	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
10. Drain Mast Heating System	C	1	0	(O) May be inoperative provided: a) Associated galley service basin, ice drawer and lavatory basin are not used, b) Any ice or liquid is removed from the galley service drawer, and c) Water tank is fully purged.
11. Anti-Ice Heater Switch Lights (Light Function Only)	B	5	0	(O) May be inoperative if system affected is verified operational when selected.

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30 ICE AND RAIN PROTECTION				
12. Wing Anti-Ice Temperature Sensors	C	2	0	May be inoperative provided: a) Wing ANTI-ICE Switch is selected OFF, b) Operations are not conducted in know or forecast icing conditions, and c) One Ice Detection System is operative.
13. TAT Sensor Heater	B	1	0	(M) May be inoperative provided: a) Heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in day VMC conditions only.
14. Probes Heat "AUTO" Switch Light (Light Function Only)	C	1	0	May be inoperative provided "OVRD" portion of light switch is operative.

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30 ICE AND RAIN PROTECTION				
15. Wing Anti-Ice Systems	C	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
1) Automatic Functions	C	2	0	(O) May be inoperative provided airplane is operated in accordance with alternate procedures.

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31 INDICATING/ RECORDING SYSTEMS				
1. Flight Data Recorder (FDR) System (Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR))	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) FDR failure occurs after pushback but before takeoff, or 2) FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished before dispatch, and d) Repairs are made within three (3) flight days.
1) FDR Recording Parameters required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar days.
2) FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.
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31 INDICATING/ RECORDING SYSTEMS				
1. Flight Data Recorder (FDR) System (continued)				
3) Flight Data Recorder (FDR) Installed for an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
	A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.
2. Master Warning Lights System	A	2	1	May be inoperative provided: a) All remaining warning lights and indications are operative, and b) Repairs are made within two (2) flight days.
3. Master Caution Lights System	A	2	1	May be inoperative provided: a) All remaining warning lights, caution lights, and indications are operative, and b) Repairs are made within three (3) flight days.
4. Clocks	C	2	1	Any in excess of those required by 14 CFR may be inoperative.
5. Security System ***	D	-	-	

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31	INDICATING/ RECORDING SYSTEMS				
6.	Flight Hours Recorder	C	1	0	May be inoperative provided the flight crew records airplane flight time.
7.	AOA Digital Readout	B	2	1	(O)
8.	Brake Temperature Monitoring System (BTMS)	C	1	0	May be inoperative provided the brakes checked to be cool to the touch prior to every takeoff.
		C	1	0	May be inoperative provided airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling
					NOTE: This item includes the BTMS displayed on the brakes synoptic page.
9.	Electronic Checklists	C	1	0	May be inoperative provided the current AFM is carried on board the airplane.
1)	Digital Voice Checklist ***	D	1	0	
10.	Verbal Aural Warning System	A	2	0	May be inoperative provided: a) Associated warning message is operative, b) Associated aural tones are operative, c) Associated visual indications are operative, and d) Repairs are made within two (2) flight days.
					NOTE: Verbal Aural Warnings are ENGINE FIRE, APU FIRE, CONFIGURATION and CABIN ALTITUDE.

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31 INDICATING/ RECORDING SYSTEMS				
11. ENGINE / FUEL DATA (Display on CDU)	D	-	0	Any or all parameters can be missing if available on DUs.
12. Plastic Guard Switch Covers	D	-	2	May be inoperative provided APU FIRE and EMER BUS BATT ON switch covers are installed and operative.

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32 LANDING GEAR				
1. Nose Landing Gear (NLG) Towing Adapter	D	1	0	(M) Must be removed before takeoff if bent or damaged.
2. Parking Brake Warning System	C	1	0	(O) May be inoperative provided: a) Crewmembers confirm operation of Parking Brake before each flight, and b) Crewmembers will ensure Parking Brake is released before taxi, takeoff and landing. NOTE: The Parking Brake is not meant to take the place of wheel chocks for maintaining the airplane in its parked position.
3. Wheel De-Spin System	D	1	0	(O) May be inoperative provided appropriate AFM procedures are used.
4. Rudder Pedal Steering	B	1	0	May be inoperative provided: a) All takeoff and landings are made from the left seat, b) Nose Wheel Steering Switch is ON, and c) Operational runway conditions: 1) Crosswind component does not exceed 10 knots, for a DRY runway condition, and 2) Crosswind component does not exceed 5 knots, for a WET runway condition.

