



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

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# Master Minimum Equipment List

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Revision: 1a  
Date: 11/06/2014

**GULFSTREAM AEROSPACE**

**GVI (G650), GVI (G650ER)**

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## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

GULFSTREAM GVI (G650),  
GVI (G650ER)

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AIRCRAFT: GULFSTREAM GVI (G650), GVI (G650ER)	REVISION: 1a DATE: 11/06/2014	PAGE NO. VII
HIGHLIGHTS OF CHANGE		

This is INTERIM Revision 1a to the GULFSTREAM GVI (G650), GVI (G650ER) Master Minimum Equipment List (MMEL). It allows the operator the option of revising its Minimum Equipment List (MEL). The purpose is to add the Gulfstream VI (650ER). Additionally the following item was revised:

#### 34 NAVIGATION

- |         |           |  |
|---------|-----------|--|
| Item 8  | Page 34-4 | ATC Transponder and Automatic Altitude Reporting Systems, updated according to PL-076. |
| Item 11 | Page 34-5 | Long Range Navigation Systems (IRS, GPS and GNSSU)                                     |

## DEFINITIONS

1. **Accessible Lavatory Items.** Under 14 CFR § 382.63, accessible lavatory items include: ability to enter lavatory and maneuver by means of on-board wheelchair. The lavatory shall provide door locks, accessible call buttons, grab bars, faucets, other controls, and dispensers. As an air carrier, you must maintain all aircraft accessibility features in proper working order, per 14 CFR § 382.71. The accessible lavatory requirement, in part, applies to aircraft with more than one isle in which lavatories are provided per § 382.63(a). Aircraft operators are not required to retrofit cabin interiors of existing aircraft to comply with the requirements of § 382.63.
2. **Administrative Control Item (AC).** An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI.
3. **ATA System Page.** The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.
  - A. **Item.** This column depicts the equipment, system, component, or function listed in the "Item" column.
  - B. **Repair Category.** See definition #24.
  - C. **Number Installed.** This column depicts the number (quantity) of instruments and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" system is used.
  - D. **Number Required for Dispatch.** This column depicts the minimum number (quantity) of items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met. Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.
  - E. **Remarks or Exceptions.** This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
  - F. **Provisos.** Provisos are indicated by a number or a lower case letter in "Remarks or Exceptions". Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.

## DEFINITIONS

- G. **Notes.** Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.
- H. **Vertical Bar (change bar).** A vertical bar indicated a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MMEL are removed prior to the release of the next revision.
4. **Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM).** The FAA-approved AFM/RFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term “approved flight manual” can apply to either an AFM or an RFM. The FAA required an approved flight manual for aircraft type certification.
  5. **As required by 14 CFR.** When the MMEL states “As Required by 14 CFR,” the listed instrument or equipment item is subject to certain provisions (restrictive or permissive) expressed in the 14 CFR operating rules. The number of items required by the 14 CFR must be operative. When the listed item is not required by 14 CFR, it may be inoperative for time specified by repair category. The term “14 CFR” has replaced “FAR” as the current reference to Federal Regulations pertaining to aviation. However, many, if not most, MMELs still contain the acronym “FAR”; therefore, this acronym is acceptable and retained in PL-025 and this definition.
  6. **Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR).** CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.
  7. **Considered Inoperative.** The phrase, “Considered Inoperative”, as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
  8. **Continuing Authorization – Single Extension.** An aircraft operator who has the authorization to use an FAA-approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization – Single Extension is not authorized for repair category A and D items.

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9. **Dash (-)**. Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
10. **Day of Discovery**. This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MMEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items; i.e., categories A, B, C, and D.
11. **Deactivated and/or Secured**. When the MMEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.
12. **Deleted**. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
13. **Extended Range Operations (ER)**. ER refers to extended range operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.
14. **Excess Items**. Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.
15. **Flight Day**. A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.
16. **Heavy Maintenance Visit (HMV)**. HMV is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.
17. **Icing Conditions**. An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
18. **Inoperative**. A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).
19. **Inoperative Components of an Inoperative System**. Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

## DEFINITIONS

20. **Is Not Used.** The phrase "Is Not Used" in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item in the MMEL "is not used". In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.
21. **Nonessential Equipment and Furnishings (NEF).** NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.
22. **Operative.** An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that its operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.
- Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully operative", and "considered operative". The aircraft operator's MEL may incorporate standardized terminology of the aircraft operator's choice to specify that an item of equipment must be operative, provided the aircraft operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).
23. **Placarding.** Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.

## DEFINITIONS

24. **Repair Category.** All users of an MEL approved under parts 91K, 121, 125, 129, 135 and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):
- A. **Repair Category A.** This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.
  - B. **Repair Category B.** This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.
  - C. **Repair Category C.** This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.
  - D. **Repair Category D.** This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.
25. **Takeoff.** Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.
26. **Triple Asterisk (\*\*\*)**. Indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the aircraft operator's MEL after the approving office has determined that the item has been installed on one or more of the aircraft operator's aircraft. The symbol, however, must not be carried forward into the aircraft operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.
27. **Visible Moisture.** An atmospheric environment containing water, in any form, that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
28. **Visual Flight Rules (VFR).** VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

## DEFINITIONS

29. **Visual Meteorological Conditions (VMC).** VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
30. **(M).** This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.
31. **(O).** This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.
32. **Electronic Fault Alerting System.** New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.

**A. AIRBUS (A300-600, A310, A318/319/320/321, A330, A340, A380)**

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages {WARNING (red), CAUTION (amber)}. On A318/319/320/321, A330 and A340, the ECAM STATUS page also provides MAINTENANCE STATUS messages. Any message that affects airplane dispatch is displayed at the WARNING or CAUTION level. For A318/319/320/321, MAINTENANCE STATUS messages may also affect airplane dispatch. System faults that result only in messages on the Central Maintenance System (CMS) (for A330, A340 and A380) or on the Centralized Fault Display System (CFDS) (for A318/319/320/321) do not affect airplane dispatch and do not require action other than as addressed within the aircraft operator's standard maintenance program.

## DEFINITIONS

**B. BOEING (B-717, MD-10, MD-11)**

These aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS). Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading. A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

**C. BOEING (747-400, 747-8, 757, 767, 777, 787)**

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS) provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affect airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances. System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an aircraft operator's standard maintenance program.

**D. CANADAIR (CL-65, CL-604)**

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level. System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

**E. De-HAVILLAND (DASH 8 SERIES 400)**

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit. "Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciates via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatching with such posted failures are to be in accordance with the MMEL. "Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciates to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the aircraft operators when these faults are to be rectified.

## DEFINITIONS

**F. EMBRAER (EMB-135/145, ERJ-170/190 Series)**

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi-Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an aircraft operator's standard maintenance program.

**G. FOKKER (FK-100)**

Fokker aircraft are equipped with Multi-Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affect aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases, the MEL must be verified for dispatch capability and maintenance may be required. System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built-In Test Evaluation (BITE) of systems.

**H. GULFSTREAM G-IV, G-V, GV-SP, GIV-X, GVI**

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), and ADVISORY (cyan or blue). ADVISORY messages are further classified into STATUS, INFORMATION, and MAINTENANCE messages. Any WARNING or CAUTION message affects airplane dispatch status and requires that the AFM and MEL be used to determine dispatch capability. ADVISORY STATUS messages that indicate a system failure (e.g., FMS 1 fail) require that the AFM and MEL be used to determine dispatch capability. ADVISORY INFORMATION messages (e.g., Cockpit Phone Call) and MAINTENANCE messages (i.e., includes the words 'Maintenance Required' in the text of the message) do not affect airplane dispatch capability. ADVISORY MAINTENANCE messages indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GVSP/ GIV-X/GVI) interrogation or by reference to the Airplane Flight Manual.

## DEFINITIONS

**I. GULFSTREAM G-150, G-200**

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY (green), and STATUS (white). The Airplane Flight Manual prohibits take off with any WARNING message displayed. CAUTION, ADVISORY and STATUS messages may affect airplane dispatch status and requires the Airplane Flight Manual or the MEL be used to determine dispatch capability. The airplane may dispatch with CAUTION, ADVISORY and STATUS messages that indicate proper system operation and are not illuminated due to a system failure (i.e. FUEL STBY PUMP ON when the pump is selected ON, GND A/B OUT with LAND selected on the ground, or APU GEN OFF with the switch OFF). MAINTENANCE and MAINTENANCE DATA STATUS messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be retrieved from the Maintenance Diagnostics Computer. In all cases, the Airplane Flight Manual must be referenced and procedures compiled with for the displayed message prior to applying MEL dispatch relief.

**J. GULFSTREAM G280**

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY and MAINTENANCE (cyan or blue), and STATUS (white). Any WARNING or CAUTION message affects aeroplane dispatch status and requires that the Aeroplane Flight Manual or the MEL be used to determine dispatch capability. ADVISORY messages which indicate a system failure (e.g., FMS 1 fail) require that the Aeroplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect aeroplane dispatch status. They indicate the presence of a system fault which can be identified by Onboard Maintenance System (OMS) interrogation or by reference to the Aeroplane Flight Manual. STATUS messages do not affect the dispatch status. They indicate the status of a system.

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Insert Preamble from either PL-34, or PL-36

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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
1. Cabin Altitude Indicator (Overhead Panel)	C	1	0	May be inoperative provided cabin altitude is available on EICAS Synoptic display.
	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.
	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.

