



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 1
Date: 11/30/2016

** FOR 14 CFR PART 91 and 135 OPERATIONS ONLY **

Honda Aircraft Company **HA-420**

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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LOG OF REVISIONS

REV NO.	DATE	PAGE NUMBERS
Original	05/04/2016	Original Issue.
1	11/30/2016	Complete Revision, All Pages.

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for Revision 1. It is the result of an electronic Flight Operations Evaluation Board (FOEB).

PAGE	EXPLANATION OF CHANGE
ALL	Entire document is reformatted, using Version 4 of the MMEL templates for both airplanes and rotorcraft.

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FEDERAL AVIATION ADMINISTRATION		
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DEFINITIONS		

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS in accordance PL-25 Appendix B.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25 Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

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PREAMBLE		

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE or PL-36, 14 CFR PART 91MEL APPROVAL AND PREAMBLE.

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GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List, Honda Aircraft Company (M) and (O) Procedures, published by Honda Aircraft.

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Cockpit Evaporator Fan	C	1	0	(O) May be inoperative provided: a) Cabin evaporator fan and air conditioning system are operative, b) Cockpit temperature does not exceed 40 degrees C, and c) Cockpit Evaporator Fan is disabled. NOTE: "ECS AIR COND FAULT" CAS Message will be displayed.	
21-02	Cabin Evaporator Fan	C	1	0	(O) May be inoperative provided: a) Cockpit evaporator fan and air conditioning system are operative, and b) Cabin Evaporator Fan is disabled. NOTE: "ECS AIR COND FAULT" CAS Message will be displayed.	
21-03	Ground Cooling Fan	C	1	0	(O) May be inoperative provided: a) Engine bleeds are selected "OFF" while on the ground, b) Cockpit temperature does not exceed 40 degrees C, c) Cockpit/cabin fans and temperature control systems are operative, d) Engine bleeds are selected to "NORM" just after takeoff, and e) Engine bleeds are selected to "OFF" just prior to landing. NOTE: "ECS GROUND COOLING FAN FAIL" CAS Message will be displayed.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
32-01	Cabin Pressurization Data Unit	B	1	0	(O) May be inoperative provided: a) "CABIN ALT CTRL FAIL" CAS message is not displayed, and b) All Cabin Pressure indications on ASI are operative.	
33-01	Outflow Valve Assy	B	2	1	(O) May be inoperative provided: a) Both Cabin inflow systems are operative, b) DUMP switch is selected to "DUMP" and DUMP icon on ASI is verified, and c) Aircraft is not operated above 10,000 feet MSL.	
50-01	Compressor Drive Module	C	1	0	(M)(O) May be inoperative provided: a) Cockpit temperature does not exceed 40 degrees C, b) Cockpit/cabin fans and temperature control systems are operative, and c) Compressor Drive Module has been disabled. NOTE: "ECS AIR COND FAIL" CAS Message will be displayed.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
00-03	TO/GA Switch	C	2	1		
10-01	Autopilot Disengage/ Acknowledge Switch (YOKE)	C	2	1	May be inoperative provided left side Autopilot Disengage/Acknowledge switch is operational for single pilot operations.	
10-02	Autopilot System	C	-	0	May be inoperative provided operations do not require its use. NOTE: "AUTOPILOT FAIL" CAS Message may be displayed.	
10-03	Control Wheel Steering (CWS) Switch	C	2	0		
16-01	AFCS/Trim Master Switch	C	2	1	May be inoperative provided AFCS/Trim Master Switch is operational for pilot flying side.	
30-01	Cruise Speed Control (CSC) System	D	1	0		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
00-01 ***	Satellite Communication System	D	1	0		
12-01	Communication System (VHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. NOTE: Com 1 is the only VHF communication system that is powered by one of the critical busses listed above.	
20-01 ***	CPDLC	C	1	0	(O) May be inoperative provided procedures do not require its use. NOTE: "CPDLC FAIL" CAS Message may be displayed.	
21-01	XM Weather	D	-	0	NOTE: "XM DATALINK FAIL" CAS Message may be displayed.	
21-02 ***	XM Radio	D	-	0	NOTE: "XM DATALINK FAIL" CAS Message may be displayed.	
40-01 ***	Cabin Speakers	C	2	0		
40-02 ***	Passenger Address (PA)	C	1	0	(O) May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal, and emergency procedures, and/or operating restrictions are established and used.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
	Holder of an Air Carrier or Commercial Operator Certificate					
	Flight Deck Headsets Earphones/Headphones and Boom Microphones					
50-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
50-02	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
50-03	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
50-04	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
	Operator other than a Holder of an Air Carrier or Commercial Operator Certificate					
	Flight Deck Headsets/ Headphones					
50-05	Headsets/Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
50-06	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 14 CFRs.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
50-07	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
50-08	Active Noise Canceling/ Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
50-09	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
50-10	Remote Audio Panel (RAP)	A	2	1	(O) May be inoperative provided: a) Left remote audio panel is operational, b) Aircraft is operated single pilot, and c) Repairs are made within 3 flight legs. NOTE: "R AUDIO FAIL" CAS Message may be displayed.	
50-11	PTT Switch	C	4	2	(O) May be inoperative provided one operational PTT switch (glare shield or control yoke) is available on each side.	
		C	4	1	(O) May be inoperative provided: a) One operational PTT switch (glare shield or control yoke) on the left side is available, and b) Aircraft is operated single pilot.	