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32 LANDING GEAR				
5. Automatic Brake System	C	1	0	May be inoperative provided system is left in OFF position.
6. Emergency Extension Bottle Pressure Gauge	C	1	0	(M) May be inoperative provided bottle pre-charge pressure is verified before each flight.
	C	1	0	(O) May be inoperative provided pre-charge bottle pressure is displayed on the EICAS Summary Page or Ground Maintenance Page synoptic.
7. Brake Accumulator Pressure Gauge	C	2	0	(M) May be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge.
	C	2	0	(O) May be inoperative provided pre-charge bottle pressure is displayed on the EICAS Summary Page, Ground Maintenance Page or Hydraulics Page synoptic.

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33 LIGHTS				
1. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Not required for an emergency procedure, b) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, c) Positioned so that direct rays are shielded from flight crewmembers eyes, and d) Lighting configuration and intensity is acceptable to the flight crew. NOTE 1: Individual button/switch lights and/or annunciation/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.
2. Cabin Interior Lights	C	-	-	May be inoperative provided lighting configuration is acceptable to flight crew.
3. Baggage Compartment Lighting System (Interior/Exterior Pylon)	C	2	0	
4. Landing Lights	C	2	1	May be inoperative for night operations provided taxi lights are operative.
	C	2	0	May be inoperative for day operations.
1) Pulse Light Function	D	1	0	May be inoperative provided both Landing Lights are operative.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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33 LIGHTS				
5. Taxi Lights	C	2	0	May be inoperative for night operations provided both landing lights are operative.
	C	2	0	May be inoperative for day operations.
6. Anti-collision Strobe Light System (White)	B	3	0	May be inoperative for day operations.
7. Wing Inspection Lights	C	2	0	(O) May be inoperative provided: a) A portable lamp/light of adequate capacity for wing inspections is available for night operations in icing conditions and, b) Ground deicing procedures do not require their use.
8. Exterior Emergency *** Lighting System	C	1	0	May be inoperative for day operations.
9. Logo Lights ***	D	2	0	
10. Pylon Light	D	1	0	
11. Exterior Service Door Lights	D	-	0	

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33 LIGHTS				
12. Dome / Floodlight(s)				
1) Pedestal Floodlight	C	1	0	
2) Dome Lights	C	2	0	May be inoperative for day operation.
	C	2	1	For night operation the left dome light must be operative.
3) Map Lights	C	2	0	
13. Entry Lights	C	-	0	
14. Boarding Lights	C	-	0	
15. Lavatory Lights	C	-	0	
16. Vanity Lights	C	-	0	
17. Reading Lights	C	-	0	
18. Crewmember Flashlight Holder/Charger Assemblies (including Flashlight)	D	-	0	May be inoperative or missing provided each crewmember has a flashlight readily available that meets the requirements of 14 CFR, if applicable.
1) Holder/Charger Assembly	D	-	0	May be inoperative or missing.
2) Flashlight	D	-	0	Any in excess of the requirements of 14 CFR may be inoperative, damaged or missing.

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33 LIGHTS				
19. Wing Tip Navigation Light Elements	C	10	6	Up to two (2) LED elements may be inoperative per wing tip assembly provided: a) Only one (1) of the three (3) forward (inboard) LED elements is inoperative, and b) The most outer one of the two (2) aft (outboard) LED elements is inoperative.
	C	10	0	All LED elements may be inoperative provided airplane is not operated at night.
20. Tail Navigation Light Elements	C	2	0	May be inoperative for night operations provided aft strobe light is operative.
	C	2	0	May be inoperative for day operations.
21. Beacon (Recognition Light)	C	1	0	
22. Floor Accent Lighting System	D	2	0	
23. Airstair Lights	D	5	0	

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33 LIGHTS				
24. Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associate seat or lavatory is blocked and placarded – DO NOT OCCUPY. NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.
	C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
1) All Cargo, supernumerary/Courier Area Lighted Information signs The following pertains only to operations involving aircraft certified with 19 or less passenger seats, wherein certification or operating rules do not require a public address system or flight attendant.	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated signs are placed on or off.
2) Passenger Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.

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33 LIGHTS				
25. Refuel/De-fuel Access Door Light	D	1	0	
26. Refuel/De-fuel Control Panel Light	D	1	0	
27. Water Service Panel Light	D	1	0	
28. Waste Service Panel Light	D	1	0	

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34 NAVIGATION				
1. VMO/MMO Aural Warning	B	2	1	May be inoperative provided both Mach/Airspeed Indicators are operative.
2. Airspeed Warning Clacker	C	2	1	
3. Flight Information System ***	C	-	0	
4. Altitude Alerting System	A	-	0	
				(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) En route operations, i.e. RVSM, do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within three (3) flight days.
	C	-	1	
1) Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.
2) Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.
5. Navigation Systems (VOR/ILS, ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.