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21 AIR CONDITIONING				
2. Cabin Differential Pressure Indicator	D	1	0	May be inoperative provided cabin differential pressure is available on EICAS Synoptic display.
	C	1	0	May be inoperative provided: a) Cabin Pressure Selection Panel is operative, and b) Pressurization is operated in AUTO mode.
	D	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.
	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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21 AIR CONDITIONING				
4. Automatic Pressurization Control Systems	B	2	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) Autopilot is operative, and e) Airplane is operated in accordance with AFM Limitations.
	B	2	0	(O) Except for ER operations, may be inoperative provided airplane is operated in unpressurized configuration.
5. Manual Pressurization Control System	C	1	0	May be inoperative provided both Automatic Pressurization Control Systems are operative.
6. Semi-Auto Pressurization Control System	C	1	0	

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21 AIR CONDITIONING				
7. 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	(O) May be inoperative provided airplane is operated in unpressurized configuration.
8. Pressurization Thrust Recovery 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.

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21 AIR CONDITIONING				
9. Cockpit Zone Temperature Control System & Cabin Zone Temperature Control Systems	C	3	2	
	C	3	1	(O) May be inoperative provided: a) Ram Air is operative, and b) Airplane is operated in unpressurized configuration.
1) Automatic Systems	C	3	0	May be inoperative provided: a) Associated manual control system is operative, and b) Associated temperature indicator is operative.
2) Manual Systems	C	3	0	May be inoperative provided: a) Associated automatic control system is operative, and b) Associated temperature indicator is operative.
10. Cockpit/Cabin Zone Temperature Indicators (Overhead Panel)	D	3	0	May be inoperative provided associated Automatic Temperature Control System is operative.
	D	3	0	May be inoperative provided associated zone temperature is available on EICAS Synoptic display.
	D	3	0	May be inoperative provided associated Manual Temperature Control System is operative.
11. Duct Temperature Indicators (Overhead Panel)	D	3	0	May be inoperative provided associated duct temperature is available on EICAS Synoptic display.

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	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
21 AIR CONDITIONING				
12. 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, may be inoperative provided: a) Thrust Recovery Outflow Valve is operative, b) Rear baggage compartment is not used (empty), and c) Internal baggage door remains OPEN.
13. Air Conditioning System Pack Inlet Valves	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Affected Valve is CLOSED and deactivated electrically, b) Associated Air Conditioning Pack is selected OFF, and c) Airplane is operated in accordance with AFM Limitations.

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21 AIR CONDITIONING				
14. Thrust Recovery Outflow Valve System (TROV)	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.
1) AC Motors	C	2	1	May be inoperative provided: a) DC motor is operative, and b) Airplane is operated in accordance with AFM Limitations.
15. Pressure Relief Valve	C	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) Flight crew monitors actual cabin differential pressure and maintains it at or below 9.5 psi.
	C	1	0	(O) May be inoperative provided airplane is operated in unpressurized configuration.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
16. Cabin Pressure Indicator and Control Panel					
1) Manual Light	C	1	0		
2) Flight/Landing Switch (Light Function Only)	C	1	0		
3) Fault/Manual Switch (Light Function Only)	C	1	0		
4) Auto/Semi Switch (Light Function Only)	C	1	0		
17. Semi Mode CPCS (SMC)	B	1	0		May be inoperative provided: a) Auto system (Cabin Pressure Control Panel) is operative, and b) Semi mode is considered inoperative.
18. Remote Filter (Pressure Relief Valve PRV)	B	1	0		
19. CPAM (Cabin Pressure Acquisition Module)	C	1	0		May be inoperative provided both auto systems are operative.

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	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
21 AIR CONDITIONING				
20. Ram Air System				
1) Pressurized Configuration	C	1	0	May be inoperative provided: a) Automatic Pressurization Control System is operative, b) Manual Pressurization Control System is operative, c) Bleed Air Pressure Regulating and Shut-Off Systems are operative, and d) Airplane is operated in accordance with AFM Limitations and Procedures.
2) Unpressurized Configuration	C	1	0	(O) May be inoperative provided: a) Airplane is operated in unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations and Procedures.
21. PSU Fan	C	1	0	(O) May be inoperative provided: a) Ambient Temperature is 95 degrees F (35 degrees C) or cooler, b) TRU electrical loads are 50% or less, c) Right main TRU is operative, and d) Both Environmental Control System (ECS) Packs are operative.

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		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS AND EXCEPTIONS
22 AUTO FLIGHT				
1. Autothrottle Systems	C	2	0	
2. Performance Management Systems (SmartPerf/TOLD)	C	2	0	May be inoperative provided Performance Handbook is immediately available to the flight crew.
3. Control Wheel Autopilot Disconnect Buttons	C	2	1	May be inoperative provided: a) Autopilot is not utilized 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.
4. Autothrottle Disconnect Buttons (on Thrust Lever Handles)	C	2	1	
	C	2	0	May be inoperative provided Autothrottle is not used.
5. Autothrottle Engage/Disengage Switches (on Thrust Lever Stem)	C	2	1	
	C	2	0	May be inoperative provided Autothrottle is not used.
6. Touch Control Steering Switches (TCS)	D	2	0	

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		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS AND EXCEPTIONS
22 AUTO FLIGHT				
7. Flight Guidance Computers (FGC) / Autopilots (Flight Directors)	C	2	1	(M)(O) Except for ER operations or where en route operations or approach minimums require its use, may be inoperative provided airplane is operated in accordance with AFM Limitations.  NOTE: FGC/AP is required for MNPS, RVSM, RNP and RNAV operations.
8. Takeoff/Go-Around (TO/GA) Buttons (on Power Lever Handles)	C	2	1	May be inoperative provided approach minimums do not require its use.
	C	2	0	(O) May be inoperative provided: a) Both power levers are operated manually for takeoff and go-around, and b) Autopilot and Flight Director are not used below 500 feet or MDA, whichever is higher.  NOTE: Flight Director Takeoff and Go-Around guidance and Autothrottle are not available with both TO/GA switches inoperative. Missed approach if needed must be selected via the MCDU.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
1. Communications Systems (VHF, UHF)	D	-	0	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.  NOTE: Comm 1, NAV 1 and ATC 1 are 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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		2. NUMBER INSTALLED			
			3. NUMBER REQUIRED FOR DISPATCH		
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 flight days.
1) Independent Power Source ***	C	1	0		
Cockpit Voice Recorder (CVR) (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0		
1) Independent Power Source ***	C	1	0		
3. Selective Call Systems (SELCAL)	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
	D	-	0		May be inoperative provided procedures do not require its use.
1) Channels	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
	D	-	0		May be inoperative provided procedures do not require its use.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
4. Emergency Locator Transmitter (ELT)				
1) Survival Type ELTs ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
2) Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
	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			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
23 COMMUNICATIONS				
5. Crewmember *** Interphone System	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 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.
b) Cabin to Cabin Function	B	2	0	(O) May be inoperative provided 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.

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
5. Crewmember *** Interphone System (cont'd)				
b) Cabin to Cabin Function (cont'd)	B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent 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.
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.
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	3. NUMBER REQUIRED FOR DISPATCH			
23 COMMUNICATIONS				
5. Crewmember *** Interphone System (cont'd)				
c) Flight Deck to Ground				
1) Large Turbojet Powered Airplanes Operating under Part 121	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.
6. Interphone Systems ***	D	-	0	
7. 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.

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

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23 COMMUNICATIONS				
8. Passenger Address *** Systems (PA) (cont'd)				
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.
9. Satellite *** Communication Systems	D	-	0	May be inoperative provided procedures do not require their use.
10. Prerecorded *** Passenger Announcement Systems	D	-	0	(O) May be inoperative provided alternate procedures are established and used.

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23 COMMUNICATIONS				
11. 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				
12. 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	-	-	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.
	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.
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23 COMMUNICATIONS				
12. Flight Deck Headsets Earphones / Headphones and Boom Microphones OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE (cont'd)	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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23 COMMUNICATIONS					
13. Alerting Systems *** (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 operative, and c) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to Attendant Call System (excluding wheelchair accessible lavatory call system required by 14 CFR) is considered a Non-Essential Equipment and Furnishings (NEF).  NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
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23 COMMUNICATIONS				
13. Alerting Systems *** (Audio/Visual) (cont'd)				
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 (visual or audio) is installed and operative, and c) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to Attendant Call System (excluding wheelchair accessible lavatory call system required by 14 CFR) is considered a Non-Essential Equipment and Furnishings (NEF).  NOTE 2: Any audio alerting system function(s) that operates normally may be used.
14. 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	1	0	May be inoperative provided procedures do not require its use.

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23 COMMUNICATIONS				
14. Handset Systems (cont'd)				
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 fifty percent requirement.  NOTE 2: Any handset(s) function(s) that is operative may be used.
15. Radio Tuning Functions				See item 34-36 MCDU for Radio Tuning Function relief.

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23 COMMUNICATIONS				
16. High Frequency (HF) Communication Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
	C	2	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM Voice coverage is available over the intended route of flight, and d) If SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available. If not available, prior coordination with appropriate ATS (FIR) facility is required.  NOTE: SATCOM Voice is to be used only as a backup to normal HF Communications.
17. NAV/COM Radio	C	1	0	May be inoperative provided operations do not require its use.