50-12	Cockpit Speaker	C	2	1	(O) May be inoperative provided: a) Left side speaker is operational, b) Aircraft is operated from the left seat, and c) For two pilot operations, the copilot must use an operational headset.	
60-01	Static Dischargers	C	13	12	(O) Static discharger (wick) may be missing from Fin Cap.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
22-01 ***	Cabin Inverter	D	-	0	(M)(O) May be inoperative provided affected inverter is deactivated. NOTE: Any outlets that are operational may be used.	
40-01	External Power	D	1	0	May be inoperative provided ground functions do not require its use.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
00-01 ***	Non-Essential Equipment and Furnishings (NEF)	C	-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) & (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ashtrays are not considered NEF Items.	
10-01	Cabin/Cockpit Curtain	D	-	0	(O) May be missing or inoperative provided cabin wash lights remain off during night flight.	
10-02	Copilot Seat	D	1	0	(O) Copilot seat may be inoperative provided: a) Seat is placarded inoperative, b) Seat is latched in full aft position, and c) Seat remains unoccupied during flight.	
10-03	Copilot Seat Belt	D	1	0	(O) Copilot seat belt may be inoperative provided: a) Seat is placarded inoperative, b) Seat is latched in full aft position, and c) Seat remains unoccupied during flight.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
10-04	Crew Seat Armrest	C	1	0	(O) May be inoperative or missing and seat occupied provided armrest does not impede crew egress.	
10-05	Crew Seat Headrest	C	1	0	(O) May be inoperative and seat occupied provided headrest is in a position acceptable to crewmember.	
10-06	Crew Seat Thigh Control	C	1	0	(O) May be inoperative and seat occupied provided thigh adjustment is in a position acceptable to crewmember.	
10-07	Crew Seat Lumbar Control	C	1	0	(O) May be inoperative and seat occupied provided lumbar adjustment is in a position acceptable to crewmember.	
10-08	Sun Visor	D	2	0	(O) May be inoperative provided the sun visor is stowed so it does not impede pilot's field of view.	
10-09	Cockpit Assist Handle	D	2	1		
20-01	Electrically Dimmable Window Shade	D	6	0		
20-02 ***	Cabin Window Pleated Shade	D	6	2	May be inoperative providing one on each side is operable.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
20-03	Cabin Seat (Includes Side Facing Seat)	D	-	0	(O) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Affected seat is blocked and placarded inoperative, and c) Affected seat is latched and remains unoccupied during taxi, takeoff, landing, or when the seatbelt sign is illuminated. NOTE: A seat with an inoperative Seat Belt or Headrest is considered inoperative.	
20-04	Cabin Seat Recline Mechanism	D	1	0	(O) May be inoperative and seat occupied provided seat back is latched in the full upright position.	
20-05	Cabin Seat Slide Mechanism	D	1	0	(O) May be inoperative and seat occupied provided seat is latched in the fully stowed position.	
20-06	Cabin Seat Armrest	D	1	0	(O) May be inoperative or missing and seat occupied provided armrest does not block an Emergency Exit.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
20-07	Table	D	2	0	(O) May be inoperative provided the table is in the stowed position.	
20-08	Cabinet	C	3	0	(O) May be inoperative provided: a) Procedures are established to secure compartment closed, b) Any emergency equipment located in the compartment is considered inoperative, c) Affected compartment is not used for stowage except for permanently affixed items, and d) Affected cabinet is prominently placarded "DO NOT USE".	
40-01	Lav Door	D	1	0	(O) May be inoperative provided door is latched fully open or closed.	
50-01	FWD Baggage Net	D	1	0	(O) Individual components may be inoperative or missing provided baggage is secured by alternate means.	
50-02 ***	Luggage Valet Restraint Assy	D	1	0	(O) Individual components may be inoperative or missing provided baggage is secured by alternate means.	
50-03	Aft Baggage Net	D	1	0	(O) Individual components may be inoperative or missing provided baggage is secured by alternate means.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
62-01-01	Emergency Locator System Fixed ELT	A	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	1	0	(M) May be missing provided repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
62-01-02 ***	Survival Type ELT	D	-	0	Any in excess of those required by 14 CFR may be missing.	
64-01 ***	Life Raft	D	-	0	(O) Raft may be inoperative provided: a) It is not required by 14 CFR, and b) Raft is removed or stored in such a way that its use is prevented.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Yoke Trim Switch	B	2	1	May be inoperative provided Yoke Trim Switch is operational for pilot flying side.	
20-01	Rudder Pedal Adjustment	C	4	0	(O) May be inoperative provided: a) Each crewmember's rudder pedals are adjusted equally, b) Affected pedal is latched in a detent, and c) Each crewmember seated at affected station verifies full control movement and brake application is available while restrained prior to each flight.	
60-01 ***	Speed Brake Control Switch	C	1	0	(M)(O) May be inoperative provided: a) Speed Brake position and switch position agree, and b) Speed Brakes are deactivated in the retracted position.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Fuel Cap Lanyard	D	1	0	May be missing/broken provided fuel cap is installed and verified closed and secured prior to flight.	
10-02	Fuel ISO Valve					
	(OPEN)	B	1	0	(O) May be inoperative provided, Fuselage tank remains empty.	
	(CLOSED)	B	1	0	(O) May be inoperative provided "FUEL LEVEL CTRL FAULT" CAS Message is not displayed.	
					NOTE: Refuel time will be substantially increased (3 GPM). Fuselage tank will fill prior to wing and C/T tanks. Boost pumps must be operated to completely fill wing tanks. C/T will only fill to approximately 600 lbs.	
41-01 ***	External Fuel Gauge	D	1	0		