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34 NAVIGATION					
6. Long Range Navigation System (IRS, GPS, & GNSSU)	C	-	-		May be inoperative except where en route operations or approach minimums require the use of GPS or GNSSU.
	C	-	-		As required by 14 CFR.
1) GNSSU WAAS (Wide Area Augmentation System or SBAS – Space Based Augmentation System) Function	D	2	0		WAAS function may be inoperative provided en route and approach procedures do not require its use.
7. Distance Measuring Equipment (DME)	D	-	-		Except where en route operations or approach minimums require its use, any in excess of those required by 14 CFR may be inoperative.
8. Weather Radar System	C	-	-		As required by 14 CFR.
9. Storm Scope ***	C	-	0		
1) Lightning Detector ***	C	1	0		
10. Radio Altimeter System	A	-	0		May be inoperative provided: a) Approach minimums are not dependent on its use, and b) Repairs are made within two (2) flight days. NOTE: Inoperative Radio Altimeter will affect the Ground Proximity Warning System (GPWS) and Traffic Collision and Avoidance System (TCAS).

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34 NAVIGATION				
11. ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
	D	-	1	Any in excess of those required by 14 CFR may be inoperative.
1) Elementary and *** Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior completion of the next heavy maintenance visit.
2) ADS-B Squitter *** Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
12. Automatic Direction Finding Equipment (ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
13. Marker Beacon Receivers	C	-	-	May be inoperative provided approach minimums do not require its use.

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34 NAVIGATION				
14. Adaptive Flight Display Units (DUs)	C	3	2	Center AFD may be inoperative provided: a) Both Standby Multifunction Controllers (SMC) are operative, and b) Two Control Display Units (CDUs) are operative.
1) ILS/VOR Deviation Indicator	C	2	0	May be inoperative provided approach minimums do not require its use.
2) DH Set	C	2	0	May be inoperative provided approach minimums do not require its use.
3) Selected Heading	C	2	0	
a) Heading Bug	C	4	0	
b) Heading Readout	C	4	1	May be inoperative provided selected heading readout is displayed on at least one Display Unit.
4) Selected Course Readout	C	2	0	May be inoperative provided navigation does not require its use.
5) Bearing Indicators	C	4	2	May be inoperative provided each bearing indicator (#1 and #2 needles) can be displayed on at least one DU.
6) Groundspeed/Time to Go	C	2	0	
7) Elapsed Time	C	2	0	
8) TAS Indications	C	2	0	
9) Speed Trend Vector	C	2	0	May be inoperative provided trend information is not displayed.
(continued)				

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34 NAVIGATION				
14. Display Units (DU) (continued)				
10) Mach Indicators	C	2	1	(M) May be inoperative provided: a) Associated Mach information is removed from the display, and b) Both VMO/MMO Aural Warnings are operative.
11) Vertical Speed Indications	C	2	1	May be inoperative for day VMC operations only.
12) Altitude Trend Vector	C	2	0	
13) Graphical Weather ***	C	-	0	
14) Map Data Menu Options (Airways, VORs, SUA, etc.)	C	-	0	
15) Flight Path Vector	C	2	0	May be inoperative provided HUD flight director is not used.
16) AFD Databases	C	-	0	May be out of currency provided: a) Current IFR/VFR Aeronautical Charts or appropriate airport information charts are used to verify the information before dispatch, b) Procedures are established and used to verify the status and suitability of Navigation Facilities used to define the route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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34 NAVIGATION				
15. Traffic Alert and Collision Avoidance System II (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) En route 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) En route or approach procedures do not require its use.
1) Combined Traffic Alert *** (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) En route or approach procedures do not require its use.