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23 COMMUNICATIONS				
18. Datalink System (CMF)	C	2	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	2	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. Modular Radio Cabinet (MRC) Power Supplies	A	2	1	May be inoperative provided: a) Associated Comm and Nav radios and opposite ATC are operative, and b) Repairs are made within one flight day.  NOTE: Dispatch is acceptable with a MRC 1 or MRC 2 failed and EICAS blue messages "APM Fail" and "ASCB Fail" displayed.
20. Headsets				Combined with Item 12 in Revision1.

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23 COMMUNICATIONS				
21. Controller Pilot Data *** Link Communications (CPDLC)				
1) ATN B1 *** (PM-CPDLC/Link 2000+)	D	1	0	(O) May be inoperative provided alternate procedures do not require its use.
2) FANS 1/A *** (ADS-C/CPDLC)	D	1	0	(O) May be inoperative provided enroute operations do not require its use.

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	4. REMARKS AND EXCEPTIONS			

24 ELECTRICAL POWER				
1. Engine Generators	B	2	1	Except for ER operations, may be inoperative provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, and c) RAT is operative.
2. APU Generator	B	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Both Engine Generators are operative, and b) RAT is operative.
	C	1	0	(M) Except for ER operations, may be inoperative provided APU is not used.
3. Transformer - Rectifier Units (TRUs)	B	5	4	(M) May be inoperative provided: a) Both Generators are operative, b) Both essential TRU's are operative, c) Auxiliary TRU is operative, d) APU Generator is operative, e) Both Battery chargers are operative, f) Both Main Airplane Batteries are operative, g) Inoperative TRU circuit breaker on the Power Distribution Box is pulled and collared, and h) Provided alternate cabin, galley, and lavatory lighting procedures are established and used.

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24 ELECTRICAL POWER					
4. Main Airplane Battery Chargers	B	2	1	(M) May be inoperative provided: a) Both Engine Generators are operative, b) APU Generator is operative, c) Associated Battery Charger circuit breaker on the Power Distribution Box is pulled and collared, and d) RAT is operative.	
5. Main Airplane Batteries	B	2	1	(M)(O) May be inoperative provided: a) Both engine driven generators are operative, b) Associated Main Battery cables are secured, c) Associated Main Battery Charger circuit breaker on the Power Distribution Box is pulled and collared, d) Associated Main Battery circuit breaker is pulled and collared, e) All TRU's are operative, and f) RAT is operative.  NOTE: APU start in flight shall NOT be attempted prior to RAT deployment in the event both engine driven generators fail.	
6. Battery Ammeters (overhead panel)	C	2	0	May be inoperative provided: a) Associated voltmeter is operative, and b) Both battery charger fail messages are operative.	
	C	2	0	May be inoperative provided battery ammeter indications are available in EICAS.	

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24 ELECTRICAL POWER					
7. Battery Voltmeters	C	2	1	May be inoperative provided associated ammeter is operative.	
	C	2	1	May be inoperative provided Battery Voltmeter indication is available on EICAS.	
8. Electrical Power System EICAS Displays					
1) L Gen Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.	
2) L Gen Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
3) L Gen Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
4) R Gen Voltmeter	C	1	0	May be inoperative if the frequency and loadmeter are operative.	
5) R Gen Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
6) R Gen Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
7) APU Voltmeter	C	1	0	May be inoperative if the frequency meter and loadmeter are operative.	
8) APU Frequency Meter	C	1	0	May be inoperative if the voltmeter and loadmeter are operative.	
9) APU Loadmeter	C	1	0	May be inoperative if the voltmeter and frequency meter are operative.	
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24 ELECTRICAL POWER				
8. Electrical Power System EICAS Displays (cont'd)				
10) Ext AC Pwr Voltmeter	D	1	0	May be inoperative when external power is not used.
11) Ext AC Pwr Frequency Meter	D	1	0	May be inoperative when external power is not used.
12) Ext AC Loadmeter	D	1	0	May be inoperative when external power is not used.
13) Main and Essential TRU Voltmeters	C	4	0	May be inoperative if loadmeters are operative.
14) Main and Essential TRU Loadmeters	C	4	0	May be inoperative if the voltmeters are operative.
15) Ext DC Pwr Voltmeter	D	1	0	May be inoperative if the loadmeter is operative.
	D	1	0	May be inoperative if external DC power is not in use.
16) Ext DC Pwr Loadmeter	D	1	0	May be inoperative if the voltmeter is operative.
	D	1	0	May be inoperative if external DC power is not in use.
17) Battery Ammeters	C	2	0	May be inoperative provided the battery ammeters in overhead panel are operative.
18) Battery Voltmeters	C	2	0	May be inoperative provided battery voltmeters in overhead panel are operative.

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24 ELECTRICAL POWER				
9. Master Power Switch Lights (L GEN, R GEN, APU GEN, EXT PWR)	C	4	3	May be inoperative provided associated AC loadmeter and voltmeter are operative and selected for monitoring on the AC Synoptic.
10. Battery Temperature *** Indicating System	D	1	0	
11. External Power System	D	1	0	
12. Ground Service Bus System	D	1	0	
13. 50Hz/60Hz AC Electrical Power Systems	D	2	0	(M)(O) May be inoperative provided affected circuit breaker is pulled and collared.
14. IRU Back Up Batteries (Forward and Aft Emergency Avionics Battery)	B	2	1	(M) May be inoperative provided the affected battery is located in the Aft position (#2 IRU and #3 IRU back up battery position).  NOTE 1: EICAS message "IRU Sec Pwr 2 - 3 Fail" will be displayed. Each MAIN AC BUS can be powered by the L GEN, R GEN and APU.  NOTE 2: IRU No. 1 is powered by the Fwd Emerg Batt or by the L ESS DC BUS. Only one IRS is required for the flight controls to remain in Normal Mode.
15. Remote Interface Unit (RIU) Channel (SSPC Controller Fault L-R)	C	4	3	One (1) channel of a single RIU may be failed provided: a) Remaining RIU (PRI or SEC SSPC) is operational, and b) All other components of the electrical system are operative.

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25	EQUIPMENT/ FURNISHINGS				
1.	Overwater Equipment	D	-	-	As required by 14 CFR.
2.	Passenger Seats	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main airplane aisle, and</li> <li>c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".</li> </ul> <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p>
1)	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat back is secured in the full upright position.
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.
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25 EQUIPMENT/ FURNISHINGS				
2. Passenger Seats (cont'd)				
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 bars.
3) Armrests				
a) Armrests with Recline Mechanism	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main airplane aisle, and c) If armrest is missing, seat is secured in the full upright position.
b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main airplane aisle.

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25 EQUIPMENT/ FURNISHINGS				
2. Passenger Seats (cont'd)				
4) Swivel Mechanism ***	C	-	-	May be inoperative 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 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.

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25 EQUIPMENT/ FURNISHINGS				
3. Crewmember Shoulder Harnesses	B	-	-	Any in excess of those required by flight deck crew members (including official observer in observer's seat) may be inoperative.
4. 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.

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25 EQUIPMENT/ FURNISHINGS				
4. Observer Seat(s) (cont'd)				NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen, and safety belt) is functional and the inspector determines the condition to be acceptable.
2) Observer Seat Not Required by 14 CFR (including associated equipment)	D	-	0	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).
5. Megaphones ***	D	-	-	NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).  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.

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25 EQUIPMENT/ FURNISHINGS				
6. Flotation Devices	D	-	-	Any in excess of those required by 14 CFR may be inoperative. Inoperative equipment will be removed from airplane.
7. "Fasten Seat Belt *** While Seated" Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
8. 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) Affected bin, compartment or closet is prominently placarded DO NOT USE, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment or closet is not used for storage of any item(s) except for those permanently affixed.  NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.

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

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25	EQUIPMENT/ FURNISHINGS				
9. ***	Cargo Restraint System	A	-	-	(M) May be inoperative, or missing provided: a) Acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, or Weight and Balance Document are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.
		C	-	-	May be inoperative, or missing, provided cargo compartment remains empty.
10. ***	Flight Attendant Seat Assembly (with <b>only</b> One Flight Attendant Seat)	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 the passenger seat most accessible to the 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.

(continued)

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25 EQUIPMENT/ FURNISHINGS				
10. Flight Attendant Seat *** Assembly (with <b>only</b> One Flight Attendant Seat) (cont'd)	D	1	0	<p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint is considered inoperative.</p> <p>NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of applicable regulations are met.</p> <p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Flight Attendant is not required by 14 CFR,</li> <li>b) Affected seat is not occupied, and</li> <li>c) Folding type seat stows automatically or is secured in the retracted position.</li> </ul> <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 style="text-align: right;">(continued)</p>

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25 EQUIPMENT/ FURNISHINGS  10. Flight Attendant Seat *** Assembly (single or dual position) (for Aircraft with <b>More</b> than One Flight Attendant Seat)  1) Required Flight Attendant Seats	B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight Attendant(s) displaced by inoperative seat occupies either an adjacent flight attendant seat or the passenger seat most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat is stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY".  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.  (continued)
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25 EQUIPMENT/ FURNISHINGS				
10. Flight Attendant Seat *** Assembly (single or dual position) (for Aircraft with <b>More</b> than One Flight Attendant Seat)				
1) Required Flight Attendant Seats (cont'd)				NOTE 3: Individual operators when operating with inoperative seats will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met.  NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.
2) Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat is not occupied, and b) 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.
3) All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.

