



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

Master Minimum Equipment List

Revision: 11a
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GULFSTREAM AEROSPACE

G-IV, (G400), (G300)

For PART 91 and PART 135 ONLY

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

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AIRCRAFT:

G-IV, (G400), (G300)

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HIGHLIGHTS OF CHANGE

EFFECTIVE ABOVE DATE, this is an INTERIM revision to the Gulfstream Aerospace G-IV, (G400), (G300) Master Minimum Equipment List (MMEL).

SECTION ONE

ATA 21 AIR CONDITIONING

Item 6 Page 21-4 Pressurization Outflow Valve Position Indicator, revised title and proviso.

ATA 23 COMMUNICATIONS

Item 1 Page 23-1 Communications Systems (VHF and UHF), revised NOTE.

Item 7 Page 23-4 Passenger Address System (PA), corrected typo.

Item 13 Page 23-12,13 Alerting System (Audio / Visual), corrected typo.

Item 14 Page 23-13 Right Side Radio Tuning Unit (RTU), corrected typo.

Item 17 Page 23-15 High Frequency (HF) Communication System, updated in accordance with PL-106.

ATA 24 ELECTRICAL POWER

Item 4 Page 24-3 Transformer-Rectifier, added second circuit breaker mention and the AFM and 250 AMP Limitation.

Item 23 Page 24-9 50Hz/60Hz AC Electrical Power System, revised Repair Category to "D".

ATA 25 EQUIPMENT/FURNISHINGS

Item 3 Page 25-4 Passenger Seat(s), 4) Swivel Mechanism, corrected typo.

Item 22 Page 25-14 Airplane Ladders, corrected typo.

Item 27 Page 25-15 Non-Essential Equipment and Furnishings (NEF), deleted "D" from Repair Category.

Item 28 Page 25-16 Flight Crew Sleeping Facilities – Crew Seat, added new item.

ATA 26 FIRE PROTECTION

Item 16 Page 26-5 Right Hand Radio Rack Smoke Detector, added new item for Smoke Detector when ASC 268A AM1 is installed.

ATA 28 FUEL

Item 2 Page 28-1,2 Fuel Quantity Indication Systems, 1) EICAS or Standby, revised first proviso and updated both sets of NOTES.

ATA 30 ICE AND RAIN PROTECTION

Item 5 Page 30-2 Windshield Wiper Systems, revised item 1) Windshield Surface Seal Protection Systems.

ATA 34 NAVIGATION

Item 34 Page 34-20, 21 Guidance Panel Digital Indications and Mode Select Indications, added new item 17) A/T ARM and 18) AP.

ATA 38 WATER/WASTE

Item 38 Page 2 Lavatory Waste Systems, removed reference to Wheelchair Accessible Lavatories per PL-083.

SECTION TWO

Page 2-4 BC 1-2-3 TEST FAIL, deleted from revision as this message has no effect on the dispatch capability of the airplane.

Page 2-5 BRAKE MAINT REQ'D, broke message out into two separate entries. (BRAKE-BY-WIRE) and (HMAB).

Page 2-15 TRU FAIL, added second circuit breaker mention and the AFM and 250 AMP Limitation.

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DEFINITIONS		

The required definitions are listed in Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of PL-025 does not require a revision to the operator's MEL.

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PREAMBLE		

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 for Part 121, 125, 129 & 135 certificated holders, or Policy Letter PL-36 for Part 91 operators.

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SECTION ONE

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

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	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS OR EXCEPTIONS		

21 AIR CONDITIONING				
1. Cabin Altitude Indicator (Overhead Panel)	C	1	0	May be inoperative provided: a) Cabin Pressure Selector Panel is operative, and b) Pressurization is operated in AUTO mode.
	C	1	0	May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided to crew to convert Cabin Differential Pressure to Cabin Altitude. NOTE: See AOM Section 10-01-00, Figure 10.
	D	1	0	May be inoperative provided airplane is equipped with additional pneumatic three-in-one cabin pressurization monitoring instrument, and Cabin Altitude Indicator portion is fully operative.
	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.

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	4. REMARKS OR EXCEPTIONS				
21 AIR CONDITIONING					
2. Cabin Differential Pressure Indicator (Overhead Panel)	C	1	0	May be inoperative provided: a) Cabin Pressure Selector Panel is operative, and b) Pressurization is operated in AUTO mode.	
	C	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) A chart is provided to crew to convert Cabin Altitude to Cabin Differential Pressure. NOTE: See AOM Section 10-01-00, Figure 10.	
	D	1	0	May be inoperative provided airplane is equipped with additional pneumatic three-in-one cabin pressurization monitoring instrument, and Cabin Differential Pressure portion is fully operative.	
	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
3. Cabin Rate of Climb Indicator	D	1	0		

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	4. REMARKS OR EXCEPTIONS		

21 AIR CONDITIONING				
4. Automatic Pressurization Control System	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Auto Pilot is operative, and e) Airplane is operated in accordance with AFM Limitations.
	C	1	0	(O) Except for ER operations, may be inoperative provided airplane is operated in unpressurized configuration.
1) Air Data System Input	C	2	1	(O) May be inoperative provided: a) Manual Pressurization Control System 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.
5 Cabin Altitude Pressure Warning System	C	1	0	May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, b) Cabin Oxygen ON Warning System is operative, and c) Airplane is operated in accordance with AFM Limitations.
	C	1	0	May be inoperative provided airplane is operated in unpressurized configuration.

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	4. REMARKS OR EXCEPTIONS				
21 AIR CONDITIONING					
6. Pressurization Outflow Valve Position Indicator	C	1	0	May be inoperative provided all other components of the Cabin Pressure Control Panel and Cabin Pressure Indicator are operative.	
7. Cockpit Temperature Control Systems & Cabin Temperature Control Systems	C	4	0	(O) May be inoperative provided: a) Ram Air system is operative, and b) Airplane is operated in unpressurized configuration.	
1) Automatic System	C	2	0	May be inoperative provided: a) Associated manual control system is operative, and b) Associated temperature indicator is operative.	
2) Manual System	C	2	0	May be inoperative provided: a) Associated automatic control system is operative, and b) Associated temperature indicator is operative.	
8. Cockpit / Cabin Temperature Indicator	D	1	0	May be inoperative provided associated Automatic Temperature Control System is operative.	
	D	1	0	May be inoperative provided associated Manual Temperature Control System is operative.	

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	4. REMARKS OR EXCEPTIONS		

21	AIR CONDITIONING				
9.	Environmental Control System (ECS) Packs				
1)	Pressurized Configuration	C	2	1	Except for ER operations, may be inoperative provided: a) Inoperative ECS Pack is selected OFF, b) Bleed Air Isolation Valve is CLOSED and OPERATIVE, and c) Airplane is operated in accordance with AFM Limitations.
2)	Unpressurized Configuration	C	2	0	Except for ER operations, both may be inoperative provided outflow valve is operative.
10.	Three-in-one Cabin *** Pressurization Monitoring Instrument	C	1	0	May be inoperative provided primary Cabin Altitude and primary Cabin Differential Pressure Indicators are operative.
11.	Air Conditioning System Flow Control and Shutoff Valves	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Affected Valve is CLOSED and deactivated electrically when associated Air Conditioning Pack is selected OFF, and b) Airplane is operated in accordance with AFM Limitations.

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	4. REMARKS OR EXCEPTIONS				
21 AIR CONDITIONING					
12. Outflow Valve System	C	1	0	(M) (O) May be inoperative provided: a) Outflow valve is positioned to full OPEN position and electrically isolated, b) Airplane is operated in unpressurized configuration, and c) Extended overwater operations are not conducted.	
13. Cabin Pressurization Safety Valve	B	1	0	(O) May be inoperative provided: a) Cabin differential pressure and cabin altitude displays are operative, b) Selected cabin altitude is 1,000 feet higher than normal cabin altitude for the cruise flight level, and c) Automatic and Manual Pressurization Control Systems are operative.	
	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
14. Cabin Remote *** Temperature Selector System	D	1	0		

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	4. REMARKS OR EXCEPTIONS				
21 AIR CONDITIONING					
15. Duct Temperature *** Selector System	D	1	0		
16. Right Hand Radio Rack *** Cooling Fan	B	1	0		
17. ECU Modulator Valve *** Indicator System	D	1	0		
18. Left Hand Radio Rack *** Cooling Fan	B	1	0		
19. Nose Radome Cooling System (includes fan, valve and communicator)	C	1	0	May be inoperative provided the outside air temperature is less than 90 deg. F (32 deg. C) during all ground operations.	

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	4. REMARKS OR EXCEPTIONS				
22 AUTO FLIGHT					
1. Autopilots (Flight Guidance Computers (FGC) / Flight Directors)	C	2	1	<p>Except for ER operations or where en route operations or approach minimums require its use, may be inoperative provided flight time with one engine inoperative does not exceed one hour cruise from a suitable airport.</p> <p>NOTE: Each AP/FGC provides mach trim compensation, electric trim, yaw damper, autopilot, and flight director functions independent of the other AP/FGC. Failure of the second AP/FGC after dispatch would result in the complete loss of these functions, and AFM Limitations would apply.</p>	
	B	2	0	<p>Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Automatic Pressurization System is operative, b) Flight time with one engine inoperative does not exceed one hour cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL 390, and e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper. <p>NOTE: One AP/FGC is required for MNPS, RVSM, RNP and PRNAV operations.</p>	
2. Auto-throttle Systems ***	D	2	0		

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	3. NUMBER REQUIRED FOR DISPATCH				
22 AUTO FLIGHT					
3. Performance Computers *** (PZ)	C	2	0		
4. Yaw Damper System	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Airplane is operated in accordance with AFM Limitations, and b) Procedures are established to deactivate Yaw Damper System.	
5. Control Wheel Autopilot Disconnect Buttons	C	2	1	May be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) Airplane is piloted from the side with operative button.	
6. Takeoff/Go-Around (TOGA) Buttons	C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Autothrottles and Flight Director are unavailable for takeoff and go-around.	
7. Autothrottle Disconnect Buttons (on Thrust Lever Knobs)	C	2	0	May be inoperative provided autothrottle is not utilized.	
8. Autothrottle Engage/Disengage Switches (on Thrust Lever Stem)	C	2	0	May be inoperative provided Autothrottle is considered inoperative.	

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
22 AUTO FLIGHT					
9. Touch Control Steering Switches (TCS)	D	2	0	NOTE: If Honeywell HUD is installed and the left TCS is inoperative, the HUD TCS "clear" function will be inoperative.	
10. Remote Heading and *** Course Select Control System	C	-	0	May be inoperative provided manual Heading and Course Selectors are operative.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS					
1. Communications 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.
1) VHF Communication Control Panels					
a) Frequency Transfer Light ***	C	-	0		
b) Frequency Transfer Switch ***	C	-	0		
c) Frequency Selector Knob ***	C	-	2		
d) Frequency Indication ***	C	-	2		

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

23 COMMUNICATIONS					
2. Cockpit Voice Recorder (CVR) (With Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within 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		
2. Cockpit Voice Recorder (CVR) (installed for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
1) Independent Power Source ***	C	1	0		

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	4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS					
3. 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.	
4. Emergency Locator *** Transmitters (ELT)					
1) Survival Type ELTs ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2) Fixed ELTs ***	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
	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.	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			

23 COMMUNICATIONS				
5. Flitephone Systems ***	D	-	0	
6. Cockpit Speakers	C	2	0	May be inoperative provided: a) Affected speaker is not required for aural warnings, and b) An operative headset is provided for each person on cockpit duty.
7. Passenger Address *** System (PA)				
1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally.
	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.
				NOTE: Any station function(s) that is operative may be used.
				NOTE: Any station function(s) that is operative may be used.
a) Lavatory Speakers	C	-	-	(O) May be inoperative provided alternate procedures are established and used.