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
00-01	HYD FLUID LEVEL LOW CAS Message	B	-	-	(M) May be displayed provided main hydraulic reservoir is verified serviced to proper level before each flight.	
00-02	HYD FLUID OVERFILL CAS Message	B	-	-	(M) May be displayed provided main hydraulic reservoir is verified serviced to proper level before each flight.	
10-01	Ecology Bottle	D	1	0		

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Wing Anti-Ice Valve	C	2	0	(O) May be inoperative provided: a) Wing Anti-Ice is selected "OFF", b) Wing Anti-Ice Valve is verified closed, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
10-02	Wing Anti-Ice Cross-Flow Valve	C	1	0	(O) May be inoperative provided: a) Wing Anti-Ice is selected "OFF", and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
10-03	Wing Anti-Ice Temp Sensor	C	4	0	(O) May be inoperative provided: a) Wing Anti-Ice is selected "OFF", and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "WING ANTI-ICE FAULT or WING ANTI-ICE FAIL" CAS Message may be displayed.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
10-04	De-Ice Control Unit	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "TAIL DE-ICE FAIL" CAS Message may be displayed.	
11-01	Energy Storage Bank	C	1	0	(O) May be inoperative provided: a) Tail De-Ice system is selected "OFF", and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
12-01	De-Ice Actuator	C	20	19	(O) One may be inoperative provided Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "TAIL DE-ICE FAULT" CAS Message may be displayed.	
		C	20	0	(O) Two or more may be inoperative provided: a) Tail De-Ice system is selected "OFF", and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Cowl Anti-Ice Valve (OPEN)	C	2	0	(O) May be inoperative provided: a) ENG Anti-Ice switch is in the "ON" position, and b) AFM "A/I ON" performance data is used. NOTE: See AFM performance data.	
	Cowl Anti-Ice Valve (CLOSED)	C	2	0	(O) May be inoperative provided: a) ENG Anti-Ice switch is in the "OFF" position, b) Cowl Anti-ice Valve is verified closed, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG ANTI-ICE FAIL" CAS Message may post if IBIT fails.	
20-02	Cowl Anti-Ice Press Sensor	C	2	0	(O) May be inoperative provided: a) ENG Anti-Ice switch is in the "OFF" position, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG ANTI-ICE FAULT" CAS Message may be displayed.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
20-03	Cowl Anti-Ice Temp Sensor	C	2	0	(O) May be inoperative provided: a) ENG Anti-Ice switch is in the "OFF" position, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG ANTI-ICE FAULT" CAS Message may be displayed.	
40-01	Windshield Heat Control Unit	C	2	1	(O) May be inoperative provided: a) WSHLD HEAT L(R) switch is in the "OFF" position, b) Alternate means of window defogging is used, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
80-01	Ice Detector	C	2	1	(O) May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "ICE DETECT FAULT" CAS Message may be displayed.	
		C	2	0	(O) May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "ICE DETECT FAIL" CAS Message may be displayed. NOTE: All Automatic Ice protection will be inoperative.	