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25	EQUIPMENT/ FURNISHINGS				
11. ***	Galley / Cabin Waste Receptacles Access Doors / Covers	C	-	-	(M)(O) May be inoperative provided: a) Container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.
12.	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.
13. ***	External Camera System	D	1	0	
14.	Emergency Vision Assurance System (EVAS)	C	2	0	May be inoperative or removed.

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25 EQUIPMENT/ FURNISHINGS				
15. Pilot Seat(s)				
1) Vertical Adjustment	C	-	-	(M) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-Aft adjustment is operative.
2) Armrest	C	-	-	(M) May be inoperative provided: a) Affected armrest is in the upright position or removed, 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 full 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 is secured at the individual crewmember's requirements, and b) Seat position permits full rudder pedal movement.

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25 EQUIPMENT/ FURNISHINGS				
16. Rudder Pedal Adjustment	C	2	0	(M) May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s), and b) Position of pedal(s) permits normal full flight control movement.
17. Keyed Locks	D	-	0	May be inoperative provided the associated access panel, door, compartment, or cap is verified secure before each departure.
18. Airplane Ladders	C	-	0	(O) May be inoperative or removed.
1) Ladder Hardware (Pit Pins, Lanyards, etc.)	D	-	0	
19. 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.
20. Crewmember Flashlight Holder Assemblies (including Flashlight)	C	-	0	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.

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25 EQUIPMENT/ FURNISHINGS				
21. Non-Essential Equipment and Furnishings (NEF)	D	-	0	<p>May be inoperative, damaged or missing provided item(s) is deferred in accordance with 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 flight crew and included in appropriate operator's document.</p> <p>NOTE: Exterior lavatory door ash trays are not considered NEF items.</p>
22. Automatic External *** Defibrillator (AED) and/or Associated Equipment	A	-	0	<p>(O) May be incomplete, missing or inoperative provided:</p> <ul style="list-style-type: none"> <li>a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and</li> <li>b) Repairs are made within one (1) flight.</li> </ul>
	D	-	-	<p>Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.</p>

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25 EQUIPMENT/ FURNISHINGS				
23. Emergency Medical Kit *** (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete provided: a) EMK is sealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one (1) flight.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete missing, or inoperative.
24. First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one (1) flight.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.

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25 EQUIPMENT/ FURNISHINGS				
25. Cabin Management System	D	1	0	
1) Cabin Power Bus *** Controller (043A1)	D	1	0	
2) Advanced Cabin *** Server (428A4, 428A5)	D	2	0	
3) GCMS Controllers *** (179A5, 179A6)	D	2	0	
4) I/O Concentrators *** (178A1, 178A2)	D	2	0	
5) Aft I/O Concentrators *** (178A3, 178A4)	D	2	0	
6) AVS Switching Nodes ***	D	6	0	
7) Galley Touch Screen *** (502S2)	D	1	0	
8) Vestibule Touch *** Screen (482S1)	D	1	0	
9) Maintenance Server ***	D	1	0	

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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 can not be mistaken for a functional unit, and b) Required distribution is maintained.
2. Wing Overheat Warning Systems	C	2	0	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 used, b) Both engine driven generators are operative, c) RAT is operative, and d) APU CONT #1 and APU CONT #2 circuit breakers are pulled and collared.

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26 FIRE PROTECTION				
4. Rear Baggage Compartment Smoke Detector Systems	C	-	0	May be inoperative provided: a) Internal baggage door remains OPEN, and b) Airplane is operated at or below FL 40,000 feet.
	C	-	0	May be inoperative provided: a) Rear baggage compartment is not used, b) Internal baggage door remains CLOSED, c) Flight crew investigates baggage compartment for possible fire in the event the "Aft Equipment Hot" message displays, and d) Airplane is operated accordance with AFM Limitations.
5. Lavatory Smoke *** Detection Systems	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded, "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmember.  NOTE 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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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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	REPAIR CATEGORY	REPAIR CATEGORY	REPAIR CATEGORY		
26 FIRE PROTECTION					
9. Engine Fire Detection Systems	C	2	1		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. Electronic Equipment Rack Overheat Warning System	C	-	0		
12. Passenger *** Compartment Closet Smoke Detectors	D	-	0		May be inoperative provided door remains OPEN for visual check from crew stations.
13. Entranceway Baggage *** Compartment Smoke Detectors	D	-	-		May be inoperative provided door remains OPEN for visual check from crew stations.
14. Cargo Compartment *** Fire Detection / Suppression Systems	C	-	0		May be inoperative provided associated cargo compartment remains empty.  NOTE 1: Does not preclude the Carriage of empty cargo containers, pallets, ballast, etc.  NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection system (not suppression).

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27 FLIGHT CONTROLS				
1. Automatic Ground Spoiler System	C	1	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.
2. Control Wheel Pitch Trim Switches	C	2	1	(O) May be inoperative provided: a) Pilot flying has operative switch, and b) Backup Pitch Trim Switch is operative.
3. Autopilot Pitch Servos	C	2	1	(M) May be inoperative provided the inoperative servo circuit breaker(s) is pulled and collared.
4. Autopilot Roll Servos	C	2	1	(M) May be inoperative provided the inoperative servo circuit breaker(s) is pulled and collared.
5. Single FCC Channel	A	4	3	(M) May be inoperative provided: a) Failed channel is in the FCC Channel 1A or Channel 2B position, b) Inoperative channel circuit breaker is pulled and collared, and c) Repairs are made within five (5) flight days.

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27 FLIGHT CONTROLS				
6. Inboard Spoiler Pair	A	1	0	(M)(O) May be inoperative provided: a) Left and Right Inboard Spoiler circuit breakers are pulled and collared, b) Repairs are made within one (1) flight day, c) Flight crew will ensure airplane is operated in accordance with AFM, Section 5, Performance and correction factor is applied for takeoff and landing, d) Maximum cruise altitude is limited to 43,000 feet, e) Anti-skid is operative, f) 20 degrees flaps are used for takeoff, and g) Rated EPR power is used for takeoff.  NOTE: EICAS message "Spoiler Panel Fail" will be displayed.
7. Backup Flight Control Unit (BFCU)	A	1	0	(M) May be inoperative provided: a) BFCU circuit breaker is pulled and collared, and b) Repairs are made within five (5) flight days.

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27	FLIGHT CONTROLS				
8.	Control Wheel Position Sensors				
1)	FCC RVDTs	A	8	7	May be inoperative provided repairs are made within ten (10) flight days.
2)	BFCU RVDTs	A	2	1	May be inoperative provided repairs are made within ten (10) flight days.
9.	Control Column Position Sensors				
1)	FCC RVDTs	A	8	7	May be inoperative provided repairs are made within ten (10) flight days.
2)	BFCU RVDTs	A	2	1	May be inoperative provided repairs are made within ten (10) flight days.
10.	Rudder Pedal Position Sensors				
1)	FCC RVDTs	A	4	3	May be inoperative provided repairs are made within ten (10) flight days.
2)	BFCU RVDT	A	1	0	(M) May be inoperative provided: a) BFCU circuit breaker is pulled and collared, and b) Repairs are made within ten (10) flight days.
11.	Speed Brake Handle Position Sensors	A	4	3	May be inoperative provided repairs are made within ten (10) flight days.

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27 FLIGHT CONTROLS				
12. Stick Shakers	A	2	1	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Inoperative Shaker circuit breaker is pulled and collared,</li> <li>b) Flight crew briefs the remaining operative stall warning indications prior to each takeoff and approach, and</li> <li>c) Repairs are made within three (3) flight days.</li> </ul> <p>NOTE 1: For IRS dispatch relief, see ATA 34 NAVIGATION, Item 2. 1) Attitude Reference Sensors (IRS 1-2-3).</p> <p>NOTE 2: For AHRS dispatch relief, see ATA 34 NAVIGATION, Item 2. 2) Attitude Heading Reference System (AHRS 1-2).</p>

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28 FUEL					
1. Fuel Tank Temperature Systems	C	2	0	(O) May be inoperative provided: a) Total Air Temperature is used as an indication of fuel temperature, b) Airplane is operated in accordance with AFM Limitations, and c) Both Fuel Low Quantity Warning Systems are operative.	
2. EICAS or MCDU Fuel Quantity Indicating Systems	C	2	1	(M)(O) May be inoperative provided associated Standby Fuel Quantity Indicating System or EICAS Fuel Quantity Indicating System is operative.	
	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 over wing 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: Maximum over wing fuel load is approximately 43,650 lbs (19,840 kg) / 6,476 gal (24,512 lit).	
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28 FUEL				
2. EICAS or MCDU Fuel Quantity Indicating Systems (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"> <li>a) Affected tank is defueled before each refueling,</li> <li>b) Affected tank is fueled using over wing refueling with a known quantity of fuel,</li> <li>c) Both fuel flow meters are operative,</li> <li>d) After takeoff, power is set by matching fuel flow indications on both engines, and</li> <li>e) Flight crew maintains a log of fuel burned.</li> </ul> <p>NOTE 1: Maximum over wing fuel load is approximately 43,650 lbs (19,840 kg) / 6,476 gal (24,512 lit).</p> <p>NOTE 2: Total Fuel indications will be invalid with an inoperative indicator.</p>
3. Fuel Quantity Indicating System Channel	C	2	1	<p>One channel may be inoperative provided both fuel flow meters are operative.</p>

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28 FUEL				
4. Fuel Low Quantity Warning Systems	C	2	0	(O) May be inoperative provided: a) Both Fuel Quantity Indicating Systems are operative, b) All Fuel Boost Pumps are operative, c) Fuel Crossflow Valve is OPENED when either wing tank contains 2,000 pounds or less fuel, and d) Both Fuel Tank Temperature Systems are operative.
5. Fuel Boost Pumps	C	4	3	(O) Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is OPEN and 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.
6. 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.