(continued)

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	4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS					
7. Passenger Address *** Systems (PA) (continued)					
2) Cargo Only Configuration (Courier / Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures are established and used.	
	D	1	0	May be inoperative provided procedures do not require its use.	
a) Lavatory Speakers	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	1	0	May be inoperative provided procedures do not require its use.	
8. Satellite Communications *** (SATCOM) Systems	D	-	0	May be inoperative provided procedures do not require their use.	
9. Prerecorded Passenger *** Announcement Systems	D	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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

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23 COMMUNICATIONS					
11. Flight Deck Headsets Earphones / Headphones and Boom Microphones HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
1) Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three (3) flight days.	
	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
2) Headset Earphones / Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
	D	-	-	Any in excess of those required by regulation may be inoperative.	
3) Active Noise Canceling / Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
(continued)					

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
23	COMMUNICATIONS				
11.	Flight Deck Headsets Earphones / Headphones and Boom Microphones OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	D	-	-	Any in excess of those required by regulation may be inoperative.
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.
		D	-	-	Any in excess of those required by regulation may be inoperative.
2)	Headset Earphones / Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
3)	Active Noise Canceling / Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS					
12. Crewmember Interphone *** System(s)	C	2	1		
1) Passenger Configuration					
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided:	
				a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets,	
				b) On wide-body airplanes, flight deck to cabin and cabin to flight deck interphone function operates normally at one door for each pair of exit doors, and	
				c) Alternate communications procedures between the affected flight attendants station(s) are established and used.	
				NOTE: Any station function(s) that is operative may be used.	
				(continued)	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS					
12. Crewmember Interphone *** System(s) (continued)					
1) Passenger Configuration (continued)					
b) Cabin to Cabin Functions ***	B	2	0	(O) May be inoperative provided alternate communication procedures between the affected flight attendant station(s) are established and used.	
	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, b) On wide-body airplanes, cabin to cabin interphone function operates normally at one door for each pair of exit doors, and c) Alternate communications procedures between the affected flight attendants stations are established and used.	
				NOTE: Any station function(s) that is operative may be used.	
				NOTE: Any station function(s) that is operative may be used.	
				(continued)	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS					
12. Crewmember Interphone *** System (continued)					
c) Flight Deck to Ground					
1) Large Turbojet Powered Airplanes Operating under Part 121	C	1	0	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage service interphone jack operates normally.	
	C	1	0	(O) Service interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Nose gear/forward fuselage flight interphone jack operates normally.	
	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2) All other Aircraft/Operations	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS					
13. Alerting System *** (Audio / Visual)					
1) Passenger Configuration					
a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting system is operative.	
				NOTE: The 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 is operative, 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 is operative, and c) Alternate procedures for contacting flight attendants are established and used.	
				NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishings (NEF) .	
				NOTE 2: Any visual alerting system function(s) that is operative may be used.	
				(continued)	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS					
13. Alerting System *** (Audio / Visual) (continued)					
c) Flight Attendant Audio Alerting System	B	-	0	(O) May be inoperative provided: a) PA system is operative, b) If affected audio 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 is considered Non-Essential Equipment and Furnishings (NEF) .	
				NOTE 2: Any audio alerting system function(s) that is operative may be used.	
14. Right Side Radio Tuning *** Unit (RTU)	C	1	0	(O) May be inoperative provided: a) Cross-side tuning function of the left RTU is operative, and b) Radio tuning function of both FMSs is operative.	
15. 8.33/25KHZ Channel *** Spacing Switch	C	-	0	May be inoperative provided operations do not require its use.	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			

23 COMMUNICATIONS				
16. Handset Systems ***				
1) Passenger Configuration				
a) Flight Deck	C	1	0	(O) May be inoperative provided: a) Flight Deck to cabin communication is operative, and b) Alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
b) Cabin	B	-	-	(O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, b) On wide-body airplanes, one handset must operate normally at each pair of exit doors, and c) Alternate communications procedures between the affected flight attendants station(s) are established and used.
				NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement.
				NOTE 2: Any handset(s) function(s) that is operative may be used.

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

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

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS					
18. Datalink System *** (CMF / CMU)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: Datalink System is required for ADS-C and / or CPDLC operations. NOTE 2: Datalink must be operative whenever flights in RNP 4 airspace are conducted.	
	D	-	0	May be inoperative provided routine procedures do not require its use. NOTE 1: Datalink system is required for ADS-C and / or CPDLC operations. NOTE 2: Datalink must be operative whenever flights in RNP 4 airspace are conducted.	
19. Headsets				Combined with Item 11 in Revision 11.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
24 ELECTRICAL POWER					
1. Engine Alternators	A	2	1	Except for ER operations, may be inoperative provided: a) TRU is operative, b) APU Alternator is used for all phases of flight, c) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed, and d) Repairs are made within one (1) flight day.	
	B	2	1	(M) Except for ER operations, may be inoperative provided: a) TRU is operative, b) APU Alternator is used for all phases of flight, c) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed, d) Opposite Converter is operative, e) Associated electrical cables are secured, and f) Inoperative Alternator drive shaft is removed and Alternator is reinstalled, OR a blanking plate is installed in place of alternator.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
24 ELECTRICAL POWER					
2. APU Alternator	B	1	0	(M) (O) Except for ER operations, may be inoperative provided: a) Both Engine Alternators are operative, b) Both Converters are operative, c) Standby Electrical System is operative, d) Procedures do not require its use, e) AC BPCU No. 1 circuit breaker is pulled and collared, and f) APU is operated on ground only. NOTE: APU may be used as a pneumatic source.	
	C	1	0	Except for ER operations, may be inoperative provided APU is not utilized.	
3. Converters	B	2	1	(O) Except for ER operations, may be inoperative provided: a) TRU is operative, b) APU Alternator is used for takeoff, en route and landing, and c) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
24 ELECTRICAL POWER					
4. Transformer-Rectifier	B	1	0	(M) May be inoperative provided: a) Both Converters are operative, b) APU Alternator is operative, c) Both Battery chargers are operative, d) Both Main Airplanes Batteries are operative, e) TRU (R AC) and (DC ESS) circuit breakers on the Power Distribution Box are pulled and collared, and f) Electrical load is reduced to below 250 Amps.	
5. Main Airplane Battery Chargers	B	2	1	(M) May be inoperative provided: a) Engine Alternators and both converters are operative, b) APU Alternator is operative, c) Associated Battery Charger circuit breaker on the Power Distribution Box is pulled and collared, and d) Standby Electrical System is operative.	
6. Main Airplane Batteries	B	2	1	(M) May be inoperative provided: a) Airplane is operated in day VMC, b) There are no other electrical power source failures, c) Associated Battery cables are disconnected and secured, d) Associated Battery Charger circuit breaker on the Power Distribution Box is pulled and collared, and e) Associated battery circuit breaker is pulled and collard.	

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
24 ELECTRICAL POWER					
7. SEL/AUTO Buttons on EPMP	C	6	5	May be inoperative provided affected bus is manually selected ON.	
8. Battery Ammeters (Overhead Panel)	C	2	0	May be inoperative provided: a) Associated voltmeter is operative, and b) Both battery charger fail lights are operative.	
9. Battery Voltmeters (Overhead Panel)	C	2	0	May be inoperative provided associated ammeter is operative.	

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	4. REMARKS OR EXCEPTIONS		

24 ELECTRICAL POWER				
10. Electrical Power Monitor Panel (EPMP) Displays				
1) AC Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.
2) Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.
3) DC Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.
4) Left AC Loadmeter (%)	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.
5) AUX PWR AC Loadmeter (%)	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.
6) Right AC Loadmeter (%)	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.
7) Left DC Loadmeter (%)	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.
8) AUX PWR DC Loadmeter (%)	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.
9) Right DC Loadmeter (%)	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.
11. Battery Charger Fail Lights	C	2	1	May be inoperative provided: a) Associated charger is operative, b) Associated ammeter is operative, and c) Associated voltmeter is operative.

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	3. NUMBER REQUIRED FOR DISPATCH				
24 ELECTRICAL POWER					
12. Master Power Switch Lights (Left, Right, AUX)	C	3	2		May be inoperative provided associated AC loadmeter and voltmeter are operative and selected for monitoring.
13. APU Alternator OFF Warning System	D	1	0		
14. Battery Temperature *** Indicating System	D	1	0		
15. Standby Electrical System	C	1	0		
16. Converter Cooling Fans	C	10	9		(M) May be inoperative provided: a) Normal operation of remaining fans is verified before each departure, and b) Airplane is operated in accordance with AFM.
17. External Power Systems	D	2	0		
18. Electrical Load Warning *** System (ELWS)	D	1	0		

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
24 ELECTRICAL POWER					
19. APU Alternator Overheat Warning System	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU CONT circuit breaker is pulled and collared, b) Both Engine Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.	
	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Both Engine Alternators are operative, b) Both Converters are operative, c) TRU is operative, d) Standby Electrical System is operative, e) Procedures do not require its use, f) AC BPCU No. 1 circuit breaker is pulled and collared, and g) APU is operated on ground only.	
				NOTE: APU may be used as a pneumatic source.	

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
24 ELECTRICAL POWER					
20. Engine Alternator Overheat Warning Systems	A	2	1	Except for ER operations, may be inoperative provided: a) TRU is operative, b) The associated L Power or R Power control switch is selected OFF, c) APU Alternator is used for all phases of flight, d) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed, and e) Repairs are made within one (1) flight day.	
	B	2	1	(M) Except for ER operations, may be inoperative provided: a) TRU is operative, b) APU Alternator is used for all phases of flight, c) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed, d) Opposite Converter is operative, e) Associated electrical cables are secured, and f) Inoperative Alternator drive shaft is removed and Alternator is reinstalled, OR a blanking plate is installed in place of Alternator.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
24 ELECTRICAL POWER					
21. Low Battery Power *** Audible Warning System (Sonalert)	D	1	0		
22. Ground Service Bus *** System	D	1	0		
23. 50Hz/60Hz AC Electrical *** Power System	D	-	0	(M) (O) May be inoperative provided affected circuit breaker is pulled and collared.	
24. IRU Back Up Batteries	A	-	0	The "BATT FAIL" lights may be illuminated provided: a) Airplane is operated in day VMC conditions, and b) Repairs are made within one (1) flight day.	
	A	-	0	May be inoperative provided: a) Standby Electrical System is operative, and b) Repairs are made within one (1) flight day.	
25. K-15 PDB Relays (Airplanes with Allied Signal Service Bulletin 1152312-24-05 incorporated)	A	2	1	May be inoperative provided repairs are made within two (2) flight days.	

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	4. REMARKS OR EXCEPTIONS				
24 ELECTRICAL POWER					
26. Engine Driven Alternator Bearings	A	2	1	(O) Except for ER operations, may be inoperative provided: a) Operation on auxiliary bearing does not exceed 15 hours at full load or 50 hours at no load, b) Associated TRU is operative, c) APU Alternator is available for all phases of flight, d) Engine Alternator Overheat Warning System is operative, and e) Repairs are made within 15 hours at full load or 50 hours at no load.	
27. APU Alternator Bearing	A	1	0	(O) Except for ER operations, may be inoperative provided: a) Operation on auxiliary bearing does not exceed 15 hours at full load or 50 hours at no load, b) Both Engine Alternators are operative, c) Both Converters are operative, d) Standby Electrical System is operative, e) Procedures do not require its use, and f) Repairs are made within 15 hours at full load or 50 hours at no load.	