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34 NAVIGATION				
15. Traffic Alert and Collision Avoidance System II (TCAS II) (continued)				
3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) En route or approach procedures do not require its use.
4) Audio Function	B	1	0	May be inoperative provided en route or approach procedures do not require use of TCAS.
5) Airspace Selection *** Function	C	-	0	

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34 NAVIGATION					
16. Terrain Awareness and Warning System (TAWS)					
Class A TAWS Equipment Required					
1) GPWS	A	-	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
a) Modes 1-4	A	4	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
b) Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
c) Glideslope Deviation (Mode 5)	C	-	1		
	B	-	0		
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34 NAVIGATION				
16. TAWS (continued)				
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, b) Alternate procedures are established and used.
e) Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative.
(continued)				

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34 NAVIGATION				
16. TAWS (continued)				
2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) Terrain Displays	C	-	1	
	B	-	0	
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0	
Class B TAWS Equipment Required				
1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
(continued)				

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34 NAVIGATION				
16. Class B TAWS (continued)				
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
c) Modes 2, 4 & 5 ***	C	3	0	
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
e) Windshear Mode *** (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
(continued)				

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34 NAVIGATION					
16. TAWS (continued)					
3) Terrain Displays ***	C	-	0		
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0		
Class C TAWS Equipment					
1) TAWS/GPWS ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any mode that is operative may be used.
17. Automatic Dependent *** Surveillance – Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.	
					NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
1) Cockpit Display and *** Traffic Information (CDTI) (continued)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	

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34 NAVIGATION				
17. ADS-B System *** (continued)				
2) (CDTI) Control Panel ***	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
3) Data Link Transmitter(s) ***	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.
4) Data Link Receivers ***	D	-	0	
5) ADS-B Applications ***	D	-	0	
18. Integrated Standby Instrument (ISI)	C	2	1	May be inoperative on co-pilot side.
	C	2	0	May be inoperative provided not required by 14 CFR.
	B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
a) Remote Sensing Electronics (RSE) (Attitude and Air Data Function)	C	1	0	May be inoperative provided the airplane is operated in day VMC only.
b) Heading Sensing Unit (HSU) (Standby Heading Source)	C	1	0	May be inoperative provided both Heading Reference Systems are operative.

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34 NAVIGATION				
19. Attitude Heading and *** Reference Systems (AHRS and IRS)	C	3	2	
1) Attitude Heading and Reference Systems (AHRS)	A	2	1	(O) May be inoperative provided: a) Airplane is operated in VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, and c) Repairs are made within one (1) flight day.
2) Inertial Reference *** System (IRS) (3 rd Attitude Heading Reference System)	C	1	0	May be inoperative provided: a) Affected system is not required for attitude or heading data, and b) 14 CFR does not require system for operations conducted. NOTE: With one (1) operational AHRS and Standby data available the AP and YD will remain operational.
20. Data Loader ***	D	1	0	
21. Display Control Panel (DCP)	A	2	1	May be inoperative provided: a) Integrated Standby Instrument display is available on the operative DCP side, b) CCD on the failed DCP side is operative, and c) Repairs are made within one (1) flight day.
22. Display Select Panel (DSP)	B	2	1	May be inoperative provided: a) Standby/Menu button is operative on the failed DSP side, and b) CCD on the failed DSP side is operative.

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34 NAVIGATION				
23. Flight Management Systems (FMS) (CDU and Nav Computer only)	C	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected system is not required for AHRS or IRS alignment, b) Long range Navigation is not dependent on its use, c) Procedures do not require its use, and d) Both Radio Tuning Controls on the DUs are operative. <p>NOTE: Two (2) systems are required for dispatch into MNPS or RNP-10 airspace.</p>
1) Navigation Database	C	-	0	<p>May be out of currency provided:</p> <ul style="list-style-type: none"> a) Current Aeronautical Charts are used to verify Navigation fixes before dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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34 NAVIGATION				
24. Airborne Flight *** Information System (AFIS) (VHF and Satellite)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
25. Cursor Control Devices (CCD)	C	2	0	Any or all functions may be inoperative provided inoperative function is available via other means such as the CDUs, SMCs, and other push to talk buttons.
26. Charts Function	D	-	0	May be inoperative provided current aeronautical charts are carried onboard and are available to flight crew.
1) Charts Databases	C	-	0	May be out of currency provided terminal charts for origin, destination, and alternate airports are verified to be current.
27. Head Up Display System ***	C	1	0	May be inoperative provided landing weather minimums or operating procedures do not require its use.
28. Enhanced Vision System *** (EVS)	D	1	0	
1) EVS Window Heat ***	D	1	0	
2) Secondary (non-HUD) *** EVS Display Repeater	D	1	0	May be inoperative provided procedures are not dependent on its use.
29. Synthetic Vision System ***	D	-	0	

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34 NAVIGATION				
30. Non-Stabilized Magnetic *** Compass	B	1	0	May be inoperative provided any combinations of three (3) Gyro or INS (IRU) Stabilized Compass Systems are operative.
	B	1	0	May be inoperative provided: a) Any combination of two (2) Gyro or INS (IRU) Stabilized Compass Systems are operative, and b) Airplane is operated with Dual Independent Navigation Capability and under Position Radar Control ATC on the en route portion of the flight.
	B	1	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two (2) Stabilized Directional Gyro Systems are installed, operative, and used in conjunction with accepted Free Gyro Navigation Techniques.
31. Cockpit Printer ***	D	1	0	
32. Video Function ***	D	1	0	May be inoperative provided alternate procedures are established for the use of the Enhanced Vision System (EVS) display function.
33. Terrain Server Function	C	-	0	
NOTE: Synthetic Vision PFD synthetic terrain will not be available with a Terrain Server failure, but the SV PFD display, if installed, may be used without restriction.				