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28 FUEL				
7. Heated Fuel Return Systems (HFRS)	C	2	0	May be inoperative provided: a) Flight crew monitors fuel tank temperature, and b) Airplane is operated in accordance with AFM Limitations.
8. Fuel Boost Pump Warning Systems	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.
9. 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 OPEN 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.

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28 FUEL				
9. Fuel Crossflow Valve (cont'd)				
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, e) Fuel tank temperature system must be operative, and f) Flight crew monitors fuel tank temperature.  NOTE 1: Heated Fuel Return will be inoperative.  NOTE 2: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.
10. Pressure Fueling System (Single Point Refueling)	D	1	0	(M) May be inoperative provided procedures are established to deactivate Pressure Fueling System.  NOTE: Maximum over wing fuel load is approximately 43,650 lbs (19,840 kg) / 6,476 gal (24,512 lit).

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28 FUEL				
11. Ground Service Control Panel (next to refueling port)	D	1	0	NOTE: Airplane can be pressure refueled using the SMC's
12. Automatic Fueling System	D	1	0	
13. Fuel Cap Chains	D	-	0	NOTE: Both tanks can be filled using over wing refueling. Maximum over wing fuel load is approximately 43,650 lbs (19,840 kg) / 6,476 gal (24,512 lit).
14. Single Point Refueling Cap	C	1	0	
15. SMC REFUEL Control Menu	D	1	0	
				May be inoperative or missing provided the single point refueling receptacle is checked for leaks before every takeoff.
				May be inoperative provided the Ground Service Control Panel is operational.

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29 HYDRAULIC POWER				
1. Brake Accumulator Pressure Gauges (Main Wheelwell)	D	2	0	May be inoperative provided: a) Cockpit Brake Accumulator Pressure Indicator (BAPI) is operative, and b) Brake Synoptic Page Accumulator Indication is operative.
2. Auxiliary Hydraulic Pump Pressure Indication	C	1	0	May be inoperative provided: a) Cockpit Brake Accumulator Pressure Indicator (BAPI) is operative, and b) Prior to engine start, Auxiliary Pump operation and pressure must be verified on the BAPI (inboard parking brake pressure).
3. Power Transfer Unit (PTU) Hydraulic Pressure Indication	C	1	0	(O) May be inoperative provided: a) Left Hydraulic Pressure Indication is operative, and b) PTU Hydraulic system is operative.
4. PTU Hydraulic Pump (Auto Mode)	C	1	0	May be inoperative provided: a) Manual mode is verified to be operative before every flight, and b) Manual mode is selected on for each takeoff and landing.
5. Auxiliary Hydraulic Pump (Auto Mode)	C	1	0	May be inoperative provided Auxiliary pump is selected ON for takeoff and landing.

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29 HYDRAULIC POWER					
6. Left Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area)	D	1	0		(O) May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure.
7. Right Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area)	D	1	0		(O) May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure.
8. Left Hydraulic System Quantity Indication (EICAS)	C	1	0		May be inoperative provided: <ul style="list-style-type: none"> <li>a) Quantity is checked by reservoir indicator or Ground Service Control Panel Left Hydraulic Quantity indicator before each departure,</li> <li>b) PTU is manually selected on for takeoff and landing, and</li> <li>c) Only one quantity indicating system is failed.</li> </ul> NOTE: System pressure must be present for an accurate reading.

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29 HYDRAULIC POWER					
9. Right Hydraulic System Quantity Indication (EICAS)	C	1	0		<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Quantity is checked by reservoir indicator or Ground Service Control Panel Right Hydraulic Quantity indicator before each departure, and</li> <li>b) Only one quantity indicating system is failed.</li> </ul> <p>NOTE: System pressure must be present for an accurate reading.</p>
10. Left Hydraulic Reservoir Temperature Sensors	C	2	0		<p>(M) May be inoperative provided quantity is checked by reservoir indicator before each departure.</p> <p>NOTE: System pressure must be present for an accurate reservoir indication reading. With both sensors failed, EICAS quantity will not be temperature compensated.</p>
11. Right Hydraulic Reservoir Temperature Sensors	C	2	0		<p>(M) May be inoperative provided quantity is checked by reservoir indicator before each departure.</p> <p>NOTE: System pressure must be present for an accurate reservoir indication reading. With both sensors failed, EICAS quantity will not be temperature compensated.</p>
12. Hydraulic Reservoir Replenishing System	D	1	0		<p>(M) May be inoperative provided hydraulic reservoirs are replenished as needed using approved servicing techniques.</p>

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29 HYDRAULIC POWER					
13. Brake Accumulator Pressure Gauge (cockpit Brake Accumulator Pressure Indicator (BAPI))	C	1	0		May be inoperative provided the Brake Synoptic Page Accumulator Indication is operative.
14. Brake Synoptic Page Accumulator Pressure Indication	C	1	0		May be inoperative provided Brake Accumulator Pressure Indicator (BAPI) is operative.
15. Brake Accumulator Pressure Transducer (inboard or outboard)	C	2	1		One may be inoperative provided: a) Brake system page brake pressure indications are operative, and b) BAPI is operative.

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30 ICE AND RAIN PROTECTION				
1. Cowl Anti-Ice Pressure Indication Systems	B	2	0	(M) Except for ER operations, may be inoperative provided that with the affected engine running and affected Cowl Anti-Ice selected ON, the affected valve is verified OPEN.  NOTE: Cowl Anti-Ice operation can be verified by the hot air discharge from the engine nacelle Cowl Anti-Ice Exhaust port.
	B	2	0	Except for ER operations, may be inoperative provided airplane is operated at greater than +10 deg. C SAT.
	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.
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.
1) Automatic Functions	C	2	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.

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30 ICE AND RAIN PROTECTION				
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	6	3	Two of three Side Window Heat Sensors may be inoperative for each Side Window Heat System.
2) Side Window Heat Sensors	C	6	0	
5. Anti-Ice Heater Switch Lights	B	4	0	(M)(O) May be inoperative provided all other elements of the anti-ice heater indicating system are verified to operate normally.
6. Ice Detection Systems	C	2	0	(O) May be inoperative provided airplane is operated in accordance with alternate AFM procedures.  NOTE: With Ice Detection Systems inoperative, automatic anti-ice is not available.

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30 ICE AND RAIN PROTECTION				
7. Cowl Anti-Ice Systems	C	2	0	(M) Except for ER operations, may be inoperative provided: a) Affected Valve(s) 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.
1) Automatic Functions	C	2	0	May be inoperative provided airplane is operated in accordance with alternate AFM procedures.
8. Cowl Pressure Differential Indication System	C	1	0	May be inoperative provided Cowl Anti-Ice Pressure Indications are operative.

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30 ICE AND RAIN PROTECTION				
9. 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.
10. 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.
1) Cabin Window Heating Elements	D	-	0	(M) May be inoperative provided the associated Window Heat circuit breakers are pulled and collared.

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

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31 INDICATING / RECORDING SYSTEMS				
2. Flight Data Recorder (FDR) Systems (cont'd)				
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 before the completion of the next heavy maintenance visit.
Flight Data Recorder (FDR) Systems (Operator Other Than a Holder of an Air Carrier of Commercial Operator Certificate)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
	A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
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.

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31 INDICATING/ RECORDING SYSTEMS					
4. G Monitor System	D	1	0		
5. Electronic Checklists	C	1	0	May be inoperative provided the current AFM is carried on board the airplane.	
6. Security Systems ***	D	1	0		
7. Engine Cowl Open Indicating System	D	1	0	May be inoperative provided right engine cowl is visually confirmed CLOSED before starting APU on the ground.	
8. Airplane Personality Module (APM)	C	4	3		
9. Plastic Guard Switch Covers	D	-	1	May be inoperative provided APU fire bottle switch cover is installed and operative.	
10. Configuration Management Systems (CMS)	C	2	1		
11. InfraRed Counter Measures System (IRCM) or Directional InfraRed Counter Measures System (DIRCM)	D	1	0		
12. Quick Access Recorder (QAR) ***	D	1	0		
13. XM Weather Receiver ***	D	1	0		

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32 LANDING GEAR				
1. Rudder Pedal Steering System	C	1	0	May be inoperative provided: a) Nose Wheel Tiller Steering System is operative, and b) Left seat pilot performs the takeoff and landing tasks.
2. Variable Gain Nose Wheel Steering	C	1	0	(O) May be inoperative provided the fixed gain steering mode is operative.
3. Nose Wheel Steering Accessory Hardware (Torque Link Lanyards)	D	-	0	May be inoperative or missing.
4. Tire Pressure Monitoring System	D	1	0	May be inoperative.
5. Nose Wheel Tire Pressure Monitoring Harness	D	1	0	(M) May be inoperative provided harness is deactivated and secured.
	D	1	0	(M) May be inoperative provided harness is removed.
6. Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheelwell)	B	1	0	May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Cockpit Indication (2/3 SUMMARY or 2/3 HYDRAULIC Synoptic Display Page) is operative and checked prior to each flight.
7. Emergency Landing Gear Extension Bottle Pressure Cockpit Indication	B	1	0	May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheel well) is operative and checked prior to each flight.