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	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS OR EXCEPTIONS		

25 EQUIPMENT/ FURNINSHINGS				
1. 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 cannot be mistaken for a fully serviceable unit, and b) Repairs 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 cannot 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 inoperative.
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 cannot be mistaken for a fully serviceable kit, and b) Repairs or replacements are made within one (1) flight.
(continued)				

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	4. REMARKS OR EXCEPTIONS		

25 EQUIPMENT/ FURNINSHINGS				
1. Emergency Medical Equipment (continued)				
3) First Aid Kit (FAK) and/or Associated Equipment (cont'd)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
2. Overwater Equipment	D	-	-	As required by 14 CFR.
3. Passenger Seats	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seatbelt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position. (continued)

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
3. Passenger Seat(s) (continued)					
1) Recline Mechanism (cont'd)	D	-	-		May be inoperative and seat occupied provided seat back is immovable in full upright position.
2) Underseat Baggage *** Restraining Bars	C	-	-		(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.
3) Armrest					
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 the main airplane aisle, and c) If armrest is missing, seat is secured in the full upright position.
					(continued)

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25 EQUIPMENT/ FURNISHINGS				
3. Passenger Seat(s) (continued)				
b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main airplane aisle.
4) Swivel Mechanism ***	C	-	-	May be inoperative and seat occupied provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to the main airplane aisle, and c) Associated seat remains in takeoff position.
5) Divan High Backs ***	C	-	-	May be inoperative and seat occupied provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to the main airplane aisle, and c) Associated seat remains in takeoff position.
6) Electrical/Electronic *** Systems/Components	C	-	-	(M) May be inoperative and seat occupied provided associated component(s) is deactivated.
4. Crewmember Shoulder Harness	B	-	-	Any in excess of those required for flight deck crewmembers (including official observer in observer's seat) may be inoperative.

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25 EQUIPMENT/ FURNISHINGS				
5. Passenger Convenience Item(s)				Replaced by Item 25.28 in Revision 9.
6. Observer Seat(s)				
1) Primary observer Seat (including associated equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 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 the 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 for the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the condition to be acceptable.
				NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
				(continued)

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	4. REMARKS OR EXCEPTIONS			

25 EQUIPMENT/ FURNISHINGS				
6. Observer Seat(s) (continued)				
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).
7. 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.
8. Flotation Devices	D	-	-	Any in excess of those required by 14 CFR may be inoperative. Inoperative equipment will be removed from airplane.
9. "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.
10. Crash Axe ***	D	-	-	Any of those in excess of 14 CFR may be missing.

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25 EQUIPMENT/ FURNISHINGS				
11. Storage Bins / Cabin, *** Galley and Lavatory Storage Compartment / Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment or closet in the closed position, b) Associated bin, compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.
	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 associated bin, compartment or closet is not used.
				(continued)

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25 EQUIPMENT/ FURNISHINGS					
11. Storage Bins / Cabin, *** Galley and Lavatory Storage Compartment / Closets (cont'd)					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	-	0		(M) May be inoperative in unlocked position provided doors can be secured by other means.
12. Cargo Restraint Systems ***	A	-	-		(M) May be inoperative, or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
	C	-	-		May be inoperative, or missing provided cargo compartment remains empty.

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25 EQUIPMENT/ FURNISHINGS					
13. Flight Attendant Seat *** Assembly	A	1	0	(M) (O) Flight Attendant seat may be inoperative provided: a) Affected seat is not occupied, b) Flight attendant displaced by inoperative seat occupies passenger seat most accessible to inoperative seat, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat is stowed or secured in the retracted position, e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within two (2) flight days.	
				NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.	
				NOTE 2: A seat position with an inoperative or missing restraint is considered inoperative.	
				NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable regulations are met.	
				(continued)	

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25 EQUIPMENT/ FURNISHINGS					
13. Flight Attendant Seat *** Assembly (continued)	D	1	0	(M) May be inoperative provided: a) Flight Attendant is not required by 14 CFR, b) Affected seat is not occupied, and c) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
For Operators Other Than Holders of an Air Carrier or Commercial Operator Certificate	D	1	0	(M) (O) May be inoperative provided: a) Affected seat is not occupied, b) Flight Attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat, c) Folding type seat is stowed or secured in the retracted position, and d) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY". (continued)	

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25 EQUIPMENT/ FURNISHINGS					
13. Flight Attendant Seat *** Assembly (continued)					<p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must be operative.</p>
14. Galley / Cabin Waste *** Receptacles Access Doors / Covers	C	-	-		<p>(M) (O) May be inoperative provided:</p> <p>a) The container is empty and the access is secured to prevent waste introduction into the compartment, and</p> <p>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.</p>

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25 EQUIPMENT/ FURNISHINGS				
15. Exterior Lavatory Door *** Ashtrays				
1) Airplanes with multiple exterior lavatory door ashtrays installed	A	-	-	Up to and including 50 percent may be missing or inoperative for 10 days.
	A	-	-	More than 50 percent may be missing or inoperative for 3 days. NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.
2) Airplanes with only one exterior lavatory door ashtray installed	A	1	-	May be missing or inoperative for 10 days.
16. External Camera System ***	D	1	0	
17. Emergency Vision *** Assurance Systems (EVAS) STC No. SA00892LA	D	-	0	May be inoperative or missing.

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25 EQUIPMENT/ FURNISHINGS				
18. Pilot Seats				
1) Vertical Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at the individual crewmember requirements, and b) Fore-Aft adjustment is operative.
2) Armrest	C	-	-	(M) May be inoperative provided: a) Affected armrest is in the up position, and b) Seat is acceptable to the affected crewmember.
3) Recline Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move Fore-Aft on its track.
4) Lumbar Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.
5) Thigh Support	C	-	-	May be inoperative provided seat is acceptable to the affected crewmember.
6) Fore-Aft Adjustment	B	-	-	(M) (O) May be inoperative provided: a) Seat position permits emergency egress for the pilot, b) Seat is secured at the individual crewmember's requirements, and c) Seat position permits full rudder pedal movement.
19. Rudder Pedal Adjustment	C	2	0	(M) May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s) requirements, and b) Position of pedal(s) permits full flight control movement.

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25	EQUIPMENT/ FURNISHINGS				
20.	Cockpit Convenience Items (Expires on December 31, 2007)				Deleted in Rev. 10.
21.	Keyed Locks	C	-	0	May be inoperative provided the associated access panel, door, compartment, or cap is verified secure prior to each departure.
22.	Airplane Ladders	C	-	0	(O) May be inoperative or removed.
1)	Ladder Hardware (pip pins, lanyards, etc.)	D	-	0	
23.	Baggage Compartment *** Shelves				
1)	Shelf Stowage Straps ***	D	-	0	May be inoperative or removed provided the shelves remain in the down position.
2)	Shelf Support Straps ***	D	-	0	May be inoperative or removed provided the shelves remain in the stowed (up) position and are not used.

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25	EQUIPMENT/ FURNISHINGS				
24.	Crewmember Flashlight Holder Assemblies (including Flashlight)	C	-	-	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.
25.	EMS Litter Systems *** (STC #ST01500CH-D)	C	-	0	(M) May be inoperative provided the system or subsystems are electrically deactivated by pulling and collaring the affected circuit breaker.
26.	Patient Loading System *** (STC #ST01500CH-D)	C	1	0	(M) May be inoperative provided the system or subsystems are electrically deactivated by pulling and collaring the affected circuit breaker.
27.	Non-Essential Equipment and Furnishings (NEF)				
1)	Passenger Convenience Items (Expired on April 30, 2008) ***				Deleted in Rev. 10a.
2)	Non-Essential Equipment and Furnishings (NEF) ***	-	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.

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25 EQUIPMENT/ FURNISHINGS				
28. Flight Crew Sleeping *** Facilities – Crew Seat (includes crew seat recline mechanism, berthing mechanism, armrests, swivel mechanism, and electrical/electronic systems/components)	C	-	0	(M) (O) May be inoperative provided crew seat is secured in a position acceptable to the crewmember(s) who will occupy the crew rest area. NOTE: All other equipment in the flight crew sleeping facilities is covered by the NEF program.
	D	-	0	(O) May be inoperative provided: a) Crew seat is not occupied, and b) Crew Rest is placarded “INOPERATIVE – DO NOT USE.”

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	4. REMARKS OR EXCEPTIONS				
26 FIRE PROTECTION					
1. Portable Fire Extinguishers	D	-	-		Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
2. Wing Overheat Warning Systems	C	2	1		Except for ER operations, may be inoperative provided: a) Wing Anti-ice is not used, and b) Airplane is not operated in known or forecast icing conditions.
3. APU Fire Detection System	C	1	0		(M) Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.
4. Rear Baggage Compartment Smoke Detector System	C	-	0		May be inoperative provided cabin to rear baggage compartment door remains OPEN.

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	4. REMARKS OR EXCEPTIONS				
26 FIRE PROTECTION					
5. Lavatory Smoke *** Detection System	C	-	-	(M) (O) For each lavatory, the Lavatory Smoke Detection System may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is LOCKED, CLOSED and placarded, "INOPERATIVE-DO NOT ENTER", and c) Lavatory is used only by 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.	

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	4. REMARKS OR EXCEPTIONS				
26 FIRE PROTECTION					
6. Lavatory Fire *** Extinguisher Systems	C	-	-		For each lavatory, the Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector system is operative.
	C	-	-		(M) (O) For each lavatory, the Lavatory Fire Extinguisher System may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is LOCKED, CLOSED and placarded, "INOPERATIVE- DO NOT ENTER", and c) Lavatory is used only by crewmembers.
					NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: A Lavatory Fire Extinguisher System is not required for all-cargo operations.
7. Galley Smoke Detection *** Systems	D	-	0		
8. Galley Fire Extinguishing *** Systems	D	-	0		

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26 FIRE PROTECTION					
9. Engine Fire Detection Systems	C	2	1	Except for ER operations, one complete loop (A or B) may be inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.	
10. Flame Detectors ***	D	-	0		
11. Under Floor Overheat *** Warning System	D	-	0		
12. APU Fire Extinguishing System	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.	
13. Passenger Compartment *** Closet Smoke Detector	D	-	0	May be inoperative provided door remains OPEN for visual check from crew stations.	
14. Entranceway Baggage *** Compartment Smoke Detector	D	-	-	May be inoperative provided doors remain OPEN for visual check from crew stations.	

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26 FIRE PROTECTION	REPAIR CATEGORY	NUMBER INSTALLED	NUMBER REQUIRED FOR DISPATCH	REMARKS OR EXCEPTIONS
15. Cargo Compartment Fire *** Detection/Suppression Systems	C	-	0	<p>May be inoperative provided associated cargo compartment remains empty.</p> <p>NOTE 1: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.</p> <p>NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).</p>
16. Right Hand Radio Rack *** Smoke Detector	C	1	0	

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27 FLIGHT CONTROLS				
1. Flap/Stabilizer Warning System	C	1	0	May be inoperative provided Flap/Stabilizer position indicator is monitored to observe proper Flap/Stabilizer position.
2. Rudder Limit Warning Light System	C	1	0	May be inoperative provided Single Rudder Limit Warning Light System is operative.
3. Single Rudder Limit Warning Light System	C	1	0	May be inoperative provided Rudder Limit Warning Light System is operative.
4. Automatic Ground Spoiler System	C	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.
5. Electric Elevator Trim System	C	1	0	(O) May be inoperative provided: a) Electric Pitch Trim remains OFF, and b) Airplane is operated in accordance with AFM Limitations.
6. Elevator Trim Actuator *** Heater System	C	2	0	(M) May be inoperative provided maintenance personnel pull and collar the affected circuit breaker(s).
7. Aileron Trim Actuator *** Heater	C	1	0	(M) May be inoperative provided maintenance personnel pull and collar the affected circuit breaker(s).
8. Control Wheel Elevator Trim Switches	C	2	1	May be inoperative provided pilot flying has operative switch.

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27 FLIGHT CONTROLS				
9. Stall Barrier Systems	A	2	1	(M) (O) May be inoperative provided: a) Angle of Attack indication is available on both PFD's, b) Alternate procedures are established and used, c) Inoperative stall barrier system is electrically disabled, and d) Repairs are made within two (2) flight days.
10. Gust Lock	C	1	0	(O) May be inoperative provided flight controls are secured in an alternate manner.
	C	1	0	(O) May be inoperative provided airplane is parked in sheltered area unaffected by atmospheric conditions.

