Revision: 8b
Date: 05/21/2009

DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

WASHINGTON, D.C.

MASTER MINIMUM EQUIPMENT LIST

HAWKER HS-125
(SERIES 1 THROUGH 900XP)

DH.125-1A, HS.125-1B, DH.125-1A-522, HS.125-1B-522, DH.125-1A/R-522, HS/125-1B/R-522, DH.125-1A/S-522, HS.125-1B/S-522, DH.125-3A, HS.125-3B, DH.125-3A/R, HS.125-3B/R, DH.125-3A/RA, HS.125-3B/RA, HS.125-3B/RB, HS.125-3B/RC, HS.125-F3B, HS.125-F3B/RA, BH.125-400A, DH.125-400A, HS.125-400A, HS.125-400B, HS.125-400B/1, HS.125-401B, HS.125-403A(C), HS.125-403B, HS.125-F400B, HS.125-F403B, BH.125-600A, HS.125-600A, HS.125-600B, HS.125-600B/1, HS.125-600B/2, HS.125-600B/3, HS.125-F600B, HS.125-700A, HS.125-700B, BAe.125-800A, BAe.125-800B, Hawker 800, Hawker 800XP, Hawker 850XP, Hawker 900XP, Hawker 750

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HIGHLIGHTS OF CHANGE

Effective above date, the HS-125 Master Minimum Equipment List has been revised. The following are the changes for **Revision 8a** to the HS-125 MMEL.

	Guidelines for (O) & (M) procedures update name of source document.
22-10-1	Corrected Remarks with “provided”.
22-20-1	Change Remarks for Yaw Damper because there is no AFM Limitation.
24-21-3	Removed Category C relief for 115 VAC/60HZ System because no alternate procedures are needed and remaining relief for deactivation is adequate. This eliminates the need for an (O) procedure for this item.
25-00-1	Removed Passenger Convenience Items IAW PL-116.
25-10-2	Deleted Cockpit Convenience Items IAW PL-116
29-30-6	Removed (M) procedure and remark b) because verification of adequate pre-charge is already determined by the (O) procedure.
30-40-2	Deleted NOTE because it was not relevant.
30-80-1	Change Remarks for Ice Detection System to require alternate procedures to detect icing conditions and activate anti-icing equipment.
33-40-5	Remove (O) procedure requirement and revise Remarks for consideration of Ice Detection system.
34-10-2	Remove second relief for Altitude Alerter because no longer allowed by regulation.
34-40-1	Add (O) & (M) to Radio Altimeter System and revise Remarks
34-40-2	Revise Predictive Windshear IAW PL-67
34-50-4	Change Transponder relief to Category B IAW PL-76 & Add RVSM NOTE.
34-70-5	Change EFIS Symbol Generator to 3 installed and Remarks to allow deferral of the right side SG/DPU or the MFD MSG/MPU.
35-00-1-1	Change (O) to (M) because discovery and action is maintenance only.

HIGHLIGHTS OF CHANGE

The following are the changes for **Revision 8b** to the HS-125 MMEL.

23-60-1	Revised Static Wick relief expiration date to accommodate CDL development schedule and change Remarks to address minimum static wicks required.
23-60-2	Revised Bonding Strap relief expiration date to accommodate CDL development schedule.
27-60-3	Revised Rudder Gust Lock Flapper Door relief expiration date to accommodate CDL development schedule
28-20-1	Add (M) and deactivation to Fuel Booster Pumps Remark to account for deactivation procedures in compliance with AFM Supplement.

HIGHLIGHTS OF CHANGE

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. "Number Installed" (Column 2) is the number (quantity) of 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., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: 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.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5."-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "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.

7. "ER" refers to extended range operations of a two-engine airplane (ETOPS) which has a type design approval for ER operations (ETOPS) and complies with the provisions of Advisory Circular 120-42A.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

12. ”Inoperative" means 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) or tolerance(s).

13 .”Notes:" in Column 4 provides 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 operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which 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).

15."(M)" 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 operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16."(O)" 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 operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (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.

20. "Visible Moisture" means 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.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (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 three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (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.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE HAWKER MODEL 125 SERIES 1 THROUGH 900XP MMEL.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, 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 administrative control item.

25."***" symbol in Column 1 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 operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. “Considered Inoperative”, as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall 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.

29. “Is not used” in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL “is not used.” In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures 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 to inform crewmembers that a component or system is not to be used under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order 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. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

PREAMBLE
(06/14/1989)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED

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 (O) & (M) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List *Hawker / 125 Series 1 thru 900XP*, (P/N CDMOP306094xx as amended) published by Hawker Beechcraft Corporation.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
10-1 Engine Main Air Valves	C	2	1	(M) (O) One may be inoperative for pressurized flight provided; a) Valve is secured closed, and b) Flight Deck Heat Valve System is operative.
	C	2	0	(M) (O) May be inoperative provided: a) Both valves are secured closed, b) Ram Air and Dump Valves are verified operative before the first flight of the day, c) DUMP VLV is selected OPEN, d) Flight is conducted in an unpressurized configuration, e) Aircraft is operated at or below 15,000 feet MSL, and f) Applicable Oxygen requirements are established and complied with.
10-2 Engine Main Air Valve Position Indicators	C	2	1	(O) One may be inoperative provided both engine main air valves are operative.
	C	2	1	(O) One may be inoperative provided indicator associated with the operative engine main air valve is operative.
	C	2	0	(M) (O) May be inoperative provided: a) Both valves are secured closed, b) Ram Air and Dump Valves are verified operative before the first flight of the day, c) DUMP VLV is selected OPEN, d) Flight is conducted in an unpressurized configuration, e) Aircraft is operated at or below 15,000 feet MSL, and f) Applicable Oxygen requirements are established and complied with.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
10-3	Air Cycle Machine / Cold Air Unit	C	1	0	(O) May be inoperative provided: a) Ram Air and Dump Valves are verified operative before the first flight of the day, b) Both MAIN AIR VALVES are selected CLOSED, c) DUMP VLV is selected OPEN, d) Flight is conducted in an unpressurized configuration, e) Aircraft is operated at or below 15,000 feet MSL, and f) Applicable Oxygen requirements are established and complied with.
10-4	Footwarmer and Windscreen Demister Valve	C	1	0	May be inoperative provided windscreen heating system is operative.
10-5 ***	Cockpit Ventilation (Excluding aircraft equipped with Collins Proline 21 Avionics)	C	-	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
10-6 Cabin Flood Valve				
1) Two-Way Cabin Flood Valve (Aircraft without Cabin Floor Valves)	C	1	0	
2) Cabin Flood Valve (Aircraft with Cabin Floor Valves)	C	1	0	(O) May be inoperative provided LH or RH Cabin Floor Valve is verified operative.
	C	1	0	(O) May be inoperative provided: a) Ram Air and Dump Valves are verified operative before the first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with
10-7 Ram Air Shut-Off Valve	B	1	0	(M) (O) May be inoperative for pressurized flight provided: a) Valve is secured fully closed, and b) Dump Valve is operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
10-8 ***	Rear Baggage Pannier Heating System	C	1	0	(M) May be inoperative provided: a) Inlet and outlet valves are verified closed, and b) Pannier heating is selected OFF.
10-9	Refrigeration Unit Bypass Valve (RBV)				Moved to 21-60-7, Revision 5.
10-10	Overhead Air Flow Distribution Vents (Punkah Louvers)	D	-	0	
10-11	Cabin Floor Valves	C	2	1	
		C	2	0	(O) May be inoperative provided Cabin Flood Valve is verified operative.
		C	2	0	(O) May be inoperative provided: a) Ram Air and Dump valves are verified operative before the first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
10-12	Cabin Flood Valve Indicator (Series 750, 800A, 800XP, 850XP & 900XP)	C	1	0	(O) May be inoperative provide: a) Cabin Flood Valve is verified operative, and b) Cabin Floor valve Indicator is verified operative.
		C	1	0	(O) May be inoperative provided: a) Ram Air and Dump Valves are verified operative before the first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with
10-13	Cabin Floor Valve Indicator	C	1	0	(O) May be inoperative provided: a) Cabin Floor Valve is verified operative, and b) Cabin Flood valve Indicator is verified operative.
		C	1	0	(O) May be inoperative provided: a) Ram Air and Dump Valves are verified operative before the first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
10-14	Flow Control Valve (Series 1 Through 800, except 750)	C	1	0	(O) May be inoperative provide: a) Ram Air Valve is verified operative prior to each departure b) Dump Valve is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.
10-15	HP Air valve (With TFE-731 Engines Only)	C	2	1	(O) One may be inoperative provide: a) Affected Main Air Valve is verified closed, b) Cockpit auxiliary heating system is operative, and c) Aircraft is operated at or below FL250
		C	2	0	(O) May be inoperative provided: a) Both Main Air Valves are verified closed, b) Ram Air and Dump Valves are verified operative before the first flight of the day, c) DUMP VLV is selected OPEN, d) Flight is conducted in an unpressurized configuration, e) Aircraft is operated at or below 15,000 feet MSL, and f) Applicable Oxygen requirements are established and complied with.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
10-16	Pressure Regulating Shutoff Valve (PRSOV) (Series 800XP, 850XP, 900XP, C-29A, & 750)	C	1	0	(O) May be inoperative provided: a) Ram Air Valve is verified operative prior to each departure, b) Dump Valve is selected OPEN, c) RH Main Air Valve remains CLOSED, d) Flight is conducted in an unpressurized configuration, e) Aircraft is operated at or below 15,000 feet MSL, and f) Applicable Oxygen requirements are established and complied with.
20-1	Cabin Recirculating Fan	C	1	0	
20-2	Flight Deck Heat Valve/ Auxiliary Heating Valve	C	1	0	(O) May be inoperative closed provided flight is conducted at or below FL 250.
20-3	Flight Deck Recirculating Fan (s)	C	-	0	
20-4	Mixing Valves (TFE-731 Engine Only)	C	2	1	One may be inoperative provided affected Main Air Valve is operated LP ON only.
		C	2	0	(O) May be inoperative provided: a) Ram Air and Dump Valves are verified operative before the first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.
21-1	Nose Compartment Ventilation System				Relocated to 34-70-12, revision 5.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
30-1	Cabin Altitude Warning Light / Annunciator	C	1	0	(O) May be inoperative provided: a) Cabin altimeter is operative, and b) Cabin altitude aural warning is operative.
		C	1	0	(O) May be inoperative provided aircraft is operated at or below 10,000 feet MSL.
30-2	Cabin Altitude Aural Warning	C	1	0	(O) May be inoperative provided: a) Cabin altimeter is operative, and b) Cabin Altitude Warning Annunciator / light is operative.
		C	1	0	(O) May be inoperative provided aircraft is operated at or below 10,000 feet MSL.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
30-3 Automatic Cabin Pressure Controller	C	1	0	(O) May be inoperative provided: a) Manual pressure control system is operative, and b) Cabin altitude, Differential Pressure and Cabin Rate of Climb indicators are operative.
	C	1	0	(O) May be inoperative provided: a) Ram Air and Dump Valves are verified operative before the first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.
30-4 Fan Operated Venturi	C	1	0	(O) May be inoperative provided: a) Dump valve is verified operative, b) DUMP VLV is selected OPEN for all ground operations, and c) DUMP VLV is selected OPEN for Takeoff and Landing.
30-5 Outflow / Safety Valves	C	2	0	(O) May be inoperative provided: a) Ram Air and Dump Valves are verified operative before the first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
30-6 Cabin Pressure Instruments (Triple Indicator or Separate Indicators)				
1) Cabin Altitude Indicator	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indicator is operative b) Cabin Rate of Climb Indicator is operative, and c) A chart is provided to the flight crew to convert cabin differential pressure to cabin altitude.
	C	1	0	(O) May be inoperative provided: a) Ram Air and Dump Valves are verified operative before the first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.

(Continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
30-6 Cabin Pressure (cont'd) Instruments (Triple or Separate Indicators)				
2) Cabin Differential Pressure Indicator	C	1	0	(O) May be inoperative provided; a) Cabin Altitude Indicator is operative, b) Cabin Rate of Climb Indicator is operative, and c) A chart is provided to the flight crew to convert cabin altitude to cabin differential pressure.
	C	1	0	(O) May be inoperative provide: a) Ram Air and Dump Valves are verified operative before the first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.
3) Cabin Rate of Climb Indicator	C	1	0	(O) May be inoperative provided all other cabin pressure instruments and functions of the pressurization system are operative
	C	1	0	(O) May be inoperative provide: a) Ram air and Dump Valves are verified operative before the first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21 AIR CONDITIONING				
30-7 Automatic Pressure Regulators	C	2	0	(O) May be inoperative provide: a) Ram Air and Dump Valves are verified operative before the first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.
50-1 *** Auxiliary Cooling Pack	C	-	0	(O) May be inoperative provided cabin ambient temperature remains suitable for equipment cooling.
60-1 Temperature Control System				
1) Automatic	C	1	0	(O) May be inoperative provided the manual control system is operative.
2) Manual	C	1	0	(O) May be inoperative provided the automatic control system is operative.
60-2 Cabin Temperature Indicator	C	1	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
21	AIR CONDITIONING				
60-3	Cabin Duct Temperature Indicator	C	1	0	
60-4	Turbine Unit Bypass Valve (series 1 through 800) / Low Limit Temp Control Valve (Series 750, 800XP, 850XP & 900XP)	C	1	0	(O) May be inoperative provided: a) Ram Air and Dump Valves are verified operative before the first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.
60-5	Cabin / VIP Temperature Control Switch	D	-	0	(O) May be inoperative provided temperature control system is operative from the cockpit.
60-6	Cabin Flood Control Valve / Flood Flow Valve				Renamed, reformatted, and moved to 21-10-6, revision 5
60-7	Refrigeration Unit Bypass Valve (RBV) (series 1 through 800) / Cabin Temperature Control Valve (series 750, 800XP, 850XP & 900XP)	C	1	0	(O) May be inoperative provide: a) Ram Air and Dump Valves are verified operative before first flight of the day, b) DUMP VLV is selected OPEN, c) Flight is conducted in an unpressurized configuration, d) Aircraft is operated at or below 15,000 feet MSL, and e) Applicable Oxygen requirements are established and complied with.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
10-1	Autopilot System(s)	C	-	1	May be inoperative provided operations do not require dual autopilot use.
		B	-	0	May be inoperative provide enroute operations and/or approach minimums do not require autopilot use. NOTE 1: Any operative autopilot mode may be used. NOTE 2: RVSM is not authorized.
10-2	Autopilot Control Yoke Disengage Switches	C	2	1	(O) One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.
		B	2	0	May be inoperative provide: a) Autopilot is not used, and b) Enroute operations and / or approach minimums do not require autopilot use. NOTE: RVSM is not authorized.
10-3	Autopilot Disconnect Annunciator Lights (Except Collins Proline 21 Equipped Aircraft)	C	-	0	May be inoperative provide: a) Autopilot is not used below 1,500 feet AGL, and b) All remaining A/P disengagement alerts are operative.
		B	-	0	May be inoperative provided: a) Autopilot is not used, and b) Enroute operations and/or approach minimums do not require autopilots use.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
10-4	Yaw Damper / Autopilot Disconnect Switch on Autopilot Controller Panel	C	1	0	May be inoperative provided both Autopilot Control Yoke Disengage Switches are operative.
10-5 ***	Touch Control Steering (TCS) (Honeywell Equipped Aircraft Only)	C	2	0	(O) May be inoperative provided: a) Before each departure, TCS is verified to be OFF, and b) TCS is not used.
		B	2	0	May be inoperative provided: a) Autopilot is considered inoperative and not use, and b) Enroute operations and/or approach minimums do not require autopilot use. NOTE: RVSM is not authorized
10-6	Go Around (GA) Switches	C	2	1	One may be inoperative provided approach minimums do not require its use.
		C	2	0	(O) May be inoperative provided: a) Autopilot is not used for approach below 500 feet AGL, and b) Alternate procedures are established and used.
10-7	Control Yoke Pitch / Roll (Collins APS-85, Equipped Aircraft Only)	C	2	1	(O) One may be inoperative provided Autopilot Controller is operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22	AUTO FLIGHT				
10-8	A/P Flap Annunciator(s) (Honeywell Equipped Aircraft Only)	C	-	1	
		C	-	0	May be inoperative provide autopilot and flight director are not used with flaps extended.
20-1	Yaw Damper System	B	1	0	(O) May be inoperative provided: a) Yaw Damper is not used, b) Autopilot is not used, and c) Rudder Pedals have normal freedom of movement. NOTE: RVSM is not authorized.
20-2	Aileron Out-of –Trim Annunciators (Honeywell-Equipped Series 800 and 800XP Aircraft Only)	C	2	1	
		B	2	0	May be inoperative provided: a) Autopilot is not used, and b) Enroute operations and/or approach minimums do not require autopilot use. NOTE: RVSM is not authorized.
20-3	Elevator Out-of –Trim Annunciators (Honeywell-Equipped Series 800 and 800XP Aircraft Only)	C	2	1	
		B	2	0	May be inoperative provided: a) Autopilot is not used, and b) Enroute operations and/or approach minimums do not require autopilot use. NOTE: RVSM is not authorized.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTO FLIGHT				
20-4 Autopilot Trim Annunciators (Collins APS-85 Equipped Aircraft Only)	B	2	0	(O) May be inoperative provided: a) Autopilot is not used, and b) Enroute operations and/or approach minimums do not require autopilot use. NOTE: RVSM is not authorized.
20-5 Autopilot Aileron Trim Indicator (Series 1 through 700 Only)	B	1	0	May be inoperative provided: a) Autopilot is not used, and b) Enroute operations and/or approach minimums do not require autopilot use. NOTE: RVSM is not authorized.
20-6 Autopilot Elevator Trim Indicator (Series 1 through 700 Only)	B	1	O	May be inoperative provided: a) Autopilot is not used, and b) Enroute operations and/or approach minimums do not require autopilot use. NOTE: RVSM is not authorized.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
22 AUTO FLIGHT				
20-7 Guidance Controller (Honeywell SPZ-8000 and Collins APS-85 and Collins Proline 21 Equipped Aircraft)	B	1	0	(O) May be inoperative provided: a) Autopilot is considered inoperative, b) Enroute operations and/or approach minimums do not require autopilot/guidance controller use, and c) For 750, 800XP, 850XP & 900XP aircraft, 0.73 IMN is not exceeded unless Mach Trim is operative. NOTE 1: Autopilot and yaw damper will not be available. NOTE 2: RVSM is not authorized.
20-8 Mach Trim System				Item moved to ATA 27-30-5, Revision 5
20-9 Mode Select Panel	B	-	0	May be inoperative provided: a) Autopilot is not used, and b) Enroute operations and/or approach minimums do not require autopilot use. NOTE: RVSM is not authorized.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
05-1 Radio management Units (RMU'S) / Radio Tuning Units (RTU's)	C	2	1	(O) One may be inoperative provided: a) Inoperative Unit is not powered by an Emergency Bus, or equivalent, and is not required to accomplish Emergency Procedures, b) Remaining RMU/RTU operates normally, and c) Alternate procedures are established and used.
10-1 Communications System (VHF, UHF)	D	-	-	Any in excess of those require by FAR may be inoperative provided they are not powered by the Emergency AC Bus (XE), or Emergency DC Bus (PE), and are not required for emergency procedures.
1) VHF Comm Control Panels (Except RMU/RTU or Proline 21Equipped Aircraft)				
a) Frequency Transfer Light	C	-	0	
b) Frequency Transfer Switch	C	-	0	
c) Frequency Selector Knob	C	-	2	
d) Frequency Indication	C	-	2	