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32 LANDING GEAR				
8. Landing Gear Extension/Retraction System (Includes dump valve, gear handle and blow down bottles)	A	1	0	(O) May be inoperative provided: 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 forecast icing conditions, f) Extended over water operations are prohibited, g) Flight is conducted in accordance with AFM Supplement No. G650-OMS-03 Landing Gear Extended Pre-Flight Planning and Performance, 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				
3. Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY.  NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.
	C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA System operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed ON or OFF.
1) All Cargo Supernumerary/Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed ON or OFF.

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33 LIGHTS				
3. Passenger Lighted Information Signs (cont'd)				
2) Internal Baggage Door Placard "DO NOT OPEN" Lighted Sign	C	1	0	(O) May be inoperative provided: a) Procedures are established and used to alert crew members and passengers that airplane altitude is above 40,000 feet, and b) Passengers are briefed that internal baggage compartment door must remain closed above 40,000 feet.
	C	1	0	(O) May be inoperative provided airplane is operated at or below 40,000 feet.
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.				
3) 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. Beacon Light LED Element Banks	C	2	0	May be inoperative provided airplane is not operated at night.
	C	2	0	May be inoperative provided Strobes are installed and operative.
	C	2	1	One Element Bank may be inoperative.
5. Wing-tip Strobes (Anti- Collision Lights) LED Element Banks (per wing-tip)	C	6	4	One of three forward facing and one of three outboard facing banks may be inoperative at each wingtip position.
	C	6	2	May be inoperative provided: a) At least one bank is operative at each wing-tip, and b) Airplane is not operated at night.
6. Tail Position Strobes (Anti-Collision Light) LED Element Banks	C	9	6	One of three aft facing, one of three left facing and one of three right facing banks may be inoperative.
	C	9	0	May be inoperative provided: a) At least two out of three forward facing and two out of three outboard facing banks are operative at each wing tip, and b) Airplane is not operated at night.
7. Wing-tip Position Light LED Element Banks (per wing-tip)	C	2	1	
	C	2	0	May be inoperative provided airplane is not operated at night.

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33 LIGHTS				
8. Tail Position Light LED Element Banks	C	2	1	
	C	2	0	May be inoperative provided airplane is not operated at night.
9. Wing Inspection Lights	C	2	0	May be inoperative provided an Ice Detection System is installed and operative.
	C	2	0	May be inoperative provided portable lamp/light of adequate capacity for wing and/or control surface inspection is available for night operation in icing conditions.
	C	2	0	May be inoperative provided airplane is not operated at night.
	C	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
10. Landing Lights	B	2	1	May be inoperative provided all three LED clusters of the taxi light are operative.
	C	2	0	May be inoperative provided airplane is not operated at night.
11. Taxi Light System	C	1	0	
1) Individual LED Light Cluster	C	3	0	
12. Wing-tip Recognition Lights and Taxi Lights System	D	4	0	

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33 LIGHTS				
13. Floor Proximity *** Emergency Escape Path Marking System Lights	C	-	-	Individual lights may be inoperative provided it is verified that FAA approved minimum acceptable light levels specified in one of the following documents are complied with: a) FAA engineering approval letter. b) FAA approved report of the type design holder. c) Limitations and Conditions section of the applicable Supplement Type Certificate (STC). d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.
14. Pulse Light Systems (Identification Lights)	D	-	0	
15. Logo Lights System	D	1	0	
16. Ramp Lights Systems ***	D	-	0	
17. Flashlight Charging *** Systems	D	-	0	
18. Aft Compartment Lights (Boiler Room)	D	-	0	

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33 LIGHTS				
19. 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.
20. Pylon Mounted Exterior Baggage Loading Light Systems	D	-	0	
21. Wheel Well Lights	D	3	0	
22. Exterior Emergency Evacuation Lighting System	C	1	0	May be inoperative provided airplane is operated during daylight only.
23. Service Door Lights	D	-	0	
24. 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

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33 LIGHTS				
25. Airstair Lights	D	-	0	May be inoperative provided an alternate means (e.g. flashlight) is used to illuminate the airstair.
26. Dome Light	D	-	0	May be inoperative provided an alternate means (e.g. flashlight) is used to illuminate the vestibule area.
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	2	1	May be inoperative provided the operative flashlight is in good working order in accordance with the applicable 14 CFR.

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34 NAVIGATION				
1. Directional Compass Reference Sensors (IRS 1-2-3)	B	3	2	(O) May be inoperative provided: a) Both PFD Heading Indicating Systems operate independently, and b) Airplane is operated in accordance with AFM Limitations.
2. Attitude Reference Sensors Inertial  1) Inertial Reference System (IRS 1-2-3)	A	3	2	(O) May be inoperative provided: a) Repairs are made within one (1) flight day, b) Both PFD Attitude Indicating Systems operate independently, c) Standby Multi-Function Controller (SMC) Attitude Indicators are operative, d) Airplane is operated in accordance with AFM Limitations, and e) Both AHRS sensors are operative.
2) Attitude Heading Reference System (AHRS 1-2)	A	2	1	(O) May be inoperative provided: a) Repairs are made within one (1) flight day, b) Both PFD Attitude Indicating Systems operate independently, and c) All three Attitude Reference Sensors (IRS 1-2-3) are operative.

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34 NAVIGATION				
3. Standby Multi-Function Controllers (SMC)	A	2	1	(M)(O) Right SMC may be inoperative provided: a) FMS is the navigation source on both PFD's, b) Destination and alternate airports have either LPV, GPS or FMS overlay approaches available without NOTAM restrictions, c) No other display system failures exist, d) Associated Standby Multi-Function Controller circuit breaker is pulled and collared, e) Alternate procedures are established and used, and f) Repairs are made within one (1) flight day.
1) Secondary Flight Displays (SFD)	C	2	0	Except for ER operations, the Attitude position indicator may be inoperative provided not required by 14 CFR.
	B	2	0	Attitude position indicator may be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
	C	2	1	(M) One may be inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, and b) All three Attitude Reference Sensors (IRS 1-2-3) are operative.

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34 NAVIGATION				
3. Standby Multi-Function Controllers (SMC)				
1) Secondary Flight Displays (SFD) (cont'd)				
a) Standby Air Data System (ADS 4) (Altitude and Airspeed Function)	C	1	0	May be inoperative provided: a) Airplane is operated in day VMC only, b) Both Engine Generators are operative, and c) APU Generator is operative.
b) Standby Heading Display	C	2	0	May be inoperative provided all three (3) Heading Reference Systems are operative.
c) NAV 1 / Glideslope / Localizer Function	C	1	0	
d) DME Displays	C	-	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 Systems	C	2	0	May be inoperative provided approach procedures do not require its use.
7. Automatic Direction Finding System	C	1	-	As required by 14 CFR.

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34 NAVIGATION				
8. ATC Transponder and Automatic Altitude Reporting Systems	B	2	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 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 ***	D	-	0	May be inoperative provided operations do not require its use.
	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B Out function that operates normally may be used.

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34 NAVIGATION				
9. Distance Measuring Equipment (DME) Systems	D	2	0	Except where en route operations or approach minimums require its use, any in excess of those required by 14 CFR may be inoperative.
10. Radio Altimeter Systems	C	2	1	(O) May be inoperative provided: a) Remaining Radio Altimeter test results are satisfactory prior to dispatch, b) Landing weather minimums or operating procedures do not require its use, c) Other systems affected (EGPWS, TCAS, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display and automatic cowl/wing anti-icing are considered, and d) Approach capability at destination and alternate airports must be assessed.  NOTE: Selection of RAD ALT inhibits Mode 6 advisories from GPWS which inhibits LPV approach capability.
11. Long Range Navigation Systems (IRS, GPS and GNSSU)	C	-	-	May be inoperative except where operations require the use of GPS or GNSSU.
	C	-	-	As required by 14 CFR.  NOTE: IRS Navigation Function only. See Attitude Reference Sensors for IRS Attitude Function.

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34 NAVIGATION				
11. Long Range Navigation Systems (IRS, GPS and GNSSU) (cont'd)				
1) GNSSU WAAS (Wide Area Augmentation System or SBAS – Space Based Augmentation System) Function	C	2	0	WAAS function may be inoperative provided en route and approach procedures do not require its use.
12. Terrain Awareness and Warning System (TAWS)  Class A TAWS Equipment Required				
1) GPWS	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.
a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
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34 NAVIGATION				
12. TAWS (cont'd)				
c) Glideslope Deviation(s) (Mode 5)	C	-	1	
	B	-	0	
d) Advisory Callouts ***	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
e) Windshear Mode *** (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.
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34	NAVIGATION				
12.	TAWS (cont'd)				
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3)	Terrain Displays	C	-	1	
***		B	-	0	
4)	Runway Awareness & Advisory System (RAAS)	C	2	0	
***					
13.	Lightning Sensor Systems (LSS)	D	-	0	
***					
14.	Stormscope	D	-	0	
***					
15.	Traffic Alert and Collision Avoidance System (TCAS II)	B	1	0	(M) May be inoperative provided system is deactivated and secured, and en route or approach procedures do not require its use.
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34 NAVIGATION				
15. Traffic Alert and Collision Avoidance System (cont'd)				
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) En route or approach procedures do not require its use.
3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) En route or approach procedures do not require its use.
4) Audio Functions	B	1	0	May be inoperative provided en route or approach procedures do not require use of TCAS.
5) Airspace Selection Function ***	C	-	0	

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34 NAVIGATION				
16. *** Microwave Landing Systems (MLS)	D	-	-	As required by 14 CFR.
17. Guidance Panel Digital Indications and Mode Select Indications				
1) Speed Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
2) Heading Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
3) VS/FPA Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
4) Altitude Select Display	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
5) LNAV	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
6) VNAV	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
7) FLCH	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.
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34 NAVIGATION					
17. Guidance Panel Digital Indications and Mode Select Indications (cont'd)					
8) Manual Speed	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
9) Bank Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
10) BC Select	C	1	0	May be inoperative provided the 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/FPA Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
13) Alt Hold Select	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
14) Approach	C	1	0	May be inoperative provided the associated value is available in the Primary Flight Display.	
15) PFD Command	C	1	0	(O) May be inoperative provided the associated value is available in the Primary Flight Display.	