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31. INSTRUMENTS

Sequence No.	Item	1	2	3	4	Change Bar
30-01 ***	Flight Data Recorder (FDR) System (For a Holder of an Air Carrier or Commercial Operator Certificate)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.	

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31. INSTRUMENTS

Sequence No.	Item	1	2	3	4	Change Bar
30-01 ***	Flight Data Recorder (FDR) System (Cont'd)					
	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
30-01 ***	Flight Data Recorder (FDR) System (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with 14 CFR.	
40-01	Electronic Checklist (ECL)	D	-	0	(O) May be inoperative provided Hard Copy checklist is available and used.	
40-02	Chime Mute Button	C	2	0		

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31. INSTRUMENTS

Sequence No.	Item	1	2	3	4	Change Bar
40-03	Display Reversion Switch	C	2	1	(O) May be inoperative provided: a) Left side display reversion switch is operational, and b) Aircraft is operated from the left seat.	
40-04	Yoke, System Control Button	C	2	0		
50-01	Master Caution Lights	B	2	1	The left side Master Caution Lights must be operational for single pilot operations.	
50-02	Master Warning Lights	B	2	1	The left side Master Warning Lights must be operational for single pilot operations.	
60-01	Mode Control Panel					
-01	CRS Knob	C	2	0	May be inoperative provided operations do not require its use.	
-02	SPD SEL Knob	C	1	0		
-03	CSC Button	C	1	0		
-04	BANK Button	C	1	0		
-05	ALT Button	C	1	0		

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31. INSTRUMENTS

Sequence No.	Item	1	2	3	4	Change Bar
60-01	Mode Control Panel (Cont'd)					
-06	VNV Button	C	1	0	May be inoperative provided operations do not require its use.	
-07	FD Button	C	2	0	May be inoperative provided operations do not require its use.	
-08	VS Button	C	1	0	May be inoperative provided FLC Button is operative.	
-09	FLC Button	C	1	0	May be inoperative provided VS Button is operative.	
-10	CPL Button	B	1	0	May be inoperative provided aircraft is operated from left seat.	
-11	Pitch Wheel	C	1	0	May be inoperative provided FLC Button is operative.	
60-02	BARO SET Knob	B	2	1	May be inoperative provided: a) Left side is operative for single pilot operation, and b) Baro sync function is operative and selected.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Brake Wear Pin	C	4	2	(O) May be missing provided one indicator per brake assembly is functional.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Flight Deck Lighting	C	-	-	(O) Individual lights may be inoperative provided: a) Remaining Lighting System Lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System Lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
20-01	Cabin Lights	D	-	1	(O) May be inoperative provided entry door light is operational for night flights.	
20-02	Passenger Lighted Information Sign	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
30-01	Service Lights (Baggage)	D	-	0		
40-01	Beacon Light	C	1	0	NOTE: Navigation or Strobe lights may be used on ground to alert nearby aircraft or personnel when engines are running or prior to start.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
40-02 ***	Ice Inspection Light	C	-	0	(O) May be inoperative provided: a) Aircraft is not operated in known or forecasted icing conditions at night, and b) Ground deicing procedures do not require their use.	
		C	-	1	(O) One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require their use.	
41-01	Landing Light	C	2	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
41-02	Taxi Light	C	4	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
41-03	Taxi Light, Wing	C	2	1	(O) One may be inoperative provided the recognition lights are operative and commanded ON during night operation.	
41-04	Taxi Light, Belly	C	2	0	(O) May be inoperative provided the landing lights are operative and commanded ON during night operation.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
41-05	Recognition Light Flasher Assy	C	1	0		
41-06	Recognition Light	C	2	0		
41-07	Light, Position (Wing/Tail)	C	3	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
41-08	Power Supply, Tail	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
41-09 ***	LOGO Light	D	2	0		