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	4. REMARKS OR EXCEPTIONS		

28 FUEL				
1. Fuel Tank Temperature System	C	1	0	(O) May be inoperative provided: a) Total Air Temperature is used as an indication of fuel temperature, and b) Airplane is operated in accordance with AFM Limitations.
2. Fuel Quantity Indication Systems				
1) EICAS or Standby	C	2	1	(M)(O) May be inoperative provided: a) Associated Standby Fuel Quantity Indicating System or EICAS Fuel Quantity Indicating system is operative, and b) Either the primary or the standby fuel quantity indication displays Left and Right Fuel Quantity.
	C	2	1	(M) (O) Except for ER operations, either Left or Right Fuel Quantity display may be inoperative provided: a) Both tanks are completely filled using overwing refueling, b) Both Fuel Flow Meters are operative, c) After takeoff, power is set by matching fuel flow indications on both engines, and d) Flight crew maintains a log of fuel burned.
				NOTE 1: Failure to display either Left or Right Fuel Quantity exists in both the primary and secondary fuel quantity indications. NOTE 2: Total fuel indication will be invalid with an inoperative indicator.
				(continued)

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	4. REMARKS OR EXCEPTIONS		

28 FUEL				
2. Fuel Quantity Indication Systems				
1) EICAS or Standby (cont'd)	C	2	1	<p>(M) (O) Except for ER operations, either Left or Right Fuel Quantity display may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected tank is defueled before each refueling, b) Affected tank is fueled with a known quantity of fuel, c) Both fuel flow meters are operative, d) After takeoff, power is set by matching fuel flow indications on both engines, and e) Flight crew maintains a log of fuel burned. <p>NOTE 1: Failure to display either Left or Right Fuel Quantity exists in both the primary and secondary fuel quantity indications.</p> <p>NOTE 2: Total fuel indication will be invalid with an inoperative indicator.</p>

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28 FUEL					
3. Fuel Low Quantity Warning Systems (EICAS - Message) (Standby Indicator Lights)	C	2	0	(O) May be inoperative provided: a) Both Fuel Quantity Indicating Systems are operative, b) All Fuel Boost Pumps are operative, and c) Fuel Crossflow Valve is OPENED when either wing tank contains 2,000 pounds or less fuel.	
4. Fuel Boost Pumps	C	4	3	(O) Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, and d) Airplane is operated in accordance with AFM Limitations.	
5. Fuel Intertank Valve	C	1	0	(M) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Crossflow Valve is operative, c) Fuel Quantity Indicating System is operative, and d) Intertank Valve is verified CLOSED and electrically deactivated.	
6. Fuel Boost Pump Warning Lights	C	4	3	(O) Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, and c) Airplane is operated in accordance with AFM Limitations.	

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	4. REMARKS OR EXCEPTIONS				
28 FUEL					
7. Fuel Boost Pump Circuit Breaker Indicator Lights	C	4	3	May be inoperative provided associated Fuel Boost Pump Warning Light is operative.	
8. Fuel Crossflow Valve					
1) Failed CLOSED	C	1	0	(O) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Fuel Intertank Valve is OPENED when either wing tank contains 2,000 pounds or less fuel, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.	
2) Failed OPEN	C	1	0	(O) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Airplane is operated in accordance with AFM Limitations, and e) Fuel Tank temperature system is operative. NOTE 1: Heated Fuel Return will be inoperative. NOTE 2: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.	

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	3. NUMBER REQUIRED FOR DISPATCH				
28 FUEL					
9. Pressure Fueling System (Single Point Refueling)	D	1	0		(M) May be inoperative provided procedures are established to deactivate Pressure Fueling System.
10. Fuel Cap Chains	D	-	0		
11. Single Point Refueling Cap	C	1	0		May be inoperative or missing provided the single point refueling receptacle is checked for leaks before every takeoff.

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	4. REMARKS OR EXCEPTIONS		

29 HYDRAULIC POWER				
1. Brake Accumulator Pressure Gauge (Nose Wheel Well)	D	1	0	
2. Auxiliary Hydraulic Pressure Indication	C	1	0	May be inoperative provided Brake Accumulator Pressure Gauge is operative.
3. Utility Hydraulic Pressure Indication	C	1	0	(O) May be inoperative provided: a) Combined Hydraulic Pressure Indication is operative, b) Utility Hydraulic system is operative, and c) Before left engine start, Stall Barrier Test is performed in accordance with AFM procedure.
4. Combined Hydraulic System Accumulator Pressure Gauge	D	1	0	
5. Flight Hydraulic System Accumulator Pressure Gauge (Fuselage)	D	1	0	
6. Combined Hydraulic System Quantity Gauge (Fuselage)	C	1	0	(M) May be inoperative provided quantity is checked by reservoir sight gauge before each departure.
7. Flight Hydraulic System Quantity Gauge (Fuselage)	C	1	0	(M) May be inoperative provided quantity is checked by reservoir sight gauge before each departure.

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29 HYDRAULIC POWER					
8. Combined Hydraulic System Quantity Indication (EICAS)	C	1	0	(M) May be inoperative provided Combined System quantity is checked at either the aft compartment reservoir sight gauge or the aft fuselage mounted gauge.	
9. Flight Hydraulic System Quantity Indication (EICAS)	C	1	0	(M) May be inoperative provided Flight System quantity is checked at either the aft compartment reservoir sight gauge or the aft fuselage mounted gauge.	
10. Hydraulic Reservoir Replenishing System	D	1	0	(M) May be inoperative provided hydraulic reservoirs are replenished as needed using approved servicing techniques.	

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30 ICE AND RAIN				
1. Cowl Anti-Ice Pressure Indicators	B	2	0	Except for ER operations, may be inoperative provided SAT is greater than +10 degrees C for entire flight.
	B	2	0	Except for ER operations, may be inoperative provided: a) Airplane is operated in VMC, and b) Airplane is not operated in visible moisture.
	B	2	0	Except for ER operations, may be inoperative provided Both EICAS Cowl Anti-Ice Indications are operative.
2. Wing Anti-Ice Systems	C	2	0	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.
3. Windshield Heat Systems	C	2	1	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.
1) Windshield Heat Sensors	D	4	2	One sensor may be inoperative for each Windshield Heat System.
4. Side Window Heat Systems	C	2	0	
1) Side Window Heat Sensors	D	4	2	One Side Window Heat Sensor may be inoperative for each Side Window Heating System.
2) Side Window Heat Sensors	C	4	0	

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30 ICE AND RAIN PROTECTION				
5. Windshield Wiper *** Systems	D	2	0	May be inoperative provided there is no precipitation falling on the departure and arrival airport at the time of taxi, takeoff and landing.
	D	2	0	(M) May be inoperative provided the Surface Seal coating has been checked to be serviceable in accordance with the Maintenance Manual within the last 12 months or 500 flight hours whichever occurs first.
	D	2	0	(M) May be inoperative provided the Surface Seal coating is checked to be serviceable in accordance with the Maintenance Manual.
1) 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.
6. Pitot Heat Switch Light System	B	1	0	(M) (O) May be inoperative provided all other elements of pitot heat indicating system are checked operative.
7. Pitot Heaters	B	3	2	Except for ER operations, may be inoperative provided airplane is not operated in visible moistures or known or forecast icing conditions.
8. Ice Detection System ***	D	1	0	(O) May be inoperative provided airplane is operated in accordance with alternate AFM procedures.

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30 ICE AND RAIN PROTECTION					
9. Cowl Anti-Ice Systems	C	2	0	(M) Except for ER operations, may be inoperative provided: a) Affected Valves are verified CLOSED, and b) Airplane is not operated in known or forecast icing conditions.	
	C	2	1	(M) May be inoperative provided: a) Affected Valve is verified OPEN, b) All components of both HP Bleed Air Systems are operative, c) Both Environmental Control Systems (ECS) Packs are operative, d) Performance Computer is initialized with COWL ANTI-ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, and e) Airplane is operated in accordance with AFM Limitations and Performance.	
10. Cowl Low Pressure Indication Systems	C	2	0	(O) May be inoperative provided Cowl Anti-Ice Pressure Indications are operative.	
11. Cabin Window Heat *** System	D	1	0	(M) May be inoperative provided: a) Cabin Window Heat switch is selected OFF, and b) Cabin Window Heat System circuit breakers are pulled and collared.	
a) Cabin Window Heating Elements	D	-	0	(M) May be inoperative provided the associated Window Heat circuit breakers are pulled and collared.	
12. Angle of Attack (AOA) Probe Heaters	C	2	1	May be inoperative provided flight is not conducted into known or forecast icing conditions.	

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31 INDICATING/ RECORDING SYSTEMS				
1. Clocks	D	-	1	
2. Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
(Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR))	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but before takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished before dispatch, and d) Repairs are made within three (3) flight days.
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.
FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
(continued)				

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31 INDICATING/ RECORDING SYSTEMS					
2. Flight Data Recorder (FDR) System (continued)					
Flight Data Recorder (FDR) System (Installed for an Operator other than a Holder of an Air Carrier of Commercial Operator Certificate)	C	-	1		Any in excess of those required by 14 CFR may be inoperative.
	A	-	0		May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
3. Brake Temperature *** Monitoring System (BTMS)	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 either on the dedicated display in the pedestal or on the brakes synoptic page.
4. G Monitor System ***	D	1	0		

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31 INDICATING/ RECORDING SYSTEMS					
5. Electronic Checklist	C	2	1	May be inoperative provided: a) Checklist module in Fault Warning Computer (FWC) 1 is operative, and b) AFM or QRH is available in the cockpit for use by both pilots in flight.	
6. Security System ***	D	1	0		
7. Radio Rack Fan AUTO Indication System	D	1	0	May be inoperative provided: a) Fan operation is verified when the main door is OPEN, and b) Fan ceases operation when main door is CLOSED.	
8. Radio Rack Fan MANUAL Indication System	D	1	0	May be inoperative provided manual operation is verified before departure.	
9. Data Acquisition Unit (DAU) Channels	B	4	3		
10. Plastic Guard Switch Covers	D	-	-	May be inoperative provided APU fire bottle switch cover is installed and operative.	
11. Glareshield AOA Indexers	D	2	0	May be inoperative provided AOA indicator on the respective PFD is operative.	
12. Quick Access Recorder ***	D	1	0		
13. Infrared Counter Measure System (IRCM) ***	D	1	0		
14. XM Weather Receiver ***	D	1	0		

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32 LANDING GEAR					
1. Anti-Skid System	C	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	
2. Nosewheel Steering Accessory Hardware (Torque Link Lanyards)	D	-	0	May be inoperative or missing.	
3. Blow Down Bottle	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Airplane is operated with the landing gear in the extended position, b) Landing gear handle remains in the down position, c) Ground lock pins are installed to ensure that all three (3) landing gears are LOCKED down throughout flight, d) Both pilots use cockpit headsets, e) Operations are not conducted in known or forecasted icing conditions, f) Extended over water operations are prohibited, g) Flight is conducted in accordance with AFM Supplement No. GIV-2009-01, h) Category II operations are prohibited, i) EFVS operations below 200 feet above touchdown zone elevation are prohibited, and j) Repairs are made within one (1) flight day. 	

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

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33 LIGHTS					
3. Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY.	
	C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA System operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed ON or OFF.	
1) All Cargo Supernumerary/Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed ON or OFF.	
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33 LIGHTS				
3. Passenger Lighted Information Signs (cont'd)				
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.				
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					
4. Position Light Bulbs	C	6	3	May be inoperative provided one light bulb is operative at each position.	
	C	6	0	May be inoperative provided airplane is not operated at night.	
5. Beacons	C	2	0	May be inoperative provided airplane is not operated at night.	
	C	2	0	May be inoperative provided Strobes (Anti-Collision Lights) are operative.	
6. Strobes (Anti-Collision Lights)	B	-	2		
	B	-	0	May be inoperative provided airplane is not operated at night.	
	B	-	0	May be inoperative provided both Beacons are operative.	
7. Wing Inspection Lights (Airplanes With Wing Critical Surfaces Not Visible From Flight Deck)	C	2	0	May be inoperative provided ground deicing procedures do not require their use.	
8. Landing Lights	B	2	1	May be inoperative provided all three bulbs of the taxi light are operative.	
	C	2	0	May be inoperative provided airplane is not operated at night.	