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34 NAVIGATION				
18. 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.
19. Display Units	C	4	3	(M)(O) May be inoperative provided: a) The unit is located in the DU 3 position, and b) The pilot in the left seat flies the airplane.
20. Magnetometers	C	2	0	May be inoperative provided all three (3) IRS's are operative.

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34 NAVIGATION				
21. Head Up Display *** System	D	1	0	May be inoperative provided landing weather minimums or operating procedures do not require its use.
22. Slip-Skid Indicators	B	2	1	May be inoperative provided: a) Both SMC's are installed and operative, and b) An operative slip indication is obtained by selecting another IRS source via the SMC.
	B	2	0	May be inoperative provided airplane is operated during day VMC conditions.
23. Data LAN Management Unit (DLMU)	D	1	0	
24. Air Data Systems (ADS 1-2-3)	C	4	3	(M) (O) May be inoperative provided: a) Standby ADS (ADS 4) is operational, b) Manual Pressurization Control System is operative, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) Autopilot is operative, and f) Airplane is operated in accordance with AFM Limitations.
	C	4	3	NOTE: Two systems are required for operation in RVSM airspace.  (O) May be inoperative provided: a) Airplane is operated in unpressurized configuration, and b) Standby ADS (ADS 4) is operational.

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34 NAVIGATION					
25. Airshow Controller *** System	D	-	0		
1) Cockpit Airshow *** Display System	D	-	0		
2) Cabin Airshow Display *** System	D	-	0		
26. Windshear Warning and Flight Guidance System (Reactive)	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
27. Windshear Detection *** and Avoidance System (Predictive)	C	-	0		(O) May be inoperative provided alternate procedures are established and used.  NOTE: RDR-4000 has predictive windshear detection capability (optional).
28. Cockpit Video *** Monitors	D	-	0		
29. Heads Up Checklist ***	D	-	0		

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34 NAVIGATION					
30. Enhanced Vision *** System (EVS)	D	1	0		NOTE: With EVS inoperative or with one or more EVS SSPCs pulled or tripped a blue "Landing Gear System Fault" CAS message may be displayed.
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.
31. Terrain Server Function/EGPWM Modules	C	2	0		NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction.
32. Advanced Graphics Module (AGM)	C	4	3		(M)(O) May be inoperative provided: a) Inoperative AGM is located in the AGM 3 position, and b) Crew actions for subsequent failures are established.
	C	4	3		(O) May be inoperative provided: a) Inoperative AGM is electronically switched to the AGM 3 position resulting in DU 3 Red Xing, and b) Crew actions for subsequent failures are established.

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34 NAVIGATION				
33. Advanced Graphics Module (AGM) Databases (does not include charts)	C	-	0	May be out of currency provided: a) Current IFR/VFR Aeronautical Charts or appropriate airport information charts are used to verify the information before dispatch, b) Procedures are established and used to verify the status and suitability of Navigation Facilities used to define the route of flight, and c) Approach Navigation Radios are manually tuned and identified.
34. Cockpit Printer	D	1	0	
35. Cursor Control Devices	C	2	0	(M)(O) May be inoperative provided: a) Both Standby Multi-Function Controllers (SMCs) are operative, and b) Current terminal charts for the origin, destination and alternate airports are carried onboard the airplane and available to the flight crew.

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34 NAVIGATION				
36. Multi-function Control Display Units (MCDU)	C	3	2	(M) May be inoperative provided: a) The FMS functions and Radio Tuning functions are operative on the remaining MCDU's, b) All Display Units are operative, and c) The inoperative MCDU is located in either the No. 1 or No. 2 position.  NOTE: MCDU 1 has Standby Engine instruments. MCDU 3 has Backup Radio Tuning functions.
1) Flight Management System (FMS) Function	B	3	1	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. RNP RNAV including PRNAV and BRNAV only require a single FMS.

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34 NAVIGATION				
36. Multi-function Control Display Units (MCDU) (cont'd)				
a) Navigation Databases	C	-	-	Except where en route operations or minimums require a current database, may be out of currency provided: <ul style="list-style-type: none"> <li>a) Current Aeronautical Charts are used to verify Navigation fixes before dispatch,</li> <li>b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and</li> <li>c) Approach Navigation Radios are manually tuned.</li> </ul>
2) Radio Tuning Functions	B	3	2	
37. 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.
38. 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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34 NAVIGATION				
39. 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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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
40. Synthetic Vision *** Primary Flight Display (SV-PFD) Functions		D	2	0	
41. CAS Scroll Switches		D	2	0	May be inoperative provided both CCD's are operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
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	4. REMARKS AND 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	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	C	2	0	May be inoperative provided associated cockpit gauge is operative and monitored.

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35 OXYGEN				
6. 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.
7. Electronic Equipment *** Rack Oxygen Pressure Gauges	D	-	0	May be inoperative provided cockpit gauges are operative.
8. Cockpit Oxygen Pressure Indications	C	2	1	(O) One may be inoperative provided: a) Oxygen Service Panel Pressure Gauges are operative and checked before every takeoff, and b) Crew Oxygen Off and Passenger Oxygen Off messages are not displayed on the CAS prior to every takeoff.
9. Passenger Oxygen Control Panel ALT SELECT (High Alt) Switch	C	1	0	May be inoperative provided airplane is operated from airports no higher than 14,500 feet in accordance with AFM Limitations.
10. Therapeutic Oxygen	C	-	-	As required by 14 CFR.

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	4. REMARKS AND EXCEPTIONS			
36 PNEUMATIC				
1. 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 to be 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, both may be inoperative provided: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Airplane is not operated in forecast or known icing conditions, c) Rear baggage compartment is not used (empty), d) Internal baggage door remains OPEN, and e) Airplane is operated in accordance with AFM Limitations.

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	4. REMARKS AND 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 to be operative and selected OPEN, d) Airplane is not operated in known or forecast icing conditions, and e) 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) Associated Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Airplane is not operated in forecast or known icing conditions, c) Rear baggage compartment is not used (empty), d) Internal baggage door remains OPEN, and e) Airplane is operated in accordance with AFM Limitations.	

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	4. REMARKS AND 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 System (ECS) Packs are operative, c) Isolation Valve is electrically deactivated, d) Isolation Valve is verified CLOSED, and e) Airplane is operated in accordance with AFM Limitations.  NOTE: Valve must be OPENED manually during left engine start.
4. Bleed Air System Switch Capsule Lights	C	4	0	May be inoperative provided Bleed Air System indications are available on the Synoptic display.

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND 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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	3. NUMBER REQUIRED FOR DISPATCH			
38 WATER/ WASTE				
2. Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.  NOTE: Any portion of system which operates normally may be used.
	C	-	-	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured CLOSED and placarded "INOPERATIVE - DO NOT ENTER".  NOTE: These provisos are not intended to prohibit inspections by crewmembers.
3. Lavatory Dump/Drain System	C	-	-	(M) 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 AND EXCEPTIONS			
45 CENTRAL MAINTENANCE COMPUTER				
1. Central Maintenance Computer (CMC)	C	1	0	May be inoperative provided all faults are recorded after each flight.
	C	1	0	(M) May be inoperative or missing provided: a) All faults are recorded after each flight, and b) The CMC module is replaced with an Airflow Blockage Module (ABM) if the CMC module is removed from the MAU.
2. Aircraft Health and Trend Monitoring System (AHTMS)				
1) Aircraft Health and Trend Monitoring Unit (AHTMU)	D	1	0	(M) May be inoperative provided associated circuit breaker is pulled and collared.
2) Remote Data Concentrator (RDC)	D	1	0	(M) May be inoperative provided associated circuit breaker is pulled and collared.
3) Wireless Data Networking Unit (WDNU)	D	1	0	(M) May be inoperative provided associated circuit breaker is pulled and collared.

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	3. NUMBER REQUIRED FOR DISPATCH			
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.  NOTE: Any function, program or document which operates normally may be used.
	D	-	0	May be inoperative provided procedures do not require its use.
2) Data Connectivity *** (Class 2)	C	-	-	(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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46	NEW TECHNOLOGY				
1.	Electronic Flight Bag *** Systems (EFBs) (cont'd)				
4)	Mounting Device *** (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from 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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	4. REMARKS AND 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 generators are operative, and b) RAT is operative.
2. APU EGT Indicators (EICAS and Overhead)	C	2	1	
	C	2	0	Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Driven generators are operative, and c) RAT is operative.
3. APU Tachometers (EICAS and Overhead)	C	2	1	
	C	2	0	Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Driven generators are operative, and c) RAT is operative.
4. APU "READY" Light System	C	1	0	May be inoperative provided the APU is operated in accordance with AFM Limitations.
5. APU Remote Oil Quantity/Serviceing System	C	1	0	May be inoperative provided oil is checked before every flight.