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Attitude and Heading Reference System	B	2	1	(O) May be inoperative provided: a) Operations are conducted in day VMC only, b) Operative AHRS is selected as attitude and heading source to both PFDs, and c) RVSM operations are not conducted. NOTE: "AHRS 1(2) FAIL" CAS Message may be displayed.	
20-02	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute 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 3 flight days.	
-01	Aural Alert	C	-	1		
		C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
20-02	Altitude Alerting System (Cont'd)					
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
21-01	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	(O) 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.	
22-01	Magnetometer	B	3	2	(O) May be inoperative provided functional heading source is selected for each crewmember's PFD.	
34-01	Marker Beacon Receiver	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Procedures do not require its use.	
42-01	Weather Radar System	D	1	0	May be inoperative provided procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
44-01	Radio Altimeter	C	-	0	(M)(O) May be inoperative provided: a) Operational procedures do not require its use, and b) System is deactivated.	
					NOTE: TCAS II and TAWS A will be failed.	
44-02 ***	TAWS Equipment (Class A) GPWS	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-01	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-02	Test Mode	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
-03	Glideslope Deviation (Mode 5)	C	-	1		
-04	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
44-02 ***	TAWS Equipment (Class A) (Cont'd)					
-05 ***	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) operates normally.	
-06	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.	
-07	Terrain Displays	C	-	1		
		B	-	0		
-08	Runway Awareness and Advisory System (RAAS)	C	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
44-03	TAWS Equipment (Class B)	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-01	Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
-02	Test Mode	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
-03	Modes 2, 4, and 5	C	3	0		
-04	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
-05 ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
44-03	TAWS Equipment (Class B) (Cont'd)					
-06	Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
-07	Terrain Displays	C	-	0		
-08 ***	Runway Awareness and Advisory System (SurfaceWatch)	C	1	0		
45-01	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
45-01 ***	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
45-01 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
45-02	Resolution Advisory (RA) Display System(s)	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) Enroute or approach procedures do not require its use.	
		C	2	1	May be inoperative on non-flying pilot's side.	
45-03	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
45-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
45-05	Airspace Selection Function	C	-	0		
51-01 ***	Distance Measuring Equipment (DME)	D	-	0	Any in excess of those required by 14 CFR may be inoperative. NOTE: "DME FAIL" CAS Message may be displayed.	

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Sequence No.	Item	1	2	3	4	Change Bar
52-01	ATC Transponder and Altitude Reporting System	B	-	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: "TRANSPONDER 1(2) FAIL" CAS Message may be displayed.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative. NOTE: "TRANSPONDER 1(2) FAIL" CAS Message may be displayed.	
52-02	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not Required by 14 CFR)	A	-	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next scheduled maintenance visit.	
52-03	ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
52-04	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.	
52-05	Altitude Reporting System	B	-	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: "TRANSPONDER 1(2) FAIL" CAS Message may be displayed.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative. NOTE: "TRANSPONDER 1(2) FAIL" CAS Message may be displayed.	
52-06	Ident Switch (Yoke)	C	2	0	(O) May be inoperative provided IDENT selection through CDU is operational.	
54-01	VOR/ILS	D	2	1	One may be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
		C	-	0	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
54-01	VOR/ILS (Cont'd)					
-01	Glide Slope	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use. NOTE: "GLIDE SLOPE 1(2) FAIL" CAS Message may be displayed.	
55-01 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided procedures do not require its use. NOTE: "ADF FAIL" CAS Message may be displayed.	
57-01	GPS	B	2	1	May be inoperative provided: a) Not required by 14 CFR, and b) Operations do not require its use.	
61-01	Aviation Databases	C	-	0	(O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established to verify status and suitability of navigation facilities used to define route of flight, c) Approach navigation radios are manually tuned and identified, and d) RNAV departure, RNAV arrivals, instrument approaches, and published RNAV routes based on RNAV guidance are not used. NOTE: "AVIONICS FAULT" CAS Message may be displayed.	

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Oxygen Pressure Gauge (Fwd Baggage)	D	1	0		
00-02	Remote Fill Port, Oxygen Bottle	D	1	0		
10-01	Crew Mask storage Box (Audio Switch)	B	2	0	NOTE: Oxygen EMER Switch must be used to activate mask microphone.	
10-02	Oxygen Pressure Switch (Cockpit)	B	1	0	(O) May be inoperative provided Oxygen Mask PRESS TO TEST button is depressed for a minimum of 5 seconds to verify Oxygen flow. NOTE: "OXYGEN UNAVAILABLE" CAS Message may be displayed.	
10-03	Copilot Oxygen Mask	C	1	0	(O) May be inoperative provided copilot seat is not occupied and seat is placarded "DO NOT OCCUPY".	
20-01	Cabin Control Valve	B	1	0	(O) May be inoperative provided: a) Cabin is not occupied, b) Aircraft is not operated above 10,000 feet, and c) Select Cabin Control Valve to "OFF", and verify no decrease in Oxygen quantity.	
20-02	Passenger Mask Deployment system	B	4	0	(O) Individual Passenger Oxygen Modules may be inoperative provided the associated seats are placarded "DO NOT OCCUPY".	