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33 LIGHTS				
9. Taxi Light System	C	1	0	
1) Individual Light Bulbs	C	3	0	
10. Floor Proximity *** Emergency Escape Path Marking System Lights	C	-	-	One (1) lamp in each of the solid red light assembly pairs and two (2) lamps of the five (5) lamp floodlight and exit sign emergency floor path lighting assemblies may be inoperative.
11. Pulselight Systems *** (Identification Lights)	D	-	0	
12. Recognition Lights *** System	D	1	0	
13. Logo Lights System ***	D	1	0	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS				
14. Ramp Lights Systems ***	D	-	0	
15. Flashlight Charging *** Systems	D	-	0	
16. Aft Compartment Lights (Boiler Room)	D	-	0	
17. Cargo Compartment *** Light	D	1	0	May be inoperative provided no emergency equipment is carried in Cargo Compartment.
	D	1	0	May be inoperative provided an operative flashlight is installed in Cargo Compartment.
18. Pylon Mounted Exterior *** Baggage Loading Light System	D	1	0	
19. Wheel Well Lights	D	3	0	
20. Exterior Emergency Evacuation Lighting System	C	1	0	May be inoperative provided airplane is operated during daylight only.
21. Standby Warning Lights Panel (for SPZ 8000 Equipped Airplanes)	C	1	0	(O) Any individual warning lights may be inoperative provided their associated messages on EICAS are operative.
22. Service Door Lights ***	D	-	0	

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33 LIGHTS				
23. Retractable Approach *** Lights	D	2	0	
24. Airstair Lights	D	-	0	May be inoperative provided an alternate means (e.g. flashlight) is used to illuminate the airstairs.
25. Dome Lights	D	-	0	May be inoperative provided an alternate means (e.g. flashlight) is used to illuminate the vestibule area.
26. Dim and Test Annunciator Channels	C	-	-	May be inoperative provided the switch capsule is not used in an emergency procedure where the actuation of the switch is not displayed elsewhere in the cockpit. NOTE: The following switches 1-4 may not be inoperative: 1. GPWS / Ground Spoiler Override 2. Terrain Inhibit 3. CPCS Panel Flight/Landing (2) 4. Door Safety
27. Baggage Compartment Light	D	1	0	May be inoperative provided no emergency equipment is carried in the baggage compartment.
	D	1	0	May be inoperative provided an operative flashlight is installed in baggage compartment.
28. Cockpit Flashlights	C	-	1	May be inoperative provided the operative flashlight is in good working order in accordance with the applicable 14 CFR.

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

33 LIGHTS	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
29. Wing Tip Position Light *** LED Element Banks	C	4	2	One may be inoperative per wing tip position.
	C	4	0	May be inoperative provided airplane is not operated at night.
30. Tail Position Light LED *** Element Banks	C	2	1	
	C	2	0	May be inoperative provided airplane is not operated at night.

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

34 NAVIGATION				
1. Directional Compass Reference System	B	-	2	(O) May be inoperative provided: a) Both PFD Heading Indicating Systems operate independently, b) If number one (1) or two (2) System is failed, flight time with one (1) engine inoperative must not exceed one (1) hour cruise from a suitable airport, and c) One (1) Standby Magnetic Compass System (Flux Valve or Magnetometer) is operative.
2. Attitude Reference Sensors	B	-	2	(O) May be inoperative provided: a) Both PFD Attitude Indication Systems operate independently, b) Standby Attitude Indicator is operative, and c) If number one (1) or two (2) System is failed, flight time with one (1) engine inoperative must not exceed one (1) hour cruise from a suitable airport.
1) IRU Cooling Fans	B	-	2	(O) May be inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, b) Standby Attitude Indicator is operative, and c) If number one (1) or two (2) System is failed, flight time with one (1) engine inoperative must not exceed one (1) hour cruise from a suitable airport.

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	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS OR EXCEPTIONS		

34 NAVIGATION				
3. Standby Flight Displays				
1) Standby Attitude *** Indicator (ElectroMechanical Gyro Horizon)	C	-	0	Except for ER operations, 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 VFR-on-TOP conditions.
a) Glideslope/Localizer *** Indicator	C	1	0	
2) Standby *** Altimeter/Airspeed Indicator (combined unit)	C	1	0	May be inoperative provided airplane is operated in Day VMC only.
3) Standby Altimeter (stand alone)	C	1	0	May be inoperative provided airplane is operated in Day VMC only.
4) Standby Airspeed *** Indicator (stand alone)	C	1	0	May be inoperative provided airplane is operated in Day VMC only.
				(continued)

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	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS OR EXCEPTIONS		

34 NAVIGATION				
3. Standby Flight Displays (continued)				
5) Secondary Flight Display (3-in-1 Color Video Standby Attitude, Altitude, Airspeed Indicator) (SFDS)	C	1	0	Except for ER operations, the Attitude Position Indicator may be inoperative provided it is not required by 14 CFR.
a) Standby Air Data Unit ***	C	1	0	May be inoperative provided airplane is operated in day VMC only.
b) Standby Heading Display ***	C	1	0	May be inoperative provided all installed Heading Reference Systems are Operative.
c) DME Function ***	C	1	0	
d) FMS Navigation *** Functions	C	1	0	
e) Glideslope/Localizer *** Functions	C	1	0	
4. Weather Radar Systems	C	-	-	Except for ER operations, as required by 14 CFR.
5. VOR/ILS Navigation Systems	C	-	-	As required by 14 CFR and no relief may be provided to an inoperative systems or component if powered by an emergency bus.
6. Marker Beacon System	C	1	-	May be inoperative provided approach procedures do not require its use.
7. Automatic Direction Finding Systems	C	2	-	As required by 14 CFR.

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

34 NAVIGATION				
8. ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Before 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. NOTE 1: Flight Director, Autopilot, and Transponder must use the same Air Data source for flight into RVSM airspace. NOTE 2: Transponder and altitude reporting capability must be operative for flight into RVSM airspace.
1) Elementary and *** Enhanced Downlink Airplane 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 before 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 before completion of next heavy maintenance visit.
9. Distance Measuring Equipment (DME) Systems	D	-	-	Except where en route operations or approach minimums require its use, any in excess of those required by 14 CFR may be inoperative.

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
34 NAVIGATION					
10. Digital Bearing Distance *** Indicators (DBDI) (SN 1212 and subs) (Electromechanical or Electronic Standby Navigation Display, if installed)	C	-	0	May be inoperative provided all installed IRS's are operative.	
*** Dual Digital Radio Magnetic Indicator (DDRMI) (SN 1000 – 1211) (Electromechanical or Electronic Standby Navigation Display, if installed.)	C	-	0	May be inoperative provided all installed IRS's are operative.	
1) DME Displays	C	-	0		
11. Radio Altimeter Systems	C	-	0	May be inoperative provided: a) Landing weather minimums or operating procedures do not require its use, and b) Other systems affected (EGPWS, TCAS, Flight Director, Autopilot, Autothrottle, Altimeter Ground Awareness Display, HUD Flare Cue) are considered.	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			

34 NAVIGATION				
12. Long Range Navigation Systems (IRS, GPS and GNSSU)	C	-	-	May be inoperative except where en route operations or approach minimums require the use of GPS or GNSSU. NOTE: For flights conducted in RNP4 airspace, both GPS receivers must be operative.
	C	-	-	As required by 14 CFR. NOTE: IRS Navigation Function only. See Attitude Reference Sensors for IRS Attitude Function.
13. Terrain Awareness and Warning System (TAWS) Class A TAWS Equipment Required				
1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 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.
(continued)				

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	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS OR EXCEPTIONS		

34 NAVIGATION				
13. 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) Glideslope Deviation(s) (Mode 5)	C	-	1	
	B	-	0	
d) Advisory Callouts ***	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	1	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
e) Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
				NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative.
				(continued)

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	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS OR EXCEPTIONS		

34 NAVIGATION				
13. 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) *** Class B TAWS Equipment Required	C	1	0	
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.
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.
(continued)				

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34 NAVIGATION				
13. TAWS (continued)				
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	
3) Terrain Displays ***	C	-	0	
4) Runway Awareness & Advisory System (RAAS) ***	C	1	0	
Class C TAWS Equipment				
				(continued)

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	4. REMARKS OR EXCEPTIONS				
34 NAVIGATION					
13. TAWS (continued)					
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.	
14. Inertial Sensor Display *** Unit (ISDU)	C	1	0	May be inoperative provided at least one Flight Management System is operative.	
15. Flight Management Systems (CDU & Nav Computer Only)	B	-	0	Except where en route operations or approach minimums require its use, may be inoperative provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, and c) Procedures do not require its use. NOTE: Two (2) systems are required for dispatch into MNPS or RNP-10 airspace. One system is required in PRNAV, BRNAV, RNAV 1 and RNAV 2 airspace.	
1) Navigation Databases	C	-	-	Except where en route operations or approach minimums require a current database, may be out of currency provided: 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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	4. REMARKS OR EXCEPTIONS		

34 NAVIGATION				
16. Lighting Sensor System *** (LSS)	D	1	0	
17. Stormscopes ***	D	-	0	
18. Traffic Alert and Collision Avoidance System (TCAS I)	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.
Traffic Alert and Collision Avoidance System (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 secure, and c) En route or approach procedures do not require its use.
(continued)				

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	4. REMARKS OR EXCEPTIONS				
34 NAVIGATION					
18. Traffic Alert and Collision Avoidance System (continued)					
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 flying pilot side.	
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on 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.	
3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) En route or approach procedures do not require its use.	
4) Audio Functions	B	1	0	May be inoperative provided en route or approach procedures do not require use of TCAS.	
5) Airspace Selection *** Function (Above / Normal / Below)	C	-	0		

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34 NAVIGATION					
19. Microwave Landing *** Systems (MLS)	D	-	-		As required by 14 CFR.
20. Symbol Generators	C	3	2		(M) (O) May be inoperative provided: a) EFIS displays at pilot's and co-pilot's stations are operative from independent Symbol Generators, and b) Both EICAS displays are operative.
21. 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.
1) Aural Alert	C	-	0		May be inoperative provided: a) Visual alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.
2) Visual Alert	C	-	0		May be inoperative provided: a) Aural alert operates normally, and b) Auto-pilot with altitude hold and altitude capture operates normally.

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34 NAVIGATION				
22. Display Units				
*** For SPZ 8000 Equipped Airplanes	C	6	5	(M) (O) May be inoperative provided: a) Inoperative tube is located in the Copilot's Navigation Display Position (DU #5), b) "ND OFF" is selected on the Copilot Display Switching Panel, c) The DU #5 circuit breaker is pulled and collared, d) Standby Attitude Indicator is operative, e) One Digital Bearing Distance Indicators(DBDI) or Secondary NAV Display is operative, and f) Alternate procedures are established and used for operation without the Copilot's Navigation Display.
*** For SPZ 8400 Equipped Airplanes	C	6	5	(M) (O) May be inoperative provided: a) Inoperative tube is located in the Copilot's Navigation Display Position (DU #5), b) "NORM" is selected on both the Pilot's and Copilot's Display Switching Panels, c) The DU #5 circuit breaker is pulled and collared, d) Standby Attitude Indicator is operative, e) One Digital Bearing Distance Indicator (DBDI) or Secondary NAV Display is operative, and f) Alternate procedures are established and used for operation without the Copilot's Navigation Display.
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34 NAVIGATION				
22. Display Units (cont'd)				
*** G-IV Equipped with DU-885	C	6	5	(M) (O) May be inoperative provided: a) Inoperative tube is located in the Copilot's Navigation Display Position (DU #5), b) "ND OFF" is selected on the Copilot Display Switch Panel (SPZ 8000), c) "NORM" is selected on both the Pilot's and Copilot's Display Switching Panel (SPZ 8400), d) DU #5 circuit breaker is pulled and collared, e) Standby Attitude Indicator is operative, f) One Digital Bearing Distance Indicator (DBDI) or Dual Digital Radio Magnetic Indicator (DDRMI) or Secondary NAV Display is operative, g) Alternate procedures are developed and used for operation without the Copilot's Navigation displays, and h) Terminal charts for the origin, destination and alternate airports are verified to be current and onboard the aircraft.