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	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH	
49 AIRBORNE AUXILIARY POWER					
6. APU Oil Pressure *** Gauges	D	-	0		
7. APU Oil Temperature *** Gauges	D	-	0		
8. APU Fuel Pressure *** Gauges	D	-	0		
9. APU Start Indicator Light	C	1	0		
10. APU Air Load Control Valve	C	1	0		(M) May be inoperative provided valve is verified in CLOSED position.
11. APU External Fire Warning Alarm (Fire Warning Bell)	C	1	0		May be inoperative provided an APU operation is monitored in cockpit.
12. APU Air Inlet Door System	C	1	0		(M) Except for ER operations, may be inoperative provided: a) APU Air inlet door is secured fully CLOSED, b) APU is not operated, c) Both Engine Driven generators are operative, and d) RAT is operative.

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49 AIRBORNE AUXILIARY POWER				
13. Surge Control Valve	C	1	0	(O) Except for ER operations, may be inoperative provided: a) APU is restricted to ground use only at pressure altitude of 8000 ft. or below, b) Both Engine Driven generators are operative, and c) RAT is operative.
14. Ignition System Channels	C	2	1	
15. EGT Thermocouple System	C	2	1	
16. Temperature Resistance Bulb (T2)	C	1	0	
17. Inlet Pressure Transmitter (P2)	C	1	0	
18. RPM Speed Sensor Channels	C	2	1	
19. APU Hour Meter	C	1	0	
20. Oil Temperature	C	1	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.
21. APU Start/Engine Cowl *** Interrupt System	D	1	0	
22. Deprime Solenoid	C	1	0	(M) May be inoperative provided airplane is operated in accordance with AFM Limitations.

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	3. NUMBER REQUIRED FOR DISPATCH			
52 DOORS				
1. External / Service Door Warning Light System	C	1	0	(O) May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED/LATCHED. <ul style="list-style-type: none"> <li>• Engine Access (Left Engine)</li> <li>• Engine Access (Right Engine)</li> <li>• External Air</li> <li>• External Power</li> <li>• Forward Cowl (Left Engine)</li> <li>• Forward Cowl (Right Engine)</li> <li>• Fuel Drain Valve (Left Wing)</li> <li>• Fuel Drain Valve (Right Wing)</li> <li>• Fuel Hopper Drain (Left Wing)</li> <li>• Fuel Hopper Drain (Right Wing)</li> <li>• Fuel Service</li> <li>• Ldg Gear Maintenance</li> <li>• Nose Wheel Well</li> <li>• Oxygen Service</li> <li>• Radome</li> <li>• Security</li> <li>• Tail Compartment</li> <li>• Waste Service</li> <li>• Water Service</li> <li>• Wheel Well (Left Main Gear)</li> <li>• Wheel Well (Right Main Gear)</li> </ul>

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52 DOORS				
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. Lavatory Door	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.
5. 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.
6. Main Entry Door Acoustic Curtain/Door System	D	-	-	

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52 DOORS				
7. Main Entry Door Warning System	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) With the parking brake applied and the Main Door closed, the Main Door is visually confirmed latched and locked,</li> <li>b) On line up and ready for takeoff, re-confirm the correct position of the following:                             <ul style="list-style-type: none"> <li>1) FLAP Handle</li> <li>2) SPEED BRAKE Handle</li> <li>3) PARK/EMERG BRAKE Handle</li> <li>4) Landing Gear Control Handle</li> <li>5) Thrust Reverser Levers</li> <li>6) GPWS/GND SPLR FLAP ORIDE Switch, and</li> <li>7) Pitch, Rudder, and/or Roll Trim</li> </ul> </li> </ul> <p>NOTE 1: Main Door Advisory message will change to a Caution Main Door message once the parking brake is released. Caution message will change to a Warning message when power is advanced for takeoff. In addition, it will trigger an associated Aircraft Configuration Warning message.</p> <p>NOTE 2: Warning messages (Main Door and Aircraft Configuration) can not be inhibited for takeoff and must be acknowledged.</p>

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	4. REMARKS AND EXCEPTIONS			
52 DOORS				
8. Overwing Exit Doors Warning System (indicating system inoperative or individual door(s) warning indication)	C	4	0	(O) May be inoperative provided before each departure: a) A crewmember verifies by visual inspection that in each of the four (4) Overwing Exit Doors the locking tabs are extended and engaged, and b) All four (4) Overwing Exit Door Release Handles are stowed flush.
9. Internal Baggage Door Warning System (Cockpit Indications)	C	1	0	May be inoperative provided airplane is operated at or below FL400.
	C	1	0	(O) May be inoperative provided: a) Door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above 40,000 ft after each use, and b) Door is placarded "DO NOT ENTER" at or above 40,000.
10. Interior Pocket Doors	D	-	-	May be inoperative provided the affected door is secured OPEN for taxi, takeoff and landing.  NOTE: Includes pop-up panels, latches, locks and handles.

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		4. REMARKS AND EXCEPTIONS			
71	POWERPLANT				
1.	EPA Tank Ejector Pump	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 normal shutdowns, and c) After two false (wet) starts.

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73 ENGINE FUEL & CONTROL				
1. Fuel Flow Indication Systems				
1) EICAS	C	2	1	May be inoperative provided: a) Associated EPR, LP and HP indicating system are operative, and b) Fuel quantity indicating systems are operative.
2) MCDU	C	2	1	May be inoperative provided: a) Associated EPR, LP and HP indicating system are operative, and b) Fuel quantity indicating systems are operative.
2. Fuel Low Pressure Warning Systems (EICAS)	C	2	1	May be inoperative provided: a) Associated Fuel Boost Pumps are operative, and b) Airplane is operated at or below FL 200.

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73 ENGINE FUEL & CONTROL				
3. Engine FADEC System	A	2	0	(M)(O) Airplane may be dispatched with Blue "Engine Maintenance STD (###)" and/or "Engine Maintenance LTD" messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the BR700-725 A1-12 Time Limits Manual (GVI), chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flight crew before each takeoff.

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	4. REMARKS AND EXCEPTIONS			
74 IGNITION				
1. Ignition Systems				
1) No. 1 Igniters	A	2	1	May be inoperative provided: a) Both No. 2 Igniters are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight hours.
2) No. 2 Igniters	A	2	1	May be inoperative provided: a) Both No. 1 Igniters are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight hours.
2. Ignition ON Indicator Systems	C	2	0	(M) May be inoperative provided both continuous ignition systems are verified to be operative before each flight.

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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. Standby Engine Instruments on Multi-Function Control Display (MCDU)	C	1	0	May be inoperative provided associated EICAS indication is operative.

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		2. NUMBER INSTALLED			
78 ENGINE EXHAUST  1. Thrust Reversers		C	2	0	3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS AND EXCEPTIONS
					(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 Limitation and Procedures.

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79 ENGINE OIL				
1. Low Oil Pressure Warning Systems	C	2	1	May be inoperative provided oil pressure indication for both engines are operative.
2. Engine Oil Replenishment System	D	1	0	
3. Imminent Oil Filter Blockage Indication	A	2	1	(M) May be inoperative provided: a) CMC is checked and the "OIL FILTER IMMINENT 7934002 [L-R] ENG" fault message associated with Imminent Oil Filter Blockage is present, b) Associated oil filter bypass pop up indicator is verified in normal (recessed) position before each engine start, c) Oil filter is changed every flight day or every 15 flight hours, whichever occurs first, d) All three Chip Detectors are checked and verified to be free of all debris in accordance with the AMM, e) Procedures are in place to ensure all other DND (Do Not Dispatch) messages are addressed before dispatch, and f) Repairs are made within three (3) flight days.  NOTE: Imminent Oil Filter Blockage will display an amber CAUTION "Engine Maintenance (L-R)" CAS message. Dispatch is allowed with this message displayed after complying with the required (M) procedure.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
79 ENGINE OIL				
4. Oil Quantity Indication Systems (EICAS/ SMC / Ground Service Control Panel)	C	3	0	May be inoperative provided the engine oil quantity is verified on the engine oil quantity gauge before each engine start.
5. Oil Filter Pressure Switch Fault Indications	C	2	0	(M) May be inoperative provided: a) Associated oil filter bypass pop up indicator is verified in normal (recessed) position before each engine start, b) Oil filter fault is not displayed in CMC, c) Fault is confirmed to be on the indication system, and d) Procedures are in place to ensure all other DND (Do Not Dispatch) messages are addressed before dispatch.  NOTE: An amber "Engine Maintenance Required" message will still be displayed on the Crew Alerting System. Dispatch is allowed with this message displayed after complying with the required (M) procedure.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
80 STARTING				
1. Engine Starting Systems	C	2	0	(M)(O) May be inoperative provided: a) Continuous 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) Continuous 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 Engine Start Valve Fails To Open Procedure.
2. Auto Start Systems	C	2	0	May be inoperative provided: a) Alternate start system is operative, and b) AFM procedures for alternate engine start are used to start engines.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
80 STARTING				
3. Start Valve Position Indication	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 following engine start by visual means.
	C	2	0	(M)(O) May be inoperative provided: a) Continuous 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) Continuous 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 Engine Start Valve Fails To Open Procedure.

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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
80 STARTING				
4. 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) Continuous Ignition, Engine Selector and Start switches are switched to the OFF position when engine has reached self-sustaining speed.