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4. REMARKS OR EXCEPTIONS

36. PNEUMATICS

Sequence No.	Item	1	2	3	4	Change Bar
00-04	HP REG Shutoff Valve (HPRSOV)	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected Cabin Inflow and Engine Bleed switches are selected "OFF", c) The Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
00-05	Nacelle Shutoff Valve (NPRSOV)	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected Cabin Inflow and Engine Bleed switches are selected "OFF", c) The Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
10-01	Flow Control Valve (FCSOV)	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected Cabin Inflow and Engine Bleed switches are selected "OFF", c) The Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

36. PNEUMATICS

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Temperature Modulating Valve	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected Cabin Inflow and Engine Bleed switches are selected "OFF", c) The Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
11-02	Temperature Modulating Valve Temperature Sensor	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected Cabin Inflow and Engine Bleed switches are selected "OFF", c) The Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) CABIN BLEED FAULT" CAS Message may be displayed.	
11-03	Fan Air Valve	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected Cabin Inflow and Engine Bleed switches are selected "OFF", c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG BLEED FAIL" CAS Message may be displayed.	

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MMEL TABLE KEY

SYSTEM &
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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

36. PNEUMATICS

Sequence No.	Item	1	2	3	4	Change Bar
11-04	Fan Air Temp Sensor	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected Cabin Inflow and Engine Bleed switches are selected "OFF", c) The Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG BLEED FAIL/FAULT" CAS Message may be displayed.	
11-05	Fan Air Valve Controller	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected Cabin Inflow and Engine Bleed switches are selected "OFF", c) The Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG BLEED FAIL" CAS Message may be displayed.	
20-01	Manifold Press Sensor	B	2	1	(O) May be inoperative provided: a) Remaining bleed is operative, b) Affected Cabin Inflow and Engine Bleed switches are selected "OFF", c) Aircraft is operated at or below FL 250, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: "L(R) ENG BLEED FAULT" CAS Message may be displayed.	

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MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Dual Tank Assy, Water	D	1	0	(O) May be inoperative provided: a) Lavatory sink is placarded inoperative, and b) Water tank is emptied prior to flight.	
20-02	Sink Drain Assy, Water	D	1	0	(O) May be inoperative provided: a) Lavatory sink is placarded inoperative, and b) Water tank is emptied prior to flight.	
20-03	Pump Assy, Water System	D	1	0	(O) May be inoperative provided: a) Lavatory sink is placarded inoperative, and b) Water tank is emptied prior to flight.	
20-04	Faucet Assy, Water System	D	1	0	(O) May be inoperative provided: a) Lavatory sink is placarded inoperative, and b) Water tank is emptied prior to flight.	
20-05	Hydraulic Block Assy, Water	D	1	0	(O) May be inoperative provided: a) Lavatory sink is placarded inoperative, and b) Water tank is emptied prior to flight.	
30-01	Flush Pump	D	1	0	(O) May be inoperative provided: a) Lavatory toilet is placarded inoperative, and b) Lavatory toilet is drained prior to flight.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
30-02	Flush Timer	D	1	0	(O) May be inoperative provided: a) Lavatory toilet is placarded inoperative, and b) Lavatory toilet is drained prior to flight.	
30-03	Flush Switch	D	1	0	(O) May be inoperative provided: a) Lavatory toilet is placarded inoperative, and b) Lavatory toilet is drained prior to flight.	
30-04	Toilet Assembly	D	1	0	(O) May be inoperative provided: a) Lavatory toilet is placarded inoperative, and b) Lavatory toilet is drained prior to flight.	
30-05 ***	Lav Service Fittings	D	2	0	(O) May be inoperative provided: a) Lavatory toilet is placarded inoperative, and b) No leaks present at fittings.	
30-06 ***	Macerator	D	1	0	(O) May be inoperative provided lavatory toilet is placarded inoperative.	

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MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
10-01	KEY LOCK, Main Entry Door	D	1	0	(O) May be inoperative provided: a) Affected door is verified fully closed, latched, and locked, and b) Corresponding "CABIN DOOR UNSAFE" CAS Message is not displayed. NOTE: The word locked is referring to the locking feature on the latching system rather than the KEY LOCK.	
30-01	KEY LOCK, FWD Baggage Door	D	1	0	(O) May be inoperative provided: a) Affected door is verified fully closed, latched, and locked, and b) Corresponding "FWD BAG DOOR UNSAFE" CAS Message is not displayed. NOTE: The word locked is referring to the locking feature on the latching system rather than the KEY LOCK.	
30-02	KEY LOCK, AFT Baggage Door	D	1	0	(O) May be inoperative provided: a) Affected door is verified fully closed, latched, and locked, and b) Corresponding "AFT BAG DOOR UNSAFE" CAS Message is not displayed. NOTE: The word locked is referring to the locking feature on the latching system rather than the KEY LOCK.	

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MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
00-01	FADEC System					
	Time Limited Dispatch Faults	A	-	-	(M) May be dispatched with system faults provided repairs are made in accordance with the times established in the GHAE LMM 72-00-00.	