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	4. REMARKS OR EXCEPTIONS				
34 NAVIGATION					
23. Standby Magnetic Compass Systems (Flux Valves)	C	-	0	May be inoperative provided all installed Heading Reference systems are operative.	
*** Magnetometer	C	1	0	May be inoperative provided all installed Heading Reference systems are operative.	
24. Non-Stabilized Magnetic *** Compass (Standby)	B	1	0	May be inoperative provided any combination of three (3) Gyro or IRS (IRU) Stabilized Compass Systems is operative.	
	B	1	0	May be inoperative provided: a) Any combination of two (2) Gyro or IRS (IRU) Stabilized Compass Systems are operative, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by 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, are operative, and used in conjunction with approved Free Gyro Navigation Techniques.	
25. Head Up Display System ***	D	1	0	May be inoperative provided landing weather minimums or operating procedures are not dependent on its use.	
26. Airborne Flight *** Information System (AFIS)	D	-	0		
1) AFIS Printer	D	-	0		

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34 NAVIGATION				
27. Slip-Skid Indicator				
(for SPZ 8000 equipped airplanes)	B	2	1	May be inoperative provided: a) Third attitude indicator is installed and operative, and b) Airplane is operated during day VMC conditions.
(for SPZ 8400 equipped airplanes)	B	2	1	May be inoperative provided: a) Third attitude indicator is installed and operative, and b) An operative slip indication is obtained by selecting another IRS source via the Display Controller.
	B	2	1	May be inoperative provided airplane is operated during day VMC conditions.
28. Data Loader ***	D	1	0	
29. Bus Controller	C	3	2	
30. Lasertrak NDU ***	C	1	0	May be inoperative provided at least one (1) Flight Management System (FMS) is operative.

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34 NAVIGATION					
31. Navigation Management *** Systems	C	-	0	<p>Except where en route operations or approach minimums require its use, may be inoperative provided:</p> <ul style="list-style-type: none"> a) At least one FMS is operative, b) System is not required for IRS alignment, c) Long Range Navigation is not dependent on its use, and d) Procedures do not require its use. <p>NOTE: Two (2) systems are required for dispatch into MNPS or RNP-10 airspace. One system is required in PRNAV, BRNAV, RNAV 1 and RNAV 2 airspace.</p>	
1) Navigation Databases	C	-	-	<p>Except where en route operations or approach minimums require a current database, 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. 	
32. Windshear Warning and *** Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
33. Windshear Detection and *** Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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

34 NAVIGATION				
34. Guidance Panel Digital Indications and Mode Select Indications				
1) Speed Display	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
2) Heading Display	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
3) VS Display	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
4) Altitude Select Display	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
5) LNAV	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
6) VNAV	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
7) FLCH	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
8) Manual Speed	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.
(continued)				

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	4. REMARKS OR EXCEPTIONS				
34 NAVIGATION					
34. Guidance Panel Digital Indications and Mode Select Indications (continued)					
9) Bank Select	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.	
10) BC Select	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.	
11) Heading Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
12) VS Select	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.	
13) Alt Hold Select	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.	
14) Approach	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.	
15) PFD Command L/R	C	1	0	(O) May be inoperative provided associated value is available in the Primary Flight Display.	
16) APR Switch	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.	
					(continued)

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
34 NAVIGATION					
34. Guidance Panel Digital Indications and Mode Select Indications (continued)					
17) A/T ARM	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.	
18) A/P	C	1	0	May be inoperative provided associated value is available in the Primary Flight Display.	
35. Cockpit Video Monitors ***	D	-	0		
36. Metric Altimeter ***	D	1	0	(O) May be inoperative provided: a) Altimeter installation was not a replacement for standard or standby altimeters, and b) Alternate procedures are established and used.	
37. Heads Up Checklist ***	D	-	0		
38. Electronic Flight Bag ***				Moved to ATA 46 in Rev 10.	
39. 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.	

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	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS OR EXCEPTIONS		

34 NAVIGATION				
40. Cockpit Printer ***	D	-	0	
41. Right Side Display Controller	A	1	0	(M) (O) May be inoperative provided: a) Weather at the destination is forecast to be VFR (1,000 ft ceiling and three (3) miles visibility), b) An alternate airport is specified in the flight plan which has VFR weather forecast (1,000 ft ceiling and three (3) miles visibility), c) Both VOR and ADF navigation receivers are operative, d) Flight is conducted based on only short range navigation sources (VOR/ADF) being available, e) Navigation suffix in the flight plan clearly indicates that the airplane is not capable of any RNP required navigation capability, f) Flight is conducted in airspace where the availability of navigation by short range navigation receivers (VOR/ADF) is assured, g) One DBDI or Standby RMI or Secondary Navigation Display is operative, h) Associated Display Controller circuit breaker for the failed Display Controller is pulled and collared, i) Alternate procedures are established and used, and j) Repairs are made within one (1) flight day.

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
34	NAVIGATION				
42. ***	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)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other airplane systems may be used.
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 airplanes 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	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
34	NAVIGATION				
43. ***	DDA (Digital to Discrete Adapter)	D	2	0	May be inoperative provided approach minimums do not require its use.
44. ***	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.
1) ***	LPV Enable Switches	C	2	0	May be inoperative provided approach procedures do not require its use.
45. ***	Cursor Control Devices	C	2	0	(M) (O) May be inoperative provided: a) Both Display Controllers are operative, and b) Terminal charts for the origin, destination and alternate airports are verified to be current and onboard the aircraft.
46.	Charts Function	D	2	0	May be inoperative provided current aeronautical charts are carried onboard the airplane and available to the flight crew.
1)	Charts Database	C	4	0	May be out of currency provided the terminal charts for the origin, destination and alternate airports are verified to be current.
		C	4	0	May be out of currency provided the terminal charts for the origin, destination and alternate airports are verified to be current and onboard.
47.	Video Function	D	1	0	May be inoperative provided alternate procedures are established for the use of the Enhanced Vision System (EVS) display function.

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	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS OR EXCEPTIONS		

35 OXYGEN				
1. Passenger Oxygen System and Supply	B	-	-	As required by 14 CFR.
2. Cabin Oxygen ON Warning Systems	C	1	0	May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, and b) Cabin Altitude Pressure Warning System is operative.
	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.
3. Oxygen Service Panel Pressure Gauges	D	2	0	(M) (O) Both may be inoperative provided associated cockpit gauge is operative and monitored.
4. 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 airplane. NOTE: Any bottle not properly serviced is considered inoperative and should be removed.
5. Oxygen Supply Warning System ***	D	1	0	May be inoperative provided associated cockpit gauge is operative and monitored.
6. Therapeutic Oxygen	C	-	-	As required by 14 CFR.

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	4. REMARKS OR EXCEPTIONS		

35 OXYGEN				
7. 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.
8. Electronic Equipment *** Rack Oxygen Pressure Gauges	D	-	0	May be inoperative provided cockpit gauges are operative.
9. Cockpit Oxygen Pressure Indications	C	-	0	May be inoperative provided: a) Oxygen Service Panel Pressure Gauges are operative and checked before every takeoff, b) Crew Oxygen Off and PAX Oxygen Off messages (SN 1290 and subsequent) are not displayed on the CAS prior to every takeoff, and c) Crew oxygen masks are checked prior to every takeoff.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
36 PNEUMATIC					
1. HP Bleed Air Systems					
1) Pressurized Configuration	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified operative and selected OPEN, and d) Airplane is operated in accordance with AFM Limitations.	
2) Unpressurized Configuration	C	2	0	(M) (O) Except for ER operations, may be inoperative provided: a) Both Bleed Air Valves are CLOSED and deactivated electrically, b) Airplane is not operated in forecast or known icing conditions, and c) Airplane is operated in accordance with AFM Limitations. NOTE: Right Bleed Air circuit breaker should not be pulled because it regulates power to additional components such as the Isolation Valve.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
36 PNEUMATIC					
2. Bleed Air Hot Warning Systems					
1) Pressurized Configuration	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Associated Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified operative and selected OPEN, d) Airplane is not operated in forecast or known icing conditions, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Auto-throttle will be inoperative with Isolation Valve OPEN.	
2) Unpressurized Configuration	C	2	0	(M) (O) Except for ER operations, may be inoperative provided: a) Both Bleed Air valves are CLOSED and deactivated electrically, b) Airplane is not operated in forecast or known icing conditions, and c) Airplane is operated in accordance with AFM Limitations. NOTE: Right Bleed Air circuit breaker should not be pulled because it regulates power to additional components such as the Isolation Valve.	

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
36 PNEUMATIC					
3. Isolation Valve	C	1	0	(M) May be inoperative provided: a) Both Bleed Air Systems are operative, b) Both Environmental Control Systems (ECS) Packs are operative, c) Isolation Valve is electrically deactivated, and d) Isolation Valve is verified CLOSED.	
4. Bleed Air Pressure Indication Systems (Overhead Panel)	C	2	0	May be inoperative provided the Bleed Indication System on the APU/Bleed Synoptic is operative.	

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

38 WATER/WASTE				
1. Potable Water Systems	C	-	-	(M) 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 system which operates normally may be used.
	C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.

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	4. REMARKS OR EXCEPTIONS		

38 WATER/WASTE				
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 system which operates normally may be used.
	C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured CLOSED and placarded "INOPERATIVE-DO NOT ENTER". NOTE: These provisos are not intended to prohibit inspections by crewmembers.
3. Lavatory Dump/Drain System	C	-	-	May be inoperative provided: a) Dump Valve is secured in the CLOSED and LOCKED position, and b) System is checked for leaks before every flight.
4. Vacuum Toilet Holding *** Tank Indicator	D	1	0	May be inoperative provided: a) Tank is verified to be serviced before first flight of the day, and b) Tank is serviced after the last flight of the day.

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	4. REMARKS OR EXCEPTIONS				
46 NEW TECHNOLOGY					
1. Electronic Flight Bag *** Systems (EFBs)					
1) Class 3 EFBs ***	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
2) Data Connectivity *** (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
3) Power Connection *** (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	-	May be inoperative provided procedures do not require its use.	
(continued)					

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	4. REMARKS OR EXCEPTIONS				
46 NEW TECHNOLOGY					
1. Electronic Flight Bag *** Systems (EFBs) (continued)					
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 airplane, 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 airplane, and b) Procedures do not require its use.	

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	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS OR EXCEPTIONS		

49 AIRBORNE AUXILIARY POWER				
1. Auxiliary Power Unit (APU)	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Both Engine Driven Alternators are operative, b) Both Converters are operative, c) TRU is operative, and d) Standby Electrical System is operative.
2. APU EGT Indicators (EICAS and Overhead Indicator)	C	2	1	
	C	2	0	(M) Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Driven Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.
3. APU Tachometers (EICAS and Overhead Indicator)	C	2	1	
	C	2	0	(M) Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Driven Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.

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	4. REMARKS OR EXCEPTIONS				
49 AIRBORNE AUXILIARY POWER					
4. APU Low Oil Pressure Warning Light	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Driven Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.	
5. APU Oil Pressure *** Gauges	D	-	0		
6. APU Oil Temperature *** Gauges	D	-	0		
7. APU Fuel Pressure *** Gauges	D	-	0		
8. APU Overspeed Indicator Light	C	1	0	May be inoperative provided APU RPM indicator is operative and APU RPM is monitored whenever used in flight.	
9. APU Fault Indicators	C	4	0	(M) May be inoperative provided indicator(s) are electrically disconnected from APU circuits.	
10. APU Start Indicator Light ***	D	1	0		
11. APU Air Load Valve	C	1	0	(M) May be inoperative provided Valve is electrically deactivated in CLOSED position.	