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34 NAVIGATION				
34. Control Display Units (CDU)	C	-	1	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) FMS functions and Radio Tuning functions are operative on the remaining CDU, and b) RTSA is operative. <p>NOTE: If 3 CDU's are installed, an inoperative CDU must be in the #3 position.</p>

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35 OXYGEN				
1. Passenger Oxygen System	C	1	0	As required by 14 CFR.
1) Automatic Oxygen Deployment System	C	1	0	May be inoperative provided: a) Manual deployment operates normally, b) Flight is conducted at or below FL250, and c) Oxygen is available as required by 14 CFR.
2) Manual Oxygen Deployment System	C	1	0	May be inoperative provided: a) Automatic deployment operates normally, b) Flight is conducted at or below FL250, and c) Oxygen is available as required by 14 CFR.
3) Personal Service Units (PSU)	C	1	0	May be inoperative provided: a) Associated seats are BLOCKED and placarded "DO NOT OCCUPY", b) Units are operative at all lavatory and flight attendant locations, and c) Oxygen is available as required by 14 CFR.
2. Therapeutic Oxygen	C	-	-	As required by 14 CFR.

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35 OXYGEN				
3. Lavatory Oxygen Drop Out Panel	C	-	0	May be inoperative provided lavatory is BLOCKED and placarded "DO NOT OCCUPY".
4. 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.
5. Oxygen Service Panel Pressure Gauge	C	-	0	(M)(O) May be inoperative provided Oxygen Pressure Indication on EICAS is operative and monitored.
6. Passenger Oxygen ON Warning Light	C	1	0	May be inoperative provided pilot visually verifies passenger oxygen supply.
	C	1	0	May be inoperative provided airplane is operated unpressurized.
7. Oxygen Cylinder Service Adaptor	D	1	0	May be inoperative, damaged or missing.
8. Portable Oxygen *** Dispensing Units (Bottle and Mask)	B	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained throughout the airplane. NOTE: Any bottle not properly serviced is considered inoperative and should be removed.

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35 OXYGEN				
9. EICAS Oxygen Quantity Low Warning	C	1	0	May be inoperative provided associated EICAS Oxygen pressure indication is operative and monitored.
10. EICAS Oxygen Pressure Indications	C	-	0	(M)(O) May be inoperative provided: a) Oxygen Service Panel Pressure Gauge is operative and checked before dispatch, b) OXYGEN QUANTITY LOW EICAS warning is operative, and c) OXY MASK PRESS LOW EICAS warning is operative.
11. Oxygen Blow Out Disc	C	1	0	(O) May be damaged or missing.

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36 PNEUMATICS				
1. Isolation Valve	C	1	0	(M) May be inoperative provided: a) Both Bleed Air Systems are operative, b) Environmental Control System pack is operative, c) ALTN PRESS is operative, d) Isolation Valve is electrically deactivated, e) Isolation Valve is verified CLOSED, and f) Airplane is operated in accordance with AFM Limitations. NOTE: Isolation valve will have to be manually opened for engine start.
2. Bleed Air System Switch Capsule Lights	C	6	0	(O) May be inoperative provided Bleed Air System Indications are available on the Synoptic display.
3. Bleed Air Leak Detection System				
1) Aft Compartment Environmental Control System Leak Detection Sensors	B	10	0	(O) May be inoperative provided: a) Bleed Valves are selected CLOSED, b) Pylon Leak Detection Loops are operative, c) PACK Valve is selected OFF, d) APU bleed is used for engines start only, e) Cross-Bleed Start procedure is not used for engine start in flight and on ground, f) Outflow Valve is verified fully OPEN, and g) Airplane is operated unpressurized. NOTE: Selecting PACK Valve OFF opens RAM AIR Valve.
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36 PNEUMATICS				
3. Bleed Air Leak Detection System (continued)				
2) Wing Anti-Ice Ducts Leak Detection Sensors	B	4	0	(O) May be inoperative provided: a) Wing Anti-Ice switches are selected OFF, b) Airplane is not operated into known or forecast icing conditions, and c) One Ice Detection System is operative.
3) Wing Root Bleed Leak Detection Sensors	B	2	0	(O) May be inoperative provided: a) Wing Anti-Ice switches are selected Off, b) Airplane is not operated into known or forecast icing conditions, and c) One Ice Detection System is operative.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