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SECTION 2

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

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STATEMENT PAGE

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

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MMEL TABLE KEY

SEQUENCE NO.	CAS MESSAGE	1. REPAIR CATEGORY	
		2. DISPATCH CONSIDERATION	

A AND C MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
A				
	ADF FAIL CAS Message	C	See MMEL 34-55-01.	
	ADS B OUT 1(2) FAIL CAS Message	C	See MMEL 34-52-03.	
52-70-01	AFT BAG DOOR OPEN CAS Message	C	(O) May be displayed provided: a) The Door structural integrity remains unaffected, b) Door Mechanism functions as intended, c) With the door open, verify the proper operation of the four door latches, d) Close the door and verify the four latches on the aft baggage door are closed and latched and door is flush with Outer Mold Line (OML) of airframe.	
			NOTE: "AFT BAG DOOR UNSAFE" CAS Message may post during taxi and flight.	
	AHRS 1(2) FAIL CAS Message	B	See MMEL 34-20-01.	
	R AUDIO FAIL CAS Message	C	See MMEL 23-50-10.	
	AUTOPILOT FAIL CAS Message	C	See MMEL 22-10-02.	
	AVIONICS FAULT CAS Message	-	See MMEL 34-61-01.	
C				
	CABIN ALT CTRL FAIL CAS Message	B	See MMEL 21-33-01.	
	CABIN ALT CTRL FAULT CAS Message	B	See MMEL 21-33-01.	
	CABIN ALT FAULT CAS Message	B	See MMEL 21-32-01.	

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MMEL TABLE KEY

SEQUENCE NO.	CAS MESSAGE	1. REPAIR CATEGORY
		2. DISPATCH CONSIDERATION

C MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
C (Cont'd)				
	CABIN ALT HIGH CAS Message	B	See MMEL 21-33-01.	
24-60-01	CABIN BUS FAIL CAS Message	D	(O) May be displayed provided CABIN POWER Switch is selected "OFF".	
	L(R) CABIN BLEED FAIL CAS Message	B	See MMEL 36-10-01.	
	L(R) CABIN BLEED FAULT CAS Message	B	See MMEL 36-10-01.	
	L(R) CABIN BLEED TEMP HIGH CAS Message	B	See MMEL 36-10-01.	
52-70-02	CABIN DOOR OPEN CAS Message	C	(O) May be displayed provided: a) The Cabin Door is verified closed and latched, b) Verify the four visual indicators show locked (Green) before each flight, and c) Door structural integrity remains unaffected and Mechanism functions as intended. NOTE: "CABIN DOOR UNSAFE" CAS Message may post during taxi and flight.	
	COM 1 (2) TEMP HIGH CAS Message	C	See MMEL 23-00-01.	
	CPDLC FAIL CAS Message	C	See MMEL 23-20-01.	
	CPDLC TEMP HIGH CAS Message	C	See MMEL 23-20-01.	
	CRUISE SPD CTRL FAIL CAS Message	D	See MMEL 22-30-01.	
	CVR FAIL CAS Message	A	See MMEL 31-30-01.	

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MMEL TABLE KEY

SEQUENCE NO.	CAS MESSAGE	1. REPAIR CATEGORY
		2. DISPATCH CONSIDERATION

D AND E MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
D				
	DME FAIL CAS Message	C	See MMEL 34-51-01.	
E				
	ECS AIR COND FAIL CAS Message	B	See MMEL 21-50-01.	
	ECS AIR COND FAULT CAS Message	C	See MMEL 21-21-01/02.	
	ECS GND COOLING FAN FAIL CAS Message	C	See MMEL 21-21-03.	
52-70-05	ELEC SRVC DOOR OPEN CAS Message	C	(O) May be displayed provided the ELEC SRVC door is secured closed prior to flight.	
52-70-03	EMER EXIT DOOR UNSAFE CAS Message	C	(O) May be displayed provided: a) Door structural integrity remains unaffected, b) With the door open, verify the mechanism functions as intended, and c) Close door and verify door and latch handle is flush with Outer Mold Line (OML) of airframe before each flight.	
	L(R) ENG ANTI-ICE FAIL CAS Message	C	See MMEL 30-20-01 (Closed).	
	L(R) ENG ANTI-ICE FAULT CAS Message	C	See MMEL 30-20-02/03.	
	L(R) ENG BLEED FAULT CAS Message	B	See MMEL 36-00-04.	
	L(R) ENG TLD CAS Message	A	See MMEL 73-00-01.	
76-01-01	ENG SYNC FAIL CAS Message	D	May be displayed.	