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	4. REMARKS OR EXCEPTIONS				
49 AIRBORNE AUXILIARY POWER					
12. APU External Fire *** Warning Alarm (Fire Warning Bell)	D	1	0		May be inoperative provide APU operation is monitored in cockpit.
13. APU Air Inlet Door System	C	1	0		(M) Except for ER operations, may be inoperative provided APU Air Inlet Door is secured fully CLOSED.
	C	1	0		(M) May be inoperative provided: a) APU Air Inlet Door is fully OPEN, b) APU is operated throughout entire flight, and c) Airplane is operated in accordance with AFM Limitations.
14. APU Start/Engine Cowl *** Open/Interrupt System	D	1	0		
15. APU Hour Meter	C	1	0		
16. APU Electronic Control Units (ECU)	C	-	1		
	C	-	0		May be inoperative provided the APU is considered inoperative.
17. Low Oil Pressure *** Indicator	C	1	0		May be inoperative provided oil level is checked prior to engine start.
18. APU Start Counter	C	1	0		

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	4. REMARKS OR EXCEPTIONS				
49 AIRBORNE AUXILIARY POWER					
19. APU EGT and RPM Overhead Indicating System	C	1	0	May be inoperative provided: a) Airplane is powered by either external power or the airplane's alternator/converter electrical power system, and b) APU/Bleed synoptic is displayed any time the APU is being started, running or being shut down.	

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	2. NUMBER INSTALLED				
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	4. REMARKS OR EXCEPTIONS				
52 DOORS					
1. Door Warning System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
2. Cargo Door Operating *** System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
3. Cargo Door Warning *** Light System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
4. Door Seal Pressure *** Indicator	D	1	0		
1) Inflatable Door Seal *** Advance Warning System (ASC 439)	D	1	0	May be inoperative provided: a) Press Warn Relay circuit breaker is pulled and collared, and b) Door Seal Pressure System is operative.	
5. Door Seal Pressure System	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.	
6. Main Entry Door Normal Operating System	C	1	0	(O) May be inoperative provided: a) Alternate system is operative, and b) Main door is not CLOSED manually.	

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	4. REMARKS OR EXCEPTIONS				
52 DOORS					
7. Service Door "OPEN" Advisory System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and secure.	
8. Main Entry Door Acoustic Curtain/Door System	D	-	-		
9. Lavatory Doors	D	-	-	May be inoperative provided the affected door is secured OPEN or CLOSED for taxi, takeoff and landing. NOTE: Includes pop-up panels, latches, locks and handles.	
10. Baggage Door Warning System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the baggage door is CLOSED and LOCKED.	
11. Main Entry Door Warning System	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that the Main Entry Door is CLOSED and LOCKED.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
71 POWERPLANT					
1. EPA Tank Ejector Pumps	D	2	0	(M) May be inoperative provided maintenance procedures are established to drain tank: a) Before the first flight of each day, b) After three (3) normal shutdowns, and c) After two (2) false (wet) starts.	

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

73 ENGINE FUEL & CONTROL				
1. Fuel Flow Indication Systems (EICAS)	C	2	1	May be inoperative provided: a) Associated EPR, LP and HP indicating systems are operative, and b) Fuel Quantity Indicating Systems are operative.
2. Engine Top Temperature Control Systems *** (SN 1000 – 1319 without ASC 394)	D	2	0	
3. Fuel Low Pressure Warning Systems (EICAS and Standby)	C	2	1	May be inoperative provided: a) Associated fuel boost pumps are operative, and b) Airplane is operated at or below FL 250.
4. Approach Idle Systems	C	2	0	(M) May be inoperative provided: a) Both Systems are deenergized (Approach Idle Mode), b) Both Systems are in the Approach Idle Mode, and c) Field length requirements for takeoff and landing are increased by 500 feet.
5. Fuel Filter Differential Pressure Warning Systems	A	2	1	(M) May be inoperative provided: a) Fuel Low Pressure System for the affected engine is operative, b) Associated Filter is verified free of clogging before each flight, and c) Repairs are made within three (3) flight days.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
74 IGNITION					
1. Ignition Systems					
1) No. 1 Igniters	C	2	0	May be inoperative provided: a) Both No. 2 Igniters are operative, and b) Takeoff runway does not have standing water, slush or snow.	
2) No. 2 Igniters	C	2	0	May be inoperative provided: a) Both No.1 Igniters are operative, and b) Takeoff runway does not have standing water, slush or snow.	

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
76 ENGINE CONTROLS					
1. Engine Synchronizer *** System	D	1	0		

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
77 ENGINE INDICATING					
1. HP Tachometer Indications EICAS	C	2	1	May be inoperative on either engine provided associated LP, EPR and Fuel Flow Indicating Systems (EICAS or Standby) are operative for affected engine. NOTE: Standby HP Indication may also be inoperative on both engines.	
2. Engine Vibration Monitor Systems Sensors					
1) Primary Sensors	C	2	0	May be inoperative provided associated Secondary Sensor System is operative.	
2) Secondary Sensors	C	2	0	May be inoperative provided associated Primary Sensor System is operative.	
3. Engine Pressure Ratio (EPR) Indication Systems	C	2	0	May be inoperative provided airplane is dispatched in accordance with GIV AFM Supplement No. GIV-95-05.	
4. LP Tachometers EICAS	C	2	1		

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

77 ENGINE INDICATING				
5. Standby Engine Instruments Indicating System	C	1	0	May be inoperative provided associated EICAS indications are operative. NOTE: Individual standby indications may be inoperative provided associated EICAS indication is operative. See individual indications for other authorized configurations.
6. Engine Vibration Monitor System	B	1	0	May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) Crew reviews the Abnormal Procedures for engine vibration before each takeoff.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
78 ENGINE EXHAUST					
1. Thrust Reverser Arm Lights (Green)	C	2	1	(M) May be inoperative provided the associated REV UNLOCK message on the EICAS is verified to be operative.	
2. Thrust Reversers	C	2	0	(M) 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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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
79 ENGINE OIL					
1. Low Oil Pressure Warning Systems	B	2	1	May be inoperative provided Oil Pressure Indicators for both engines are operative.	
2. Engine Oil Replenishment System	C	1	0		
3. Oil Filter Bypass Indication Systems	C	2	0	May be inoperative provided associated oil filter bypass pop up indicator is verified in normal (recessed) position before each engine start.	

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

80 STARTING				
1. Engine Starting Systems	C	2	0	(M) (O) May be inoperative provided: a) Airstart Ignition system is operative, b) Start Valve has not failed in OPEN position, c) Start Valve is manually OPENED and CLOSED for engine starting, d) Airstart Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed, and e) Engine start is accomplished in accordance with AFM Start Valve Failure Procedure.
2. Start Valve Position *** Indicator Lights	C	2	0	(M) May be inoperative provided: a) Start Valve has not failed in OPEN position as verified by visual means through an access panel, b) Start Valve is manually OPENED and CLOSED for engine starting in accordance with AFM Start Valve Failure Procedure, and c) Airstart Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed.

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

80 STARTING				
3. Start Valve Position Indications	C	2	0	(M) May be inoperative provided: a) Start Valve has not failed in OPEN position as verified by visual means through an access panel, b) Ignition ON indication is operative during engine start, and c) Start Valve is verified CLOSED by visual means following engine start.
	C	2	0	(M)(O) May be inoperative provided: a) Start Valve is manually OPENED and CLOSED for engine starting in accordance with AFM Start Valve Failure Procedure, and b) Airstart Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed.

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SECTION TWO

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

STATEMENT PAGE

1. Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:
 - a. Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
 - b. Messages that the crew can act upon with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
 - c. Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

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AIRPLANE: GULFSTREAM G-IV, (G400), (G300)		REVISION NO: 11 DATE: 10/17/2014	PAGE NO: 2 - 3
CAS Message		1.	2. Limitations and/or Procedures
A/T 1-2 FAIL (Blue – Advisory)	C	(O) Airplane may be dispatched provided affected A/T system is confirmed disengaged.	
ANTI-SKID FAIL (Amber – Caution)	B	(O) Airplane may be dispatched provided: a) Anti-Skid Switch is selected OFF, b) AFM performance penalties are applied to take-off and landing distances, c) If Auto mode of the AUX Hydraulic Pump is inoperative, AUX pump is selected ON for takeoff and landing, and d) Anti-Skid Off Braking procedures and AFM limitations are followed.	
AOA HEAT 1-2 FAIL (Amber – Caution)	B	(O) Airplane may be dispatched with a single AOA Heater inoperative provided: a) Flight is not conducted into known or forecast icing conditions, and b) Flight crew will pull and collar appropriate Stall Warn Computer circuit breaker and monitor other systems. Flight crew may accomplish this task if properly qualified and authorized.	
APU ALT BRG FAIL (Amber – Caution)	A	(O) Except for ER operations, airplane may be dispatched with an APU alternator bearing inoperative provided: a) Flight crew maintains a log of operating times and loads for the alternator with the failed bearing, b) Operation on auxiliary bearing does not exceed 15 hours at full load or 50 hours at no load, c) TRU is operative as verified by checking the TRU load on the EPMP panel with the APU operating, d) Both Engine Alternators are operative, e) Standby Electrical System is operative, f) Procedures do not require its use, and g) Repairs are made within 15 hours at full load or 50 hours at no load.	

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AIRPLANE: GULFSTREAM G-IV, (G400), (G300)		REVISION NO: 11a DATE: 08/04/2015	PAGE NO: 2 - 4
CAS Message		1.	2. Limitations and/or Procedures
BAGGAGE DOOR (Amber – Caution)	B	(O) Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
BATT 1-2 CHGR FAIL (Amber – Caution)	A	(O) Airplane may be dispatched with one (1) inoperative battery charger provided: a) Engine Alternators and both converters are operative, b) APU Alternator is operative, c) Associated Battery Charger circuit breaker on the Power Distribution Box is pulled and collared. Flight crew may accomplish this task if properly qualified and authorized, d) Standby Electrical System is operative, e) Repairs are made within two (2) flight days, and f) Airplane is operated in accordance with AFM Procedures.	
BC 1-2-3 TEST FAIL (Blue – Advisory)		Deleted in Revision 11a.	

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AIRPLANE: GULFSTREAM G-IV, (G400), (G300)		REVISION NO: 11a DATE: 08/04/2015	PAGE NO: 2 - 5
1. CAS Message		2. Limitations and/or Procedures	
BRAKE MAINT REQ'D (BRAKE-BY-WIRE) (Blue – Advisory) (SN 1000 thru 1213)	B	(O) Airplane may be dispatched provided: a) Anti-Skid is selected OFF, b) AFM performance penalties are applied to take-off and landing distances, and c) Anti-Skid OFF Braking Procedures in AFM Section 3 and AFM Limitations are followed.	
BRAKE MAINT REQ'D (HMAB) (Blue – Advisory) (SN 1214 and sub)	B	(O) Airplane may be dispatched provided: a) The Skid Control Box is interrogated for wheel speed sensor failures, b) A BTMS check or a hands-on check of the brakes for possible dragging brake is conducted, c) Preflight ground spoiler check is conducted, d) Anti-Skid is selected OFF, e) AFM performance penalties are applied to take-off and landing distances, and f) Anti-Skid OFF Braking Procedures in AFM Section 3 and AFM Limitations are followed.	
BUS CTLR 1-2-3 FL (Blue – Advisory)	B	Airplane may be dispatched with one (1) Bus Controller failed.	

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1. CAS Message		2. Limitations and/or Procedures	
CDU 1-2 FAIL (Blue – Advisory)	A	Except where en route operations or approach minimums require its use, airplane may be dispatched provided: <ul style="list-style-type: none"> a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, and d) Repairs are made within two (2) flight days. NOTE: Two (2) systems are required for dispatch into MNPS or RNP-10 airspace. One (1) system is required in PRNAV, BRNAV, RNAV 1 and RNAV 2 airspace.	
CHECKLIST MISMATCH (Blue – Advisory)	B	(O) Airplane may be dispatched provided: <ul style="list-style-type: none"> a) Checklist module in Fault Warning Computer (FWC) 1 is operative, and b) AFM or QRH is available in the cockpit for use by both pilots in flight. 	
DAU 1A FL DAU 1B FL DAU 2A FL DAU 2B FL (Blue – Advisory)	A	(O) Airplane may be dispatched with one (1) failed DAU channel provided: <ul style="list-style-type: none"> a) Flight crew selects operative channel via the display controller, and b) Repairs are made within two (2) flight days. 	