38 WATER/WASTE

1. Potable Water Systems

C

-

-

(M)(O) Individual components may be inoperative provided:
a) Associated components are deactivated or isolated,
b) Associated system components are verified not to have leaks, and
c) Passengers are advised of the inoperative water system.

NOTE: Any portion of the system which is operative may be used.

C

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-

(M) May be inoperative provided:
a) System is drained, and
b) Procedures are established to ensure that system is not serviced.

2. Lavatory Waste Systems

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 the system which is operative may be used.

Lavatory Waste System
(Including Wheelchair
Accessible Lavatories
Not Required by 14
CFR)

C

-

-

(M) Associated lavatory system may be inoperative provided:
a) Associated components are deactivated or isolated to prevent leaks, and
b) Lavatory Door is secured closed and placarded "INOPERATIVE – DO NOT ENTER".

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

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	4. REMARKS AND EXCEPTIONS			

38 WATER/WASTE				
2. Lavatory Waste Systems (cont'd)				
Lavatory Waste System (Including Wheelchair Accessible Lavatories Required by 14 CFR)	B	-	-	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: These provisos are not intended to prohibit inspections by crewmembers.
3. Lavatory External Service Cap	C	1	0	May be inoperative or missing provided: a) Waste Dump Valve and Waste Drain Valve are verified CLOSED before each flight, and b) No leakage can be detected after each servicing.
4. External Water Service Cap	C	1	0	May be inoperative or missing provided: a) Water valve is verified CLOSED before each flight, and b) No leakage can be detected after each servicing.
5. Lavatory Dump / Drain System	C	-	0	(M) May be inoperative provided: a) Waste Dump Valve and Waste Drain Valve are secured CLOSED and in LOCKED position, and b) System is checked for leaks before every flight.

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45 CENTRAL
MAINTENANCE
COMPUTER

1. Onboard Maintenance
System (OMS)

D

1

0

May be inoperative provided alternate
procedures are established and used.

2. Quick Access Recorder

(QAR)

D

1

0

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46 INFORMATION SYSTEMS				
1. Electronic Flight Bag *** (EFB) Systems				
1) Class 3 EFBs ***	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.
	D	-	0	May be inoperative provided procedures do not require its use.
2) Data Connectivity *** (Class 2)	C	-	1	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	(O) May be inoperative provided procedures do not require its use.
3) Power Connection for *** (Class1 & 2)	C	-	1	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	(O) May be inoperative provided procedures do not require its use.
(continued)				

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46 INFORMATION SYSTEMS				
1. Electronic Flight Bag *** (EFB) Systems (continue)				
4) Mounting Device *** (Class 2)	C	-	0	(M) (O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.
	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.
5) Charts Database ***	C	-	0	(O) May be out of currency provided the terminal charts for the origin, destination, and alternate airports are verified to be current.
2. Integrated Flight *** Information System (IFIS) File Server Units (FSU)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
				NOTE 1: Any function, program or document which operates normally may be used.
				NOTE 2: Two File Server Units are required to meet the operational requirements of FAA Advisory Circular 120-76A for paperless charts.

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	4. REMARKS AND EXCEPTIONS			
49 AIRBORNE AUXILIARY POWER				
1. Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided: a) Both engine driven generators are operative, and b) Contingency planned flight time does not exceed one hour from a suitable airport.
2. APU Air Inlet Door Actuator	C	1	0	(O)(M) May be inoperative provided: a) APU Air Inlet Door is verified fully CLOSED, b) APU DOOR circuit breaker is OPENED and collared, and c) Contingency planned flight time does not exceed one hour from a suitable airport, and d) Both engine driven generators are operative.
	C	1	0	(O) May be inoperative provided: a) APU Air Inlet Door is fully OPEN, b) APU DOOR IN TRANSIT message is not displayed, c) EICAS APU RPM and EGT are displayed prior to start, d) APU is operated throughout entire flight, and e) Airplane is operated in accordance with AFM Limitations.
3. APU Bleed Shutoff Valve	A	1	0	May be inoperative provided a) APU is operated for electrical power only, and b) Repairs are mad within three (3) flight days
4. APU Bleed Air "ON" Switch Light (Light Function Only)	C	1	0	(O) May be inoperative provided APU parameters are monitored during switch select/de-select.