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MMEL TABLE KEY

SEQUENCE NO.	CAS MESSAGE	1. REPAIR CATEGORY
		2. DISPATCH CONSIDERATION

F AND G MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
F				
	FDR FAIL CAS Message	A	See MMEL 31-30-01.	
27-50-01	FLAP DEGRADE CAS Message	C	(O) May be displayed provided: a) Message is displayed only during Flap operation, b) During Flap operation, no other Flap CAS Message is displayed, c) Flap indication on ASI is operative, and d) Flaps are visually checked for functionality before each flight.	
	FUEL ISO VALVE CLOSED CAS Message	C	See MMEL 28-10-02.	
	FUEL ISO VALVE OPEN CAS Message	B	See MMEL 28-10-02.	
52-70-04	FWD BAG DOOR OPEN CAS Message	C	(O) May be displayed provided: a) The Door structural integrity remains unaffected, b) Door Mechanism functions as intended, c) With the door open, verify the proper operation of the four door latches, and d) Close the door and verify the four latches on the forward baggage door are closed and latched and door is flush with Outer Mold Line (OML) of airframe. NOTE: "FWD BAG DOOR UNSAFE" CAS Message may post during taxi and flight.	
G				
	GLIDE-SLOPE 1(2) FAIL CAS Message	C	See MMEL 34-54-01-01.	

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MMEL TABLE KEY

SEQUENCE NO.

CAS MESSAGE

1. REPAIR CATEGORY

2. DISPATCH CONSIDERATION

H, I, L, M, O, AND R MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
H				
	HYD FLUID LEVEL LOW CAS Message	B	(See MMEL 29-00-01).	
	HYD FLUID OVERFILL CAS Message	B	(See MMEL 29-00-02).	
I				
	ICE DETECT FAIL CAS Message	C	See MMEL 30-80-01.	
	ICE DETECT FAULT CAS Message	C	See MMEL 30-80-01.	
L				
33-40-04	LIGHTING CONTROL 1 FAIL CAS Message	C	(O) May be displayed provided aircraft is operated between sunrise and sunset only.	
			NOTE: The following lights will be inoperative: Left Belly Landing/Taxi Light, Left and Optional Right Ice inspection Light, Left- Right-Tail Position (Navigation) Lights, Belly Ground Recognition Beacon Light, and Right Wing Taxi Light.	
M				
	L(R) MIC STUCK ON CAS Message	-	See MMEL 23-50-06/09.	
O				
	OXYGEN UNAVAILABLE CAS Message	B	See MMEL 35-10-02.	
R				
22-16-01	ROLL TRIM FAULT CAS Message	C	May be displayed provided position indication on ASI is verified operative.	

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MMEL TABLE KEY

SEQUENCE NO.	CAS MESSAGE	1. REPAIR CATEGORY
		2. DISPATCH CONSIDERATION

S, T, AND W MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
S				
	SATCOM FAIL CAS Message	D	See MMEL 23-00-01.	
	SPEED BRAKE FAIL CAS Message	C	See MMEL 27-60-01.	
	SURFACE WATCH FAIL CAS Message	C	See MMEL 34-61-01.	
T				
	TAIL DE-ICE FAIL CAS Message	C	See MMEL 30-10-04.	
	TAIL DE-ICE FAIL ON CAS Message	C	See MMEL 30-10-04.	
	TAIL DE-ICE FAULT CAS Message	C	See MMEL 30-12-01.	
	TRANSPONDER 1(2) FAIL CAS Message	B	See MMEL 34-52-01.	
W				
	WING ANTI-ICE FAIL CAS Message	C	See MMEL 30-10-03.	
	WING ANTI-ICE FAULT CAS Message	C	See MMEL 30-10-03.	
	L(R)WING ANTI-ICE TEMP LOW CAS Message	C	See MMEL 30-10-03.	
	WING ANTI-ICE UNAVAIL CAS Message	C	See MMEL 30-10-02.	

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MMEL TABLE KEY

SEQUENCE NO. CAS MESSAGE

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

W, X, AND Y MESSAGES

Sequence No.	CAS Message	1	2	Change Bar
W (Cont'd)				
	WEATHER RADAR FAIL CAS Message	D	See MMEL 34-42-01.	
	L(R) WSHD ZONE FAIL CAS Message	C	See MMEL 30-40-01.	
	L(R) WSHD ZONE FAULT CAS Message	C	See MMEL 30-40-01.	
	L(R) WSHD ZONE OVERHEAT CAS Message	C	See MMEL 30-40-01.	
X				
	XM DATA LINK FAIL CAS Message	D	See MMEL 23-21-01.	
Y				
22-16-02	YAW TRIM FAULT CAS Message	C	May be displayed provided position indication on ASI is verified operative.	