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CAS Message		1.	2. Limitations and/or Procedures
DISP CTRL 2 FAIL (Blue – Advisory)	A	(O) Airplane may be dispatched provided: <ul style="list-style-type: none"> a) The weather at the destination is forecast to be VFR (1,000 ft ceiling and three (3) miles visibility), b) An alternate airport is specified in the flight plan which has VFR weather forecast (1,000 ft ceiling and three (3) miles visibility), c) Both VOR and ADF navigation receivers are operative, d) Flight is conducted based on short range navigation sources (VOR/ADF) only being available, e) Navigation suffix in the IFR flight plan clearly indicates that the airplane is not capable of any RNP required navigation capability, f) Flight is conducted in airspace where the availability of navigation by short range navigation receivers (VOR/ADF) is assured, g) One DBDI or Standby RMI or Secondary Navigation Display is operative, h) Associated Display Controller circuit breaker for the failed Display Controller is pulled and collared. Flight crew may accomplish this task if properly qualified and authorized, i) Alternate procedures are established and used, j) Flight crew develop contingency plan for navigation and flying an approach using VOR and/or ADF bearing needles on the DBDI/Standby RMI/Secondary Nav display in the event the remaining Display Controller fails after dispatch, and k) Repairs are made within one (1) flight day. 	

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CAS Message		1.	2.
		Limitations and/or Procedures	
DOOR SEAL PRES LOW (Amber – Caution)	B	<p>(O) Airplane may be dispatched with Door Seal Pressure Indicating System inoperative provided:</p> <ul style="list-style-type: none"> a) Press Warn Relay circuit breaker is pulled and collared. Flight crew may accomplish this task if properly qualified and authorized, and b) Door Seal Pressure System is operative. <p>(O) Airplane may be dispatched in unpressurized configuration with Door Seal Pressure System inoperative provided:</p> <ul style="list-style-type: none"> a) Manual pressurization control is selected, b) Outflow valve is slewed to the full OPEN position, c) Both engine bleeds and air conditioning packs are selected ON, if not, select RAM air ON, and d) Cabin pressure is monitored to be nominally zero psid during the flight. 	
ENG FIRE LOOP ALERT (Amber – Caution)	B	<p>Except for ER operations, airplane may be dispatched with one complete loop (A or B) inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.</p>	

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CAS Message	1.	2. Limitations and/or Procedures	
FGC 1-2 FAIL (Amber – Caution)	B	<p>(O) Except for ER operations or where en route operations or approach minimums require its use, airplane may be dispatched with one (1) failed provided flight time with one engine inoperative does not exceed one hour cruise from a suitable airport</p> <p>NOTE 1: Each FGC provides mach trim compensation, electric trim, yaw damper, autopilot, and flight director functions independent of the other FGC. Failure of the second FGC after dispatch would result in the complete loss of these functions, and AFM restrictions would apply.</p> <p>NOTE 2: One FGC is required for MNPS, RVSM, RNP and PRNAV operations.</p>	
	A	<p>(O) Except for ER operations, airplane may be dispatched with two (2) inoperative provided:</p> <ul style="list-style-type: none"> a) Automatic Cabin Pressurization System is operative, b) Flight time with one engine inoperative does not exceed one hour cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL390, e) Airplane is operated with AFM Limitations for Mach Trim and Yaw Damper, and f) Repairs are made within (2) flight days. <p>NOTE: One FGC is required for MNPS, RVSM, RNP and PRNAV operations.</p>	

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CAS Message		1.	2. Limitations and/or Procedures
FLIGHT REC FAIL (Blue – Advisory)	A	Airplane may be dispatched provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1. The FDR failure occurs after pushback but before takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three (3) flight days. 	
FWD EXT SW PNL OPN (Blue – Advisory)	B	(O) Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
FWD LAV SVC DR OPN (Blue – Advisory)	B	(O) Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	
GPWS FAIL (Blue – Advisory)	A	(O) Airplane may be dispatched provided: <ul style="list-style-type: none"> a) Alternate procedures are established and used, b) Pilot-Not-Flying (PNF) monitors flight progress with reference to radio altimeter data and situational awareness, c) PNF advises Pilot-Flying (PF) of adverse situations, and d) Repairs are made within two (2) flight days. 	

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1. CAS Message		2. Limitations and/or Procedures	
IRS 1-2 ON DC (Blue – Advisory)	A	Airplane may be dispatched provided: <ul style="list-style-type: none"> a) Only one (1) IRU / IRS is on Secondary Power, and b) Repairs are made within one (1) flight day. 	
L-R ALT BRG FAIL (Amber – Caution)	A	(O) Except for ER operations, airplane may be dispatch with a single engine driven alternator bearing failure provided: <ul style="list-style-type: none"> a) Flight crew maintains a log of operating times and loads for the alternator with the failed bearing, b) Operation on auxiliary bearing does not exceed 15 hours at full load or 50 hours at no load, c) Associated TRU is operative as verified by checking the TRU load on the EPMP panel with the APU operating, d) APU Alternator is available for all phases of flight, e) Engine Alternator Overheat Warning System is operative, and f) Repairs are made within 15 hours at full load or 50 hours at no load. 	
L-R ALT FUEL FAIL (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched provided: <ul style="list-style-type: none"> a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, d) Affected pump switch is OFF, e) Flight crew comply with AFM, Section 3, Abnormal Procedures, (Fuel Boost Pump Failure), and f) Airplane is operated in accordance with AFM Limitations. 	

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1. CAS Message		2. Limitations and/or Procedures	
L-R MAIN FUEL FAIL (Amber – Caution)	B	(O) Except for ER operations, airplane may be dispatched with one (1) boost pump inoperative provided: <ul style="list-style-type: none"> a) Fuel Crossflow Valve is open and operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, d) Affected Pump switch is OFF, e) Flight crew comply with AFM, Section 3, Abnormal Procedures (Fuel Boost Pump Failure), and f) Airplane is operated in accordance with AFM Limitations. 	
L-R PITOT HT FAIL (Amber – Caution)	A	Except for ER operations, airplane may be dispatched with one (1) probe heater inoperative provided: <ul style="list-style-type: none"> a) Airplane is not operated in visible moisture or known or forecast icing conditions, and b) Repairs are made within two (2) flight days. 	
NZ 1-2 FAIL (Blue – Advisory)	A	Except where en route operations or approach minimums require its use, airplane may be dispatched provided: <ul style="list-style-type: none"> a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, c) Procedures do not require its use, and d) Repairs are made within two (2) flight days. <p>NOTE: Two (2) systems are required for dispatch into MNPS or RNP-10 airspace. One (1) system is required in PRNAV, BRNAV, RNAV 1 and RNAV 2 airspace.</p>	

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CAS Message		1.	2. Limitations and/or Procedures
PERF 1-2 FAIL (Blue – Advisory)	B	(O) Airplane may be dispatched provided performance calculations are performed by alternate means and airplane is flown using manual throttle control. NOTE: Flight crew can expect a Degredation of following SPZ-8000 / SPZ-8400 systems: Navigation Computer, Display Controller and loss of Auto-throttle functions. On S/N 1183, 1214 & subsequent Engine Synchronizer will also be unavailable.	
RAD ALT 1-2 FAIL (Blue – Advisory)	B	Airplane may be dispatched provided: a) Landing weather minimums or operating procedures do not require its use, and b) Other systems affected (EGPWS, TCAS, Flight Director, Autopilot, Autothrottle, Altimeter Ground Awareness Display, HUD Flare Cue) are considered.	
SERVICE DOORS (Blue – Advisory)	B	(O) Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED.	

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1. CAS Message		2. Limitations and/or Procedures	
STALL BARRIER 1-2 FL (Amber – Caution)	A	(O) Airplane may be dispatched with one (1) system inoperative provided: <ul style="list-style-type: none"> a) Angle of Attack indication is available on both PFD's, b) Alternate procedures are established and used, c) The inoperative stall barrier system is electrically disabled by pulling and collaring the Stall Barrier Valve and Stick Shaker circuit breakers associated with the failed system. Flight crew may accomplish this task if properly qualified and authorized, d) Crew procedures in the event the remaining stall barrier fails are discussed, e) If the remaining stall barrier fails the minimum speed shall be no less than Vref (1.3 Vs) for all phases of flight (this minimum speed shall be cross referenced to a normalized AOA value of 0.59 as displayed on the PFD), f) Weather at departure and destination is considered, g) Consideration is given to delaying takeoff or approach and landing, if windshear is forecast until such conditions cease, or consideration is given to proceeding to alternate, and h) Repairs are made within two (2) flight days. 	
STBY PITOT HT FAIL (Amber – Caution)	A	Except for ER operations, airplane may be dispatched with one (1) probe heater inoperative provided: <ul style="list-style-type: none"> a) Airplane is not operated in visible moisture or known or forecast icing conditions, and b) Repairs are made within two (2) flight days. 	

AIRPLANE:
GULFSTREAM G-IV, (G400), (G300)

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CAS Message	1.	2.	Limitations and/or Procedures
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<p>T&L>80% FULL (Blue – Advisory)</p>	B	<p>Airplane may be dispatched provided all faults are recorded after each flight.</p>	
<p>TCAS FAIL (Blue – Advisory)</p>	A	<p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) System is deactivated and secured by pulling and collaring TCAS Power CB. Flight crew may accomplish this task if properly qualified and authorized, b) En route or approach procedures do not require its use, and c) Repairs are made within two (2) flight days. 	
<p>TERRAIN NOT AVAIL (Blue – Advisory)</p>	B	<p>Airplane may be dispatched.</p>	
<p>TRU FAIL (Amber – Caution)</p>	A	<p>(O) Airplane may be dispatched with an inoperative TRU provided:</p> <ul style="list-style-type: none"> a) Both Converters are operative, b) APU Alternator is operative, c) Both Battery Chargers are operative, d) Both Main Airplane Batteries are operative, e) TRU (R AC) and (DC ESS) circuit breakers on the Power Distribution Box are pulled and collared. Flight crew may accomplish this task if properly qualified and authorized, f) Electrical load is reduced to below 250 Amps, and g) Repairs are made within two (2) flight days. 	
<p>VHF COM 2-3 FAIL (Blue – Advisory)</p>	B	<p>Airplane may be dispatched with any in excess of those required by 14 CFR 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.</p> <p>NOTE: VHF 1 is required.</p>	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRPLANE: GULFSTREAM G-IV, (G400), (G300)		REVISION NO: 11 DATE: 10/17/2014	PAGE NO: 2 - 16
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<p>VOICE REC FAIL (Blue – Advisory)</p> <p>without FDR installed</p> <p>Not Air Carrier or Commercial</p>	A	<p>Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three (3) flight days. <p>Airplane may be dispatched provided repairs are made within three (3) flight days.</p> <p>Airplane may be dispatched provided repairs are made in accordance with applicable 14 CFRs.</p>	
<p>WS FAIL (Blue – Advisory)</p>	A	<p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) At least one (1) radio altimeter is available, b) Alternate procedures are established and used, c) Flight crew comply with AFM/AOM guidance on windshear situations and recommended procedures when encountering windshear, and d) Repairs are made within two (2) flight days. <p>NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.</p>	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRPLANE: GULFSTREAM G-IV, (G400), (G300)		REVISION NO: 11 DATE: 10/17/2014	PAGE NO: 2 - 17
CAS Message		1.	2. Limitations and/or Procedures
WS UNAVAILABLE (Blue – Advisory)		A	<p>(O) Airplane may be dispatched provided:</p> <ul style="list-style-type: none"> a) At least one (1) radio altimeter is available, b) Alternate procedures are established and used, c) Flight crew comply with AFM/AOM guidance on windshear situations and recommended procedures when encountering windshear, and d) Repairs are made within two (2) flight days. <p>NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.</p>

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