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49 AIRBORNE AUXILIARY POWER				
5. APU Starter / Generator	B	1	0	(M) May be inoperative for electrical generation provided: a) Starter portion of the APU starter/generator is functional, b) Integrity of the starter/generator is determined safe for operation, c) APU generator switch is OFF, d) APU GCU circuit breaker is pulled and deactivated, and e) Contingency planned flight time does not exceed one (1) hour from a suitable airport.
	B	1	0	(M) May be inoperative for APU Start provided: a) Both engine driven generators are operative, b) APU Master Switch is selected OFF, c) APU START circuit breaker is OPEN, and d) Contingency planned flight time does not exceed one (1) hour from a suitable airport.
6. APU External Fire Warning Horn	C	1	0	May be inoperative provided APU operation is monitored from the cockpit.
7. APU START Indicator Light	C	1	0	May be inoperative provided APU start is monitored.
8. APU Hour Meter	C	1	0	May be inoperative provided APU hours are logged manually.
9. APU Cycle Counter	C	1	0	May be inoperative provided APU cycles are logged manually.

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49 AIRBORNE AUXILIARY POWER				
10. APU Master "ON" Light	C	1	0	
11. APU EGT and RPM Indications	C	1	0	May be inoperative on ground.
	C	1	0	May be inoperative in flight provided: a) APU is considered inoperative, b) Both engine driven generators are operative, and c) Contingency planned flight time does not exceed one (1) hour from a suitable airport.
12. "APU Maintenance Required" Message	C	1	0	May be inoperative in flight provided: a) APU is considered inoperative, b) Both engine driven generators are operative, and c) Contingency planned flight time does not exceed one (1) hour from a suitable airport.

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52 DOORS				
1. Main Entry Door Hydraulic Operating System	C	1	0	(O) May be inoperative provided alternate procedures are used.
2. Main Entry Door Hand Rail	C	1	0	May be inoperative provided it does not interfere with normal door operations.
3. Service Door Indication	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that associated system door is CLOSED, LATCHED and LOCKED (if lockable).
4. External Baggage Door Warning System	C	1	0	(O) May be illuminated provided before each departure: a) Door is CLOSED, latched and LOCKED, b) The "acknowledge" switch changes the indication from amber to white, and c) Internal baggage door is closed during the entire flight.

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52 DOORS				
5. Main Entry Door Warning System	B	1	0	May be inoperative provided: a) Latching and LOCKING marks are aligned, b) Inner handle is securely LOCKED, c) ACK DOOR switch is activated, and d) Main Entry Door CAS messages is verified to be white.
6. Emergency Exit Window Warning System	C	1	0	(O) May be inoperative provided a crewmember ensures Emergency exit is secured before each flight.
7. Refueling Door Warning System	B	1	0	(O) May be inoperative provided a crewmember checks door is secure and LOCKED (if lockable) before each departure.
8. External Baggage Compartment Door Seal	C	1	0	(M) (O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations. NOTE: Pressure sensitive cargo is not carried in the baggage compartment.

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52 DOORS				
9. Main Entry Door Seals				
1) Main Entry Door, Primary Door Seal	C	1	0	(O) May be inoperative provided: a) The primary seal does not interfere with the door operation, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
2) Main Entry Door, Secondary Door Seal	C	1	0	(O) May be inoperative provided: a) The secondary seal does not interfere with the door operation, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.
10. Main Entry Door, Acoustic Seal Curtain	D	1	0	
11. Hinged Door Flapper-Sill	D	1	0	Flight crew must verify flapper is CLOSED before entering or exiting the airplane.
12. Keyed Door, Panel and *** Compartment Locks	C	-	-	(O) May be inoperative, damaged or missing provided the associated door, compartment or cover is verified to be secured before each departure.

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52 DOORS

13. Internal Baggage Door
Warning System

C

1

0

(O) May be inoperative provided:
a) Door is confirmed to be CLOSED
and LOCKED by a crewmember
after each use, and
b) Door is placarded "DO NOT
ENTER at or above 40,000 ft".

14. Main Entry Door
Telescopic Tie Rods

C

2

1

(O) May be inoperative or missing
provided only one person is allowed to
stand on the stairs at a time.