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
10-2	Audio Control panels	C	-	2	(O) Any in excess of those required at pilot and copilot's seat positions may be inoperative provided alternate procedures are established and used.
10-3	Standby Nav / Com Controller (Clearance Delivery Unit)				Deleted, Revision 6.
10-4 ***	High Frequency (HF) Communication System	C	-	1	(O) May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) Provided: a) SATCOM Voice or Data Link System is operative, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If INMARSAT Codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.
		D	-	-	Any in excess of those require by FAR may be inoperative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
20-1 ***	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used
		D	-	0	May be inoperative provided procedures do not require its use.
1)	Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used
		D	-	0	May be inoperative provided procedures do not require its use.
20-2 ***	ACARS System	C	-	0	(O) May be inoperative provided alternate procedures are established and used
		D	-	0	May be inoperative provided procedures do not require its use.
20-3 ***	AFIS (VHF / SAT)	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.
30-1	Passenger Address System				
1)	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) Passenger Address System is not required by FAR, and b) Alternate normal and emergency procedures, and/or operating restrictions are established and used.
2)	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
30-2	Cabin Chimes	C	-	0	(O) May be inoperative provided Passenger Address system is operative.
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.
30-3 ***	Prerecorded Passenger Announcement System	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.
30-4	Flight Deck Speakers	C	-	0	May be inoperative provided: a) Procedures do not require their use, and b) Headsets are installed and operative.
30-5 ***	Emergency locator transmitter (ELT)				
1)	Survival Type ELTs	D	-	-	Any in excess of those require by FAR may be inoperative or missing.
2)	Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.
		D	-	-	Any in excess of those require by FAR may be inoperative or missing

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
40-1 Crewmember Interphone System				
1) Flight Deck Cabin, Cabin to Flight Deck Function(s)	C	-	0	(O) May be inoperative provided alternate procedures are established and used
	D	-	0	May be inoperative provide procedures do not require its use.
2) Flight Deck to Ground Function	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.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
50-1	Headsets (Except Microphone)	C	-	1	One may be inoperative at either pilot's station provided speaker system is operative.
50-2	Handheld Microphone	C	2	1	One may be inoperative at either pilot's station provided associated headset with boom microphone is operative
50-3	Boom Microphones (Including Headset Microphone) (CVR with FDR Installed)				
1)	Airplanes with Cockpit Voice Recorder Equipped To Record Boom Microphone Per FAR 135.151(d)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three flight days.
2) ***	Airplane with Cockpit Voice Recorder Not Equipped to Record Boom Microphone (CVR without FDR Installed)	D	-	0	Any in excess of those required by FAR may be inoperative.
1)	Cockpit Voice Recorder Equipped to Record Boom Microphones per FAR 135.151(d)	A	-	0	May be inoperative provided repairs are made within three flight days.
2) ***	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
23	COMMUNICATIONS					
50-4	Glareshield Microphone Key Button(s)	C	2	0	May be inoperative provided Handheld Microphone on affected side is operative.	
50-5	Flight Deck Pilot-to-Pilot Interphone System	A	1	0	(O) May be inoperative provide: a) Alternate pilot-to-pilot communication procedures are established and used, and b) Repairs are made within three flight days.	
60-1	Static Dischargers (Expires 10/31/2009)	C	-	-	One discharger from each control surface or structural area may be damaged or missing provided one discharger is operative for the affected surface or area..	| | |
	Static Dischargers (Non-CDL Aircraft)	C	-	-	One Static Discharger may be damaged or missing.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23 COMMUNICATIONS				
60-2 Surface Bond Straps (Expires 10/31/2009)				
1) Ailerons and Aileron Tabs	C	12	4	(O) Two may be broken or missing per surface provided: a) Condition of the remaining straps is confirmed to be satisfactory prior to each departure, b) Aircraft is not flow in precipitation, and c) Aircraft is not flown within 50 nautical miles of active or potential lightning activity.
2) Airbrakes (Upper and Lower)	C	8	4	(O) One may be broken or missing per surface provided: a) Condition of the remaining straps is confirmed to be satisfactory prior to each departure, b) Aircraft is not flow in precipitation, and c) Aircraft is not flown within 50 nautical miles of active or potential lightning activity.
3) Flaps	C	4	2	(O) One may be broken or missing per surface provided: a) Condition of the remaining straps is confirmed to be satisfactory prior to each departure, b) Aircraft is not flow in precipitation, and c) Aircraft is not flown within 50 nautical miles of active or potential lightning activity.
4) Nose and main gear Doors	C	4	0	(O) May be broken or missing provided aircraft is not flown within 50 nautical miles of active or potential lightning activity.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
23	COMMUNICATIONS				
70-1	Cockpit Voice Recorder				
	(Aircraft with FDR)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three flight days.
	(Aircraft without FDR)	A	-	0	May be inoperative provided repairs are made within three flight days.
	(Aircraft operated by other than Air Carrier or Commercial Operator certificate holder)	A	-	0	May be inoperative provided repairs are made in accordance with applicable FARs.
70-2 ***	Flight Phone				
1)	Cockpit	D	-	0	
2)	Cabin	D	-	0	
70-3 ***	Satellite Communications System (SATCOM)	D	-	0	
80-1 ***	Heads Up Technology Inc. Checklist System	D	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any activation switch which functions normally may be used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
20-1	AC Main Inverters (Only Aircraft Equipped with Standby Inverter)	C	2	1	(O) One may be inoperative provided: a) Standby inverter is verified operative before each departure, b) For aircraft with 2 AOA Vanes and SSU systems, both Engine Driven AC Alternators are operative, and c) Flight is not conducted in known or forecast icing conditions.
20-2	Standby Inverter (Except Proline 21)	B	1	0	May be inoperative for Day VMC provided both main inverters are operative.
	(Proline 21 Only)	B	1	0	May be inoperative provided both main inverters are operative.
20-3	Inverter Fail Lights / Annunciators	C	2	0	(O) May be inoperative provided: a) Auto-changeover system is operative, b) Both main inverters are operative, and c) AC voltmeter is installed and operative.
20-4	Standby Inverter “ON” Light / Annunciator	C	1	0	(O) May be inoperative provided standby inverter is verified operative before each departure.
20-5	AC Voltmeter	C	1	0	(O) May be inoperative provided: a) All Inverters are operative, and b) All AC System Annunciators are operative.
20-6	AC Frequency Meter (Series 600 and 700)	C	-	0	May be inoperative provided electrical busbar fail lights are operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24 ELECTRICAL POWER				
21-1 AC Alternators(s)				
1) Aircraft with One AC Alternator	C	1	0	(O) May be inoperative provided: a) AFM Limitations are observed, b) Windshield fluid de-icing system is installed and operative, and c) Aircraft is not operated in known or forecast icing conditions.
2) Aircraft with Two AC Alternators	C	2	1	(O) One may be inoperative provided: a) For aircraft with 2 AOA Vane and SSU systems, both Main AC Inverters are operative, and b) Aircraft is not operated in known or forecast icing conditions.
21-2 AC Alternator Fail Warning Light / Annunciator(s)				
1) Aircraft with One AC Alternator	C	1	0	(O) May be inoperative provided both windshield heating systems are operative.
2) Aircraft with Two AC Alternators	C	2	0	(O) May be inoperative provided: a) Both AC Alternators are operative, and b) Auto-changeover system is operative.
21-3 *** 115 VAC / 60 HZ System	D	1	0	(M) May be inoperative provided: a) Procedures do not require its use, and b) System is deactivated.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24 ELECTRICAL POWER				
31-1 Battery Temperature (With NiCad Battery Only)				
1) Indicator	C	-	0	(M) May be inoperative provided Battery Hot Caution Annunciators is operative.
2) BATT HOT Caution Annunciators	C	-	0	(O) May be inoperative provide: a) Battery Temperature Indicator is operative, and b) Battery temperatures are monitored in flight. NOTE: Not required for lead acid battery systems.
32-1 Battery NO CHARGE Light (Series 1 through 700 Only)	C	1	0	(O) May be inoperative provided battery is verified to be charging normally.
32-2 *** Battery Heater Muffs	C	2	0	(O) May be inoperative provided: a) Battery Temperature Indicator is operative, and b) Battery temperature is monitored to ensure temperature remains above minus 10 degrees C.
34-1 Engine Driven Generators				DELETED, Revision 3.
34-2 APU Generator	C	1	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
37-1	DC Voltmeter				DELETED, Revision 5
37-2	DC Generator Fail Lights / Annunciators	C	2	0	(O) May be inoperative provided: a) Both ammeters are operative, and b) DC voltmeter is operative.
37-3	DC Bus Tie Light / Annunciator	C	1	0	(O) May be inoperative provided: a) Bus Tie is operative, b) Both ammeters are operative, and c) Generator Fail Lights / Annunciators are operative.
37-4	Battery Contactor Annunciators (Except Series 1 through 700)	C	2	1	(O) One may be inoperative provided before each departure: a) Emergency contactor is verified operative, and b) Battery contactor is verified operative.
37-5	APU Generator Fail Light / Annunciator	C	1	0	
37-6	APU Generator Overheat Light / Annunciator	C	1	0	May be inoperative provided APU generator is not used.
40-1	External Power System	D	1	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
24	ELECTRICAL POWER				
50-1	AC Bus Fail Lights / Annunciators (Standby Inverter Equipped Aircraft Only)	C	3	2	(O) One may be inoperative provided: a) Standby inverter is verified operative before each departure, b) Inverter associated with the inoperative light / annunciator is verified operative before each departure, and c) Voltmeter is operative.
50-2 ***	26 VAC Bus Fail Annunciators				
1)	INST 1 FAIL	C	1	0	
2)	INST 2 FAIL	C	1	0	
60-1	Bus Tie Contactor System (Split Bus Tie Contactor Aircraft Only)	C	1	0	(O) May be inoperative provided: a) Both engine driven DC generators are operative, b) Bus Tie contactor is verified to be open before each departure, and c) PS1 AND PS2 voltage is verified normal before each departure.
60-2 ***	FIS Power Recovery System	C	1	0	May be inoperative provided procedures do not require its use.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT / FURNISHINGS				
00-1 ***	Non-Essential Equipment & Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior Lavatory Door Ash Trays are not considered NEF items
10-1	Pilot(s) Seat Adjustment System	C	2	0	(M) May be inoperative provided: a) Position of the seat(s) permits normal pilot visibility and full flight control movement, and b) Seat(s) is/are secured with mechanical stops.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
1. Crew Shoulder Harness				DELETED, Revision 2.
10-2 Cockpit Convenience Items				DELETED, Revision 8a, Use NEF program.
10-3 Cockpit Sun Visors	C	-	0	
10-4 Observer Seat (including Associated Equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is available to an FAA inspector for the performance of official duties, and b) Repairs are made within two 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 flight days. NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA Inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The Pilot-in-Command will determine if the minimum safety equipment is functional for other person(s) authorized to occupy an observer seat.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT/ FURNISHINGS				
20-1 Passenger Seats	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit. b) Seat does not restrict any passenger from access to the main aircraft aisle and c) Affected seat(s) are blocked and placarded “DO NOT OCCUPY’ NOTE 1: A seat with an inoperative seatbelt is considered inoperative. NOTE 2: Affected seat(s) may include the seat behind and / or adjacent seat.
1) Recline Mechanism(s)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full upright position.
	C	-	-	(O) May be inoperative and seat occupied provided seatback is immovable in the full upright position.
2) Underseat Baggage Stowage	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative stowage, b) Associated seat is placarded “DO NOT STOW BAGGAGE UNDER THIS SEAT” and c) Procedures are established to alert Crew of inoperative stowage.

(Continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25 EQUIPMENT / FURNISHINGS				
20-1 Passenger Seats (Continued)				
3) Armrest	C	-	-	(O) May be inoperative provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle and c) For an armrest with a recline mechanism, seat is immovable in the full upright position.
20-2 *** Flight Inspection Panel System	D	1	0	May be inoperative provided procedures do not require its use.
20-3 Waste Receptacle Access Door/ Cover	C	-	-	May be inoperative provided: a) Container is empty and access is secured to prevent waste introduction into compartment and b) Sufficient waste receptacles are available to accommodate all waste that may be generated on a flight.
20-4 Exterior Lavatory Door Ash Tray(s)	A	1	0	May be missing provided it is replaced within 3 calendar days.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
25	EQUIPMENT / FDURNISHINGS				
60-1	Emergency Medical Equipment				
1)	Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
3)	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
60-2	Overwater Equipment	D	-	-	Any in excess of those require by FAR may be inoperative.
60-3 ***	Emergency Vision Assurance System (EVAS) (STC#SA00892LA)	C	-	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
10-1	Engine Fire Warning Lights/ Annunciators				
1)	(Series 1 trough 700 Only)	C	2	0	May be inoperative provided HP Cock Fire Warning Lights are operative.
2)	(Series 800, 800XP, 850XP, 900XP & 750)	C	-	0	May be inoperative provided HP Cock Fire Warning Lights are operative.
10-2	HP Cock Fire Warning Lights	C	2	0	May be inoperative provided Engine Fire Warning System is operative.
15-1	APU Fire Detection System	C	1	0	May be inoperative provided APU is not used.
1)	Warning Bell	C	1	0	May be inoperative for ground operations provided: a) APU Fire Warning Annunciator is operative and b) System is continuously monitored by a qualified person from the cockpit control panel.
2)	Warning Annunciator	C	1	0	May be inoperative for ground operations provided: a) APU Fire Warning Bell is operative and b) System is continuously monitored by a qualified person from the cockpit control panel.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
15-2	APU Fire Detection Test System	C	1	0	(M) May be inoperative provided: a) Failure is verified to be in the light circuit, and b) System operation is verified once each flight day.
		C	1	0	May be inoperative provided APU is not used.
20-1	APU Fire Extinguisher System	C	1	0	May be inoperative provided APU is not used.
20-2	APU Extinguisher Pressure Relief Discharge Indicator	C	1	0	(M) May be damaged or missing provided indicator readings or other acceptable means are used to verify adequate charge.
		C	1	0	May be damaged or missing provided APU is not used.
20-3	Engine Fire Extinguisher Relief Discharge Indicator	C	2	0	(M) May be inoperative provided an acceptable procedure is used to verify bottle charge is adequate before each departure.
20-4	Portable Fire Extinguishers	D	-	-	(M) Any in excess of those required by FAR may be unserviceable or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
30-1 ***	Forward / Aft baggage Smoke Detection Systems	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is confirmed to contain only cargo handling equipment, ballast, which may be loaded in ULDs, and / or fly Away Kits. NOTE: Operator MEL's must define which items are approved for inclusion in Fly Away kits, and which materials can be used as ballast.
30-2 ***	Lavatory Smoke Detection System	C	-	-	May be inoperative provided: a) Lavatory waste receptacle is empty, b) 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 Smoke Detector System is not required for all cargo operations.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
26	FIRE PROTECTION				
30-3 ***	Rear Baggage Pannier Smoke Detection System (Except 750)	C	1	0	(O) May be inoperative provided: a) Compartment remains empty, and b) Pannier Heating Selector remains OFF.
30-4	External Baggage Compartment (EBC) Smoke Detector (750 Only)	C	2	1	One Smoke Detector System may be inoperative provided the remaining Smoke Detector System is verified operative prior to each departure.
		C	2	0	(O) May be inoperative provided: a) Compartment remains empty, and b) EBC Air Valve is OFF.
30-5	External Baggage Compartment (EBC) Fire Extinguisher System (750 Only)	C	1	0	(O) May be inoperative provided: a) Compartment remains empty, and b) EBC Air Valve is OFF.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
10-1	Aileron Trim Position Indicator	B	1	0	(O) May be inoperative provided, before each departure: a) Aileron trim system is visually verified operative and b) Aileron trim is visually verified to be neutral.
20-1	Rudder trim Position Indicator	B	1	0	(O) May be inoperative provided, before each departure: a) Rudder trim system is visually verified operative and b) Rudder trim is visually verified to be neutral.
20-2	Rudder Pedal Adjustment Systems	C	2	0	(M) May be inoperative provided affected adjustment system(s) can be secured in a position which suits affected pilots requirements.
30-1	Electrical Elevator Trim	B	1	0	(M) (O) May be inoperative provided: a) Associated circuit breakers are pulled and collared, b) Mechanical Elevator Trim System is verified operative, c) Autopilot is considered inoperative, and d) For 750, 800XP, 850XP and 900XP aircraft, the mach Trim system is considered inoperative and appropriate AFM speed limitations observed. NOTE: RVSM is not authorized.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
30-2 Stall Warning Identification System				
1) (Series 1 through 700, Only)	B	2	1	(M) (O) One may be inoperative provided, before each departure: a) Remaining stall detector pneumatic system is verified operative and b) Remaining stall test channel is verified operative.
2) (Series 800, 800XP with 3 Channels Only)	B	3	2	(M) (O) One stall warning and/or identification channel may be inoperative provided: a) Inoperative channel is inhibited by pulling and collaring the associated STALL IDENT circuit breaker (SSU and STALL IDENT amber annunciators illuminated if IDEN 1 or 2 is inhibited), b) Before each departure, operation of the remaining channels is verified by independently pressing the cockpit TEST buttons, c) Before each departure, operation of the stick pusher is confirmed (stall valves A and B OPEN with red annunciators illuminated) by pressing the two operative TEST buttons simultaneously, and d) Lights erroneously ON due to system failure are deactivated.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27	FLIGHT CONTROLS				
30-3	Stick Shaker Motors (Series 750, 800, 800XP, 850XP and 900XP Only)	C	2	1	One may be inoperative provided: a) Two stall warning channels are operative and b) Remaining stick shaker motor is verified operative.
30-4	Stall Warning Autopilot Disconnect System (Series 800 without Mod. 253146 Installed Only)	C	1	0	(O) May be inoperative provided Stick Shaker Autopilot Disconnect functions of both Stall Warning Channels 1 and 2 are verified operative before each departure.
30-5	Mach Trim System (Series 750, 800XP, 850XP and 900XP Only)	C	1	0	(O) May be inoperative provided: a) Mechanical Elevator Trim System is confirmed to operate normally before each departure, and b) AFM Speed Limitation of 0.73 IMN is not exceeded unless Auto Pilot operates normally and is used.
50-1	Flap Position Indicator (On Center Instrument Panel)	C	1	0	(O) May be inoperative provided: a) Flap position is visually verified to be at 0 degrees before each departure, b) AFM procedures for flap 0 degree take-off and landing are observed, and c) Flaps remain in the retracted position for the entire flight.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
50-2 Flap Handle Select Position Indicator (On Control Pedestal)	C	1	0	(O) May be inoperative, and flap used, provided: a) Flap Position Indicator (On Center Instrument Panel) is operative and b) Before each departure, flap position indication is visually verified for each flap selection.
	C	1	0	(O) May be inoperative provided: a) Flap position is visually verified to be 0 degrees before each departure, b) AFM procedures for flap 0 degree take-off and landing are observed, and c) Flaps remain in the retracted position for the entire flight.
50-3 Flap Position Switches	A	4	0	(M)(O) May be inoperative provided: a) Left and Right Flap Bias Switches are bypassed to the Flap Zero position, b) Flaps are in the Zero position and are not used, and c) Repairs are made within one flight day.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
27 FLIGHT CONTROLS				
60-1 Air Brake Position Indicator(s)	C	-	0	(O) May be inoperative provided, before each departure: a) Airbrakes are visually verified operative, b) Takeoff Warning System is verified operative with Air Brake deployment, and c) Airbrakes are visually verified retracted.
60-2 Control Column Lock System	C	1	0	(O) May be inoperative provided: a) Procedures are established and used to prevent damage from gusts while aircraft is on the ground, and b) Throttle Lever Baulks are verified disengaged prior to each departure.
60-3 Rudder Gust Lock Flapper Door (Expires 10/31/2009)	C	1	0	(O) May be inoperative provided opening is covered by an approved means.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS	
28	FUEL					
20-1	Fuel Booster Pumps	A	2	1	(O)(M) One may be inoperative provided: a) Inoperative pump is deactivated, b) Crossfeed and Wing Transfer Valves are operative, c) Aircraft is operated in accordance with AFM Supplement, d) LP Fuel Warning System is operative, e) Both Wing Fuel Content Indicators are operative, f) Repairs are made within three flight cycles.	| |
20-2	Wing Transfer Magnetic Indicator (Series 1 Through 400 Only)	C	1	0	(O) May be inoperative provided: a) Both Fuel Booster Pumps are operative, b) Wing Fuel Content Indicators are operative and c) Before each departure, TRANSFER and CROSSFEED Valves are verified operative.	
20-3	Fuel Transfer/Crossfeed Indicator (Series 600 Through 900XP Only)	C	1	0	(O) May be inoperative provided: a) Both Fuel Booster Pumps are operative, b) Wing Fuel Content Indicators are operative and c) Before each departure, TRANSFER and CROSSFEED Valves are verified operative.	
20-4	Ventral Tank Fuel Transfer Valve	C	1	0	(M) (O) May be inoperative provided: a) Tank remains empty, b) Valve is secured closed, and c) Dorsal tank remains empty for Series 600 and 700.	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
20-5 Ventral Tank Transfer Light/Annunciator	C	1	0	(M) May be inoperative provided: a) Associated valve is verified operative and b) Valve position is verified after each refueling.
	C	1	0	(O) May be inoperative provided: a) Tank remains empty, and b) Dorsal tank remains empty for Series 600 and 700.
20-6 Fuel Filter De-Icing Systems (Series 1 Through 600 With Viper Engines Only)				
1) Automatic System	C	1	0	May be inoperative provided fuel temperature indicator, fuel low-pressure warning, fuel filter ice warning, and manual system are operative.
2) Manual System	C	1	0	May be inoperative provided: a) Fuel temperature indicator, fuel low pressure warning, fuel filter ice warning, and automatic system are operative and b) Automatic fuel pump filter ice warning Press-to-Test function is operative.
3) Manual and Automatic Systems	C	2	0	(O) May be inoperative provided; a) Fuel temperature indicator is operative and b) Fuel temperature remains at or above 5 degrees C.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
20-7 Fuel Filter Warning Lights (Viper Engine Only)	C	2	1	(O) One may be inoperative provided automatic fuel filter de-icing system is operative and is used during flight.
22-1 Pressure Fueling System				
1) (Series 400 through 700) (If Installed)	C	1	0	(M) (O) May be inoperative provided: a) Failure of the fueling system is verified not be due to fuel pipe leakage, b) Both refueling vent valves, master refuel valve, and refueling valves are closed, and c) Overwing refueling procedure is established and used.
2) (Series 750, 800, 800XP, 850XP and 900XP)	C	1	0	(M) (O) May be inoperative provided: a) Failure of the fueling system is verified not be due to fuel pipe leakage. b) Master refueling valve and all tank refueling valves are closed, and c) Overwing refueling procedure is established and used.
22-2 Pressure Refuel Blanking Cap	C	1	0	(O) May be inoperative provided master refuel valve is verified closed.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
42-1 Wing Tank Fuel Content Indicators	B	2	1	(O) One may be inoperative provided: a) Before each departure, fuel quantity in associated tank is verified by an alternate means, b) All remaining fuel system components are operative, c) FUEL FLOW/FUEL USED COUNTER/ FUEL TOTALIZER indicators are operative, d) Aircraft remains within one [1] hour flying time from a suitable airport, and e) Alternate procedures for monitoring enroute fuel consumption are established and used.
42-2 Fuel Used Counter(s)/Fuel Totalizer(s)	C	-	0	(O) May be inoperative provided: a) Wing Tank Content Indicators are operative and b) Alternate procedures for monitoring enroute fuel consumption are established and used.
43-1 Ventral Tank “EMPTY/FULL” Indicator	C	1	0	(M) (O) May be inoperative provided: a) Ventral Tank is verified to be empty before each departure, and b) Procedures are established and used to assure that fuel is not transferred into Ventral Tank during flight.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
43-2 Dorsal Tank "Empty/Full" Indicator (Series 600 and 700, Only)	C	1	0	(M) (O) May be inoperative provided: a) Dorsal Tank is verified empty before each departure, and b) Procedures are established and used to assure that fuel is not transferred into Dorsal Tank during flight.
43-3 Low Vmo Audible Warning System				
1) (Series 3A/RA, 3B/RA Through 400, 800, 800XP, 850XP and 900XP Only)	C	1	0	(M) (O) May be inoperative provided: a) Ventral tank is verified to be empty before each departure, and b) Procedures are established and used to assure that fuel is not transferred into Ventral Tank during flight.
2) (Series 600 and 700 Only)	C	1	0	(M) (O) May be inoperative provided: a) Ventral and Dorsal Tanks are verified empty before each departure, and b) Procedures are established and used to assure that fuel is not transferred into Ventral Tank or Dorsal Tank during flight.
43-4 Fuel Vent Surge Tank Indicators (Series 3A/RA, 3B/RA Through 600 Only)	C	2	0	(M) (O) May be inoperative provided: a) Both fuel content indicators are operative and b) Vent valves are operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
28 FUEL				
45-1 Fuel Temperature Indicator				
1) Viper Engine Only	C	1	0	(O) May be inoperative provided: a) Fuel filter ice warning system is operative, b) Fuel filter de-icing system is operative, c) OAT indicator is operative, and d) Fuel Temperature AFM Limitations are applied.
2) TFE-731 Engines Only	C	1	0	(O) May be inoperative provided: a) OAT indicator is operative, and b) Fuel Temperature AFM Limitations are applied.
45-2 *** Fuel Management Computer System (Garret GEMS System)	C	-	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29	HYDRAULIC POWER				
30-1	L/R HYD LO FLOW Annunciators (Viper Engines, Only)	C	2	1	(O) One may be inoperative provided: a) Associated hydraulic pump is operative, b) Main hydraulic supply pressure indicator is operative, c) EMRG HYD LO PRESS annunciator is operative and d) Associated engine is started first to verify pressure buildup before each departure.
30-2	HYD LO PRESS 1 or 2 Annunciators (TFE-731 Engines, Only)	C	2	1	(O) One may be inoperative provided: a) Associated hydraulic pump is operative, b) Main hydraulic supply pressure indicator is operative, c) EMRG BRK LO PRESS annunciator is operative and d) Associated engine is started first to verify pressure buildup before each departure.
30-3	Combined BRAKES and SUPPLY Pressure Gauge				
1)	BRAKE Pressure Indicators	C	2	1	(O) One may be inoperative provided before each departure: a) Main hydraulic SUPPLY indication is within normal limits, b) Emergency Brake Pressure Indicators/Annunciators are verified operative and c) Normal braking is confirmed independently for left and right brakes.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
29 HYDRAULIC POWER				
30-4 Accumulator Pressure Indicators				Deleted, Rev. 3.
30-5 AUX HYD LO LEVEL Annunciator (Series 3 Through 900XP, Only)	C	1	0	(O) May be inoperative provided fluid quantity is visually confirmed to be adequate before each departure.
30-6 Accumulator Pressure Indicators (Main and Emergency Brake Only)	C	2	1	(O) One may be inoperative provided: a) Combined BRAKES and SUPPLY Pressure Gauge is operative, and b) Associated accumulator pre-charge is verified adequate before the first flight of each day.
30-7 Thrust Reverser Accumulator Pressure Indicator (Series 800, if installed, and 750, 800XP 850XP, 900XP)	C	1	0	(O) May be inoperative provided before each departure: a) Thrust Reversers are verified operative, and b) Main Hydraulic Accumulator pressure is verified normal. NOTE: Thrust Reversers may be inoperative with loss of main hydraulic system pressure.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
10-1 TKS Airframe De-icing System	C	1	0	May be inoperative provided the airplane is not operated in known or forecast icing conditions.
10-2 WING/TAIL ANTI-ICE Control Switches				
1) WING/TAIL TIME Switch				
a) (Series 1 Through 400, Only)	C	1	0	(O) May be inoperative provided: a) WING/TAIL ON/OFF Switch is verified operative, b) WING/TAIL ON/OFF Switch is verified OFF when not in use (no audible sound from Anti-Icing Pump), and c) Alternate procedures for accomplishing timing are established and used.
	C	1	0	(O) May be inoperative provided: a) WING/TAIL ANTI-ICE System is verified OFF (no audible sound from Anti-Icing Pump), and b) Airplane is not operated in visible moisture or known or forecast icing conditions.

(Continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
10-2 WING/TAIL ANTI-ICE Control Switches				
1) WING/TAIL TIME Switch (Cont'd)				
b) Time Function (Series 600 Through 900XP Only)	C	1	0	(O) May be inoperative provided: a) System is verified OFF when not is use, b) Priming can be accomplished, and c) An alternate timing method is established and used.
	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
2) WING/TAIL ON/OFF Switch (Series 1 Through 400, Only)	C	1	0	(O) May be inoperative provided: a) WING/TAIL ANTI-ICE System is verified OFF when not in used (no audible sound from Anti-Icing Pump), and b) WING/TAIL TIME Switch is verified operative and used for Anti-Icing.
	C	1	0	(O) May be inoperative provided: a) WING/TAIL ANTI-ICE System is verified OFF (no audible sound from Anti-Icing Pump), and b) Airplane is not operated in visible moisture or known or forecast icing conditions.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
10-3	T.K.S. Quantity Indication System	C	1	0	(O) May be inoperative provided fluid quantity is verified adequate for each flight.
		C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
10-4	ANTI-ICE LO PRESS Annunciator (Series 750, 800, 800XP, 850XP, 900XP Only)	C	1	0	(O) May be inoperative provided: a) Fluid delivery system is operative and b) Quantity indication system is operative.
		C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
10-5	ANTI-ICE LO QTY Annunciator (Series 750, 800, 800XP, 850XP and 900XP Only)	C	1	0	(O) May be inoperative provided fluid quantity is verified adequate for each flight.
		C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
10-6 ***	Auxiliary TKS System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
20-1 Engine Inlet Anti-icing Systems (TFE-731 Engined Aircraft, Only)	C	2	1	(O) One may be inoperative ON provided: a) Associated Engine Inlet Anti-Ice (ENG A/ICE) Annunciator is operative when ENG ANTICE for that engine is selected, b) Takeoff and Landing field temperatures do not exceed +10 degrees C, and c) AFM Engine Anti-Ice ON Performance and Limitations are observed.
	C	2	1	(O) One may be inoperative provided: a) Airplane is not operated in visible moisture or in known or forecast icing conditions, b) Takeoff and Landing field temperature do not exceed +10 degrees C, and c) AFM Engine Anti-Ice ON Performance and Limitations are observed.
	C	2	1	(M)(O) One may be inoperative provided: a) Associated anti-ice valve is verified closed, and b) Airplane is not operated in visible moisture or in known or forecast icing conditions.
20-2 Engine Inlet Anti-Ice Indicators/Annunciators	C	2	1	(O) One may be inoperative provided: a) All power indicating instruments for associated engine are operative and b) Associated valve operates normally.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
20-3	MWS “ENG ICE PROT ON” White Annunciator (Series 600 and 700, Only)	C	1	0	(O) May be inoperative provided: a) “ENG A/ICE” white annunciators on overhead panel are verified operative, and b) Alternate procedures for determining operation of Engine Anti-Ice are established and used.
20-4	MWS “ICE PROT SELECTED” White Annunciator (Series 750, 800, 800XP, 850XP and 900XP Only)	C	1	0	(O) May be inoperative provided “ENG A/ICE” amber annunciators are verified operative.
30-1	Pitot Probe/Pitot Mast Heaters	B	2	1	(O) One may be inoperative provided: a) Flight is conducted in day VMC flight conditions only, and b) Airplane is not operated in visible moisture, or in known or forecast icing conditions. NOTE: RVSM is not authorized.
30-2	Pitot Ammeters (Series 1 Through 400 With SB 34-140, Or Mod. 252733 Installed, Only)	C	2	0	(O) May be inoperative provided: a) Pitot/Mast Heater Fail annunciators are verified operative before each departure, and b) Alternate procedures are established and used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
30-3	Pitot Ammeter & Selector (Series 600 and 700 With SB 34-140, Or Mod. 252733 Installed, Or 750, 800, 800XP, 850XP, 900XP)	C	-	0	(O) May be inoperative provided Pitot/Mast Heater Fail Lights are confirmed to operate normally before each departure.
30-4	Pitot/Mast Heater FAIL Light(s)/Annunciator(s) (Series 1 Through 700 With SB 34-140, Or Mod. 252733 Installed, and 750, 800, 800XP, 850XP, 900XP)	B	-	0	(O) May be inoperative provided: a) Associated Pitot Heating System is verified operative before each departure, b) Associated Pitot Heat Ammeter is operative, and c) Alternate procedures for monitoring Pitot Heater function in icing conditions are established and used.
30-5	Static Plate Heaters (Series 700, if installed, 750, 800, 800XP, 850XP and 900XP Only)	B	2	1	(O) One may be inoperative provided: a) Enroute operations do not require operation of both Static Plate Heaters, b) Flight is conducted in day VMC flight conditions only, and c) Airplane is not operated in visible moisture, or in known or forecast icing conditions. NOTE: RVSM is not authorized.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
30-6 Stall Vane Heaters (Series 750, 800, 800XP, 850XP and 900XP Only)	B	2	1	(O) One may be inoperative provided: a) VANE HTR FAIL Annunciator for operative Stall Vane Heater is operative, b) Flight is conducted in day VMC flight conditions only, and c) Airplane is not operated in visible moisture, or known or forecast icing conditions.
30-7 L or R VANE HTR FAIL Annunciators (Series 750, 800, 800XP, 850XP and 900XP Only)	B	2	1	(O) One may be inoperative provided: a) Both Stall Vane Heaters are verified operative before each departure, b) Flight is conducted in day VMC conditions only, and c) Airplane is not operated in visible moisture, or in known or forecast icing conditions.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30 ICE AND RAIN PROTECTION				
40-1 Windscreen Heating System				
1) (Series 1 Through 700 Series Only)	C	2	0	(O) May be inoperative provided: a) Airplane is operated in accordance with AFM Limitations, and b) Windscreen fluid de-icing system is installed and operative.
	C	2	0	(O) May be inoperative provided: a) Airplane is operated in accordance with AFM Limitations, and b) Airplane is not operated in known or forecast icing conditions.
2) (Series 750, 800, 800XP, 850XP and 900XP Only)	C	4	3	Heating to one side screen “B” only may be inoperative.
	C	4	2	(O) Both “B” screens may be inoperative provided airplane is not operated in known or forecast icing conditions.
	C	4	0	(O) May be inoperative provided: a) Airplane is operated in accordance with AFM Limitations, and b) Airplane is not operated in known or forecast icing conditions.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
30	ICE AND RAIN PROTECTION				
40-2	Windscreen Overheat Lights/Annunciators	C	-	0	May be inoperative provided: a) Affected windscreen heat system is not used, b) Airplane is not operated in known or forecast icing conditions, and c) AFM take-off temperature and airspeed limitations are observed.
40-3	Windscreen Wiper Systems (Series 1 Through 700 Only)	C	2	0	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
1)	Park and Slow Speed Function	C	-	0	May be inoperative without an operational restriction provided blade(s) can be positioned in a location that will not obstruct forward vision.
80-1	Ice Detection System	C	1	0	(O) May be inoperative provided: a) Aircraft is not operated at night, and b) Alternate procedures are established and used for detection of icing and activation of aircraft anti-icing equipment.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31 INDICATING/ RECORDING SYSTEMS				
20-1 Clocks	C	-	1	As required by FAR.
30-1 Flight Data Recorder (FDR) System	D	-	-	Any in excess of those required by FAR may be inoperative.
	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but before takeoff, or 2. FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flight until the next designated airport where repair must be accomplished before dispatch, and d) Repairs are made within three flight day
1) FDR Recording Parameters Required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder operates normally, and b) Repairs are made within 20 calendar days.
2) FDR Recording Parameters Not required by FAR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.

(Continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
31	INDICATING/ RECORDING SYSTEMS				
30-1	(FDR) System (Cont.)				
	(Aircraft operated by other than Air Carrier or Commercial Operator certificate holder)	A	-	0	May be inoperative provided repairs are made in accordance with applicable FARs.
40-1 ***	Flight Hour Meter	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
50-1	Dual Filament Annunciator(s)				
1)	Filament	C	-	-	One filament in each annunciator may be inoperative.
60-1	Transfer/Reversion Switch Lights (Collins Proline 21)				
1)	CDU REV Transfer Switch Lights	C	4	0	Switch backlight and switch annunciation lights, left and right, may be inoperative provided switch operates normally.
2)	PFD REV Transfer Switch Lights	C	4	0	Switch backlight and switch annunciation lights, left and right, may be inoperative provided switch operates normally.
3)	MFD REV Transfer Switch Lights	C	4	0	Switch backlight and switch annunciation lights, left and right, may be inoperative provided switch operates normally.
4)	R PFD ENG SELECT Switch Lights	C	2	0	Switch backlight and switch annunciation lights may be inoperative provided switch operates normally.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
32	LANDING GEAR				
32-1	MLG Door Latch Springs	D	2	0	
40-1	Maxaret Unit (Anti-Skid System)				Deleted, Rev. 3.
60-1	Gear Down and Locked Indicators				
1)	Primary Indicators	B	3	2	(O) One indicator may be inoperative provided all standby indicators operate normally.
2)	Standby Indicators	B	3	2	(O) One indicator may be inoperative provided all primary indicators operate normally.
60-2	Gear Unlocked Indications				Deleted, Revision 6. Relief already provided for in item 31-50-1.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
10-1 Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and devices for which they are intended, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.
10-2 CAGS Warning Light Systems (Series 1 Though 400 Only)	C	2	1	One flasher may be inoperative provided all remaining system-warning lights are operative. NOTE: Not required for inoperative systems.
10-3 Master Warning Light Systems (Series 600 Through 900XP Only)	C	2	1	One flasher may be inoperative provided all remaining system-warning lights are operative. NOTE: Not required for inoperative systems.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33 LIGHTS				
20-1 Cabin Interior Light System	C	-	-	(O) Individual lights may be inoperative provided: a) Cabin Emergency Lighting is operative, b) Sufficient Lighting is available for crew to perform required duties and c) Sufficient Lighting is operative for passenger carrying operations at night. NOTE 1: Not required for all cargo operations. NOTE 2: Cabin emergency lighting does not include floor proximity lights.
20-2 Passenger Notice System (“No Smoking Fasten Seat Belt/Return to Cabin”) Signs	C	-	0	(O) May be inoperative and associated passenger seat(s) occupied provided: a) PA System is operative and b) PA System is used to notify passengers when seat belts should be fastened, and smoking is prohibited.
	C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify passengers when seat belts should be fastened, and smoking is prohibited.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
20-3	EMERG LTS NOT SEL/EMER LTS NOT SLCT Annunciator	C	1	0	(O) May be inoperative provided, before each departure: a) Passenger cabin emergency lighting system is verified operative and b) Flightcrew ensures the INTERIOR LIGHTS EMERG switch is ARMED.
30-1 ***	Wheel Well Lighting System	C	-	0	
30-2 ***	Rear Equipment Bay Lighting	C	-	0	
30-3 ***	Pannier Lighting System (except 750)	D	1	0	
30-4	External Baggage Compartment Lighting System (750 Only)	D	1	0	
40-1	Anti-Collision Beacons				
1)	Fuselage/Vertical Fin	C	2	0	May be inoperative provided Wing/Tail white strobe lights are operative and used.
		C	2	0	May be inoperative for day operations.
2)	Wing/Tail White Strobe Lights	C	-	0	May be inoperative provided Fuselage/Vertical Fin Anti-Collision Beacons are operative.
		C	-	0	May be inoperative for day operations.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
40-2	Landing Lights	C	2	1	One may be inoperative provided adjacent taxi light is operative.
		C	2	0	May be inoperative for day operations.
40-3	Taxi Lights (Wing Mounted)	C	2	0	(O) May be inoperative provided both landing lights are operative.
		C	2	0	May be inoperative for day operations.
		C	2	0	(O) May be inoperative provided nose taxi lights are operative.
40-4	Position Lights (Navigation) (Except Aircraft with Hawker Winglets)	C	-	3	May be inoperative provided the following minimum Position Lights are operative: a) One stationary red wing tip light, b) One stationary green wing tip light, and c) One stationary white taillight.
	(Hawker Winglet Aircraft with LED Wingtip Lights)	C	-	5	One stationary white taillight may be inoperative. NOTE: All LED's in both position lights in each winglet must be operative for night operations.
	(all models)	C	-	0	May be inoperative for day operations.
1)	Stationary White Tail Light(s) (all models)	C	-	0	May be inoperative provided an operative white strobe light is located in close proximity to the inoperative white position light.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
40-5	Wing Ice Light(s)	C	-	1	
		C	-	0	May be inoperative for day operations.
		C	-	0	May be inoperative provided: a) Ice Detector System is installed and operative, and b) Ground deicing procedures do not require their use.
40-6 ***	Logo Lights	D	-	0	
40-7 ***	Nose Taxi Lights	C	-	0	
40-8 ***	Pulselite System	D	1	0	(M) May be inoperative provided system is deactivated.
40-9 ***	Wing Tip Taxi Lighting System	D	1	0	
40-10 ***	Weight on Wheels Switch (Automatic Dim Function On Landing)	D	1	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
33	LIGHTS				
50-1	Cabin Emergency Lighting System	C	1	0	May be inoperative for all-cargo operations and operation without passengers.
	INCANDESCENT LIGHT SYSTEM				
1)	Entryway Floor Lighting (aft base crew cabinet)	C	1	0	May be inoperative provided both adjacent cabin aisle lights are operative.
2)	Exterior Emergency Lights (over/under RH wing)	C	2	0	May be inoperative for Day operation.
	LED LIGHT SYSTEM				
1)	LH FWD Reading/Table Lights	C	3	1	Any two may be inoperative.
2)	RH FWD Reading/Table Lights	C	3	2	Any one may be inoperative.
3)	LH Aft Reading/Table Lights	C	-	1	Any may be inoperative provided one remains operative..
4)	RH Aft Reading/Table Lights	C	2	1	Any one may be inoperative.
50-2 ***	Floor Proximity Lighting System	C	-	-	May be inoperative provided light is not part of the Emergency Lighting System.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
9-1 Mach Indications				
1) Non-EFIS Equipped Aircraft	C	2	1	One Mach indicator may be inoperative provided VMO/MMO aural warning operates normally.
	C	2	0	(O) May be inoperative provided: a) Flight remains at or below FL 295, and b) A placard which sets forth this limitation is affixed to the instrument panel.
2) EFIS Equipped Aircraft	C	2	1	One may be inoperative provided: a) EFIS Airspeed Tape displays are installed at each pilot station and operative, b) One Mach/Airspeed warning system is operative and c) VMO/MMO aural warning system is operative.
	C	2	0	(O) May be inoperative provided: a) Flight remains at or below FL 295, and b) A placard which sets forth this limitation is affixed to the instrument panel.
9-2 *** SAT/TAT Indicating System	C	-	0	(O) May be inoperative provided: a) Outside air temperature (OAT) indicator is operative and b) Flight Management System (if installed) is operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
9-3 ***	TAS/Indicating System	C	-	0	
9-4 ***	RMI/BDI Indicators	C	-	1	One indicating system may be inoperative provided one independent compass-heading indicator is available at each pilot's station.
9-5	Non-Stabilized Magnetic Compass (Standby)	B	1	0	May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative
		B	1	0	(O) May be inoperative provided: a) Any combination of two gyro OR INS (IRU) stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability, and under positive radar control by ATC on the enroute portion of the flight.
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are operative and used in conjunction with approved free gyro navigation techniques.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
10-1 VMO/MMO Aural Warnings	B	2	1	
	B	2	0	(O) May be inoperative provided: a) Both Mach/Airspeed indicators at both pilot positions are operative, b) If installed, Ventral Tank is either empty or EMPTY/FULL indicator is operative, and c) VMO/MMO AFM limitations are observed.
10-2 Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days. NOTE: RVSM is not authorized.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
10-3	Altimeter Vibrators				
1)	Servo Pneumatic	C	2	1	One may be inoperative provided associated air data computer is operative.
2)	Pneumatic	C	2	1	One may be inoperative provided VMC exists at departure and arrival airports.
3)	One Pneumatic and One Servo Pneumatic	C	2	1	Servo Pneumatic may be inoperative provided: a) Associated air data computer is operative, and b) VMC exists at departure and arrival airports.
4)	Standby Altimeter Vibrator (With Electric Altimeters Installed)	C	1	0	May be inoperative provided VMC exist at both departure and arrival airports.
10-4	Standby Altimeter				Incorporated into Item 34-20-9.Revision 6
10-5	Altimeter Static Error Correction Module				DELETED, Revision 7