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	4. REMARKS AND EXCEPTIONS				
71 POWERPLANT					
1. Automatic Power Reserve (APR) System	C	1	0	May be inoperative provided: a) APR is not armed, and b) AFM takeoff limitations and performance for APR OFF are observed.	

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	4. REMARKS AND EXCEPTIONS			
73 ENGINE FUEL & CONTROL				
1. Fuel Flow EICAS Indicators	B	2	1	May be inoperative provided: a) Associated N1 and N2 Indicating Systems are operative, b) Fuel Quantity Indicating Systems are operative, and c) Fuel Flow Indications are verified on the Flight Management System (FMS).
2. Fuel Pressure Low Warning Systems	B	2	1	(O) May be inoperative provided: a) Associated fuel boost pumps are operative, and b) Airplane is operated below FL250.
3. Fuel Filter Impending Bypass Indication Systems	C	2	1	(M) May be inoperative provided fuel filter element on affected engine is replaced before the next flight and every 20 flight hours thereafter.
4. Fuel Temperature Indicating System	C	-	-	May be inoperative provided the Fuel Tank Temperature Low Warning system is operative.
	C	-	-	May be inoperative provided: a) SAT gauge is operative and is used as a reference for fuel temperature, and b) Flight altitude is planned so as to remain above the freeze point of the fuel type used.

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73 ENGINE FUEL & CONTROL				
5. Fuel Used Indicating System	C	2	0	May be inoperative provided fuel remaining indications are operative.
6. Engine FADEC System				
1) System Faults	A	-	-	<p>May be dispatched with system faults provided:</p> <ul style="list-style-type: none"> a) Repairs are made in accordance with the times established in either the engine or aircraft manufacturer's, FAA approved document, whichever is more restrictive (HTF 7250G Light Maintenance Manual Chapter 5), and b) FADEC faults are reviewed by flight crew before each takeoff <p>NOTE: The repair time for Long Term Dispatch messages (cyan L-R Engine MAINT LTD) is 500 hours. The repair time for Short Term Dispatch messages (cyan L-R ENG Minor Fault) is 125 hours.</p>

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74 IGNITION				
1. Automatic Ignition Systems	C	2	1	May be inoperative provided Manual Ignition is operative.
2. Ignition (IGN) Indications	C	2	1	May be inoperative provided: a) Automatic Ignition System is operative during engine start, and b) Crew monitors engine start for normal indications.
3. Engine Ignition Systems	B	2	0	(O) System(s) redundancy may be degraded as indicated by "L/R Engine IGN FAULT" advisory message. NOTE: All Engine Ignition System(s) failures causing "L-R Engine IGN FAULT" advisory message must be repaired within 3 days after the appearance of this message on EICAS.
4. CONT Ignition (IGN) "ON" Switch Light (Light Function Only)	C	1	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
76 ENGINE CONTROLS				
1. Engine Synchronizer	C	1	0	
2. FADECs Automatic Engine Control Functions				
1) SYNC Functions	C	1	0	
2) MACH HOLD Function	C	1	0	
3. Engine Manual APR ON Switch Light (Light Function Only)	C	1	0	

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4. REMARKS AND EXCEPTIONS

77 ENGINE INDICATING

1. ITT Digital Indications

C

2

1

May be inoperative provided:
a) All other engine indications are
operative, and
b) Associated analog display is
operative.

2. Engine Vibration
Monitors

C

2

1

May be inoperative provided all other
engine indications are operative.

3. Engine Event Recording
System

C

1

0

(O) May be inoperative provided alternate
procedures are established and used.

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78 ENGINE EXHAUST				
1. Thrust Reverser System	D	2	0	(M)(O) May be inoperative provided: a) Affected Thrust Reverser is deactivated, stowed and LOCKED in forward thrust position, and b) Airplane is operated in accordance with AFM Limitations and Procedures.

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79 ENGINE OIL				
1. Engine Oil Level Low Warning Systems	C	2	0	(O) May be inoperative provided engine oil levels are verified adequate before each flight.
2. Oil Filter Impending Bypass Indication Systems	A	2	0	(M) May be inoperative provided: a) Affected oil filter element is replaced, and b) Repairs are made within three (3) flight days.
3. Remote Oil Level Indications (Refuel / Defuel Panel)	C	2	0	Any or all may be inoperative provided associated oil tank sight gauge is used to determine oil level.

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80 STARTING				
1. Engine Start/Crank Switch Lights (Light Function Only)	C	3	0	
2. Starter Air Valves	C	2	1	(M)(O) May be inoperative provided: a) Valve is deactivated, and b) Alternate starting procedures are established and used to start affected engine.