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
10-6	Outside Air Temperature (OAT) Indicator	C	-	0	(O) May be inoperative provided alternate temperature indicating system (TAT or SAT) is available and used.
10-8	Air Data Computer Changeover/Reversion Switches	C	2	0	(O) May be inoperative provided: a) Associated instruments operate normally from independent sources, and b) Inoperative switches are not moved during flight.
1)	ADC Reversion Switch Lights (Honeywell)	C	6	0	(O) Switch backlight and annunciation, left and right, may be inoperative provided associated annunciation on the PFD is operative.
2)	ADC REV Transfer Switch Lights (Pro Line 21)	C	4	0	(O) Switch backlight and annunciation, left and right, may be inoperative provided associated annunciation on the PFD is operative.
10-9	Vertical Speed Indicator	B	2	1	One may be inoperative for day VMC flight only.
20.	Altimeter Vibrators				Incorporated into item 10-3, Revision 3.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
20-1 Flight Director System(s)				
1) Aircraft Equipped With Honeywell Avionics	C	2	1	One may be inoperative provided approach minimums do not require its use.
	B	2	0	May be inoperative provided: a) Auto Pilot is considered inoperative, and b) Approach minimums do not require their use. NOTE: RVSM is not authorized.
2) Aircraft Equipped With Collins Avionics	B	2	0	May be inoperative provided: a) Auto Pilot is considered inoperative, and b) Approach minimums do not require their use. NOTE 1: With Collins Proline-equipped aircraft, the A/P cannot be engaged unless both Flight Director Systems are operative. NOTE 2: RVSM is not authorized
20-2 Turn and Bank Indication				
1) Rate of Turn Indication	C	-	1	Turn function of one instrument may be inoperative provided flight is conducted in VMC conditions only.
	C	-	0	May be inoperative provided standby attitude indicator is operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
20-3	Attitude Heading Reference System (AHRS) / Inertial Reference System(IRS)				
1)	Primary AHRS/IRS	B	2	1	(O) One may be inoperative provided: a) Standby attitude reference system is selected and verified operative, b) AFM limitations are observed, and c) Autopilot is not used.
2)	Standby AHRS/IRS	C	1	0	(O) May be inoperative provided both primary AHRS/IRS systems are verified operative.
20-4	Compass and Attitude/AHRS Changeover/Reversion Switches	C	2	0	(O) May be inoperative provided: a) Associated instruments operate normally from independent sources, and b) Inoperative switches are not moved during flight.
1)	AHRS Reversion Switch Lights (Honeywell)	C	6	0	(O) Switch backlight and annunciation, left and right, may be inoperative provided associated annunciation on the PFD is operative.
2)	AHS REV Transfer Switch Lights (Pro Line 21)	C	4	0	(O) Switch backlight and annunciation, left and right, may be inoperative provided associated annunciation on the PFD is operative.
20-5 ***	Angle of Attack System (Series 1 thru 700)	C	1	0	
***	Teledyne AOA System (BAe-125-800 & Hawker 800 Only)	C	1	0	
20-6	Standby Attitude Ind.				Incorporated into Item 34-20-9, Rev 6.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
20-7	Symbol Generator Reversion Switches	C	2	0	(O) May be inoperative provided: a) Associated instruments operate normally from independent sources, and b) Inoperative switches are not moved during flight.
1)	SG Reversion Switch Lights (Honeywell)	C	6	0	(O) Switch backlight and annunciation, left and right, may be inoperative provided associated annunciation on the PFD is operative.
20-8	Instrument Comparator	C	-	0	(O) May be inoperative provided: a) approach minimums do not require its use, and b) Flight crew monitors instrument indications for discrepancy.
20-9	Standby Flight Instruments/Displays				
1)	Standby Attitude Indicator(s) (Electro-Mechanical Gyro Horizons)	C	-	0	May be inoperative provided not required by FAR.
		B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast VFR-on-Top conditions.
a)	Glideslope/Localizer Indicator(s)	C	-	0	
2)	Standby Altimeter(s) (Stand-Alone Unit)	B	-	0	May be inoperative provided airplane is operated in day VMC, only.

(Continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
20-9 Standby Flight Instruments/Displays (Cont'd)				
3) Secondary Flight Display (3-In-1 Color Graphic Standby Attitude, Altitude, and Airspeed Indicator OR 4-In-1 Color Graphic Standby Attitude, Altitude, Heading and Airspeed Indicator (SFD's) (Meggitt)				
a) Standby Attitude Display	C	1	0	May be inoperative provided not required by FAR.
	B	1	0	May be inoperative provide: a) Operations are conducted in day VMC, only, and b) Operations are not conducted into known or forecast VFR-On-Top conditions.
b) Standby Altimeter Display	C	1	0	May be inoperative provided airplane is operated in day VMC only.
c) Baroset Knob	C	1	0	May be inoperative provided airplane is operated in day VMC only.

(Continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
20-9 Standby Flight Instruments/Displays (Cont'd)				
3) Secondary Flight Display Units (SFD's) (Meggitt) (Cont'd)				
d) Standby Heading Display(s)	C	-	0	May be inoperative provided: a) Two independent Heading Reference Systems are operative, and b) Magnetic Compass is operative.
e) Standby Mach Number Indicator	C	1	0	
f) ILS Button	C	1	0	
g) HP/IN Button	C	1	0	
h) Light Sensor	C	1	0	
24. Air Data Computer System				Deleted, Revision 2.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
30-2	Marker Beacons	C	-	0	May be inoperative provided approach minimums do not required their use.
30-3 ***	Microwave Landing System	C	-	0	As required by FAR. NOTE: Equipment not operationally approved for steep approaches in U.S.
30-4	Radio Compass (ADF) System	C	-	-	As required by FAR.
30-5	NAV/COM Preselect Tuning Functions	C	-	0	May be inoperative provided direct tuning mode is installed and operative for each associated unit.
30-6	NAV/COM/ADF/TDR Memory Channels	C	-	0	May be inoperative provided manual tuning is operative.
30-7	NAV/COM/ADF/TDR Digital Frequency Selector/LCD/LED	C	-	1	One pilot side only may be inoperative provided: a) Manual remote tune or dual FMS/CDU tune capability is operative, and b) All Digital Frequency Selector/LCD/LED display units on opposite pilot side are operative.
32-1 ***	ILS Offset System	C	1	0	May be inoperative provided procedures do not require its use.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
40-1	Radio Altimeter System	A	-	0	(M)(O) May be inoperative provided: a) TAWS/GPWS is considered inoperative, b) TCAS is considered inoperative, c) Approach minimums or operating procedures do not require its use d) Alternate procedures are established and used, and e) Repairs are made within two flight days.
40-2	Weather Radar System	C	-	-	As required by FAR.
1) ***	Windshear Detection and Avoidance System (Predictive)	C	-	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.
40-3 ***	VTA (Voice Terrain Advisory) System or Equivalent	C	-	0	(M) May be inoperative provided system is deactivated.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
40-4 1)	Terrain Awareness Warning System (TAWS) / Ground Proximity Warning System (GPWS) (Class A or B required)	A	-	0	(O) May be inoperative provided: a) Alternate procedures and established and used, and b) Repairs are made within two flight day.
	(Class C TAWS or GPWS not required by FAR)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
a)	Modes 1-4 (Class A TAWS required by FAR)	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established used, and b) Repairs are made within two flight days.
	Modes 1 & 3 (Class B TAWS required by FAR)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
b)	Test Mode	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c)	Glideslope Deviation (Mode 5)	C	-	1	
	(Class A TAWS required by FAR)	B	-	0	
***	Modes 2, 4 & 5 (Class B TAWS required by FAR) (Continued)	C	3	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
40-4 / (TAWS) / (GPWS) (Continued)				
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
e) *** Windshear Mode (Reactive) (Class A TAWS required by FAR)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedure should include reviewing windshear avoidance and windshear recovery procedures.
(Class A TAWS required by FAR)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
(Class B TAWS required by FAR)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions (Continued)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
40-4	(TAWS) / (GPWS) (Continued)				
3)	Terrain Displays (Class A TAWS required by FAR)	C	-	1	
		B	-	0	
***	(Class B TAWS required by FAR)	C	-	0	
4) ***	Runway Awareness & Advisory System (RAAS)	C	1	0	
40-5 ***	Lightning Sensor System	C	-	0	
40-6 ***	Radarnav/Datanav System	C	-	0	
40-7 ***	Storm Scope	D	-	0	
42-1 ***	TACAN Number 2 Tuning System	C	1	0	May be inoperative provided procedures do not require its use.
43-1 ***	ATC Transponder Attenuation System	C	1	0	May be inoperative provided procedures do not require its use.
50-1	LNAV or RNAV Systems	C	-	-	As required by FAR.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
50-2 ***	Flight Management Systems (FMS)	C	-	0	(O) May be inoperative provided operations do not require FMS.
1)	NAV Data Base	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes before dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
50-3	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by FAR may be inoperative.
50-4	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not required its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: RVSM is not authorized
		D	-	1	Any in excess of those required by FAR may be inoperative.
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by FAR	A	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
2)	ATC Transponder Ident Buttons	C	-	2	May be inoperative provided one is operative at each pilot position.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
50-5	VHF Navigation (VOR/ILS) System	C	-	-	As required by FAR.
50-6 ***	Global Positioning System (GPS)	C	-	0	As required by FAR.
50-7 ***	Traffic Advisory System (B.F. Goodrich Skywatch/SKY-497)	D	1	0	
50-8	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)	Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other Aircraft Systems may be used.
2)	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.
3)	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.
4)	Data Link Transmitter(s)	D	-	0	
5)	Data Link Receivers	D	-	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
60-1 Traffic Collision and 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 required its use.
	C	-	0	(M) May be inoperative provided: a) System not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
(TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not required its use.
	C	-	0	(M) May be inoperative provided: a) System not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot's side, and b) TA and RA audio function is operative on the flying pilot's side. (Continued)

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
60-1	Traffic Collision and Avoidance System (Continued)				
	(TCAS II) (Continued)				
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot's 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) Enroute and/or approach procedures do not required its use.
3)	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 and/or approach procedures do not require its use.
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
5)	Airspace Selection Function	C	-	0	
60-2	Windshear Detector System				Deleted Revision 7, Conflicts with other Windshear Detection relief.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
70-1 EFIS/MFD Cooling Fans (Except Collins Proline 21-Equipped A/C)				
1) Aircraft with 5 Fans Installed	A	5	4	(O) One may be inoperative provided: a) Standby attitude indicator is operative, b) Bearing Distance Indicator (BDI) and standby compass is operative, c) Cabin temperature can be maintained below 35 degrees C, and d) Repairs are made within three flight days.
2) Aircraft with 3 Fans Installed	A	3	2	(O) One may be inoperative provided: a) Standby attitude indicator is operative, b) Distance Bearing Indicator (BDI) and standby compass is operative, c) Cabin temperature can be maintained below 35 degrees C, and d) Repairs are made within three flight days.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
70-2	EFIS/MFD OVHT Annunciators (Series 700, 800 and 800XP, Except Proline 21 Equipped Aircraft)	C	-	0	(M) May be inoperative provided: a) All EFIS/MFD cooling fans are verified operative before each departure, and b) Associated EFIS/MFD FAN FAIL annunciators are operative.
		C	-	-	(O) One may be inoperative provided: a) Nose Cooling Fan and Fan Door are verified operative, b) Associated EFIS/MFD FAN FAIL Annunciators are operative, and c) Ground use of EFIS is limited to not more than 30 minutes.
70-3	EFIS/MFD FAN FAIL Annunciators (Series 700, 800, 800XP Only Except Proline 21 Equipped Aircraft)	C	-	-	(O) One may be inoperative provided: a) Nose Cooling Fan and Fan Door are verified operative before each departure, b) Associated EFIS/MFD OVHT Annunciators are operative, and c) Ground use of EFIS is limited to not more than 30 minutes.
		C	-	0	(M) May be inoperative provided: a) All EFIS/MFD cooling fans are verified operative before each departure, b) All EFIS/MFD OVHT Annunciators are operative, and c) Ground use of EFIS is limited to not more than 30 minutes.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
70-4 Electronic Flight Displays (EFD's)				
1) Non-Collins Proline 21 Equipped Aircraft	B	4	3	(O) One unit may be inoperative provided: a) Inoperative display is positioned in the right side EHSI location, b) RMI/BDI(s) is/are operative, and c) Standby Instrument(s) are operative.
2) Collins Proline 21 Equipped Aircraft	B	4	3	Right side MFD position may be inoperative. NOTE: With IFIS-5000 AFD installed, EFB is affected. (See Chapter 46)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
70-5 EFIS Symbol Generator Units (SG, MSG, DPU, and/or MPU)	B	3	2	(O) One may be inoperative provided: a) #1 SGU/DPU (left side) remains operative, and b) Each pilot's EFIS is driven by an operative independent symbol generator unit (SG, MSG, DPU, or MPU). NOTE: MFD will be inoperative while independent symbol generator sources are selected.
70-6 Multifunction Display (MFD) (Except Proline 21 Equipped Aircraft)	C	1	0	(O) May be inoperative provided: a) Procedures do not require its use, and b) When radar is required, at least one radar display is operative.
70-7 *** EADI Annunciator/Displays				
1) FAST/SLOW Indications	C	2	0	
70-8 Laser Altimeter (FAA Flight Inspection Aircraft Only)				Deleted Revision 4.
70-9 Multifunction Display Controller (Honeywell Equipped Aircraft Only)	C	1	0	(O) May be inoperative provided: a) Procedures do not require its use, b) When Radar is required, at least one Radar Display is verified operative before each departure c) Before each departure, both Symbol Generators (SG) and their reversionary switching are verified operative and d) Alternate Normal and Emergency Procedures are established and used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34	NAVIGATION				
70-10	Nose Compartment Avionics Cooling System (Except Proline 21 Equipped Aircraft)				
1)	Avionics Cooling Fan	C	1	0	(O) May be inoperative provided: a) Avionics Cooling Fan Door remains closed, and b) Ground operation of the EFIS and MFD is limited to not more than 30 minutes.
2)	Avionics Cooling Fan Door	C	1	0	(O) May be inoperative provided: a) Avionics Cooling Fan Door remains closed, and b) Ground operation of the EFIS and MFD is limited to not more than 30 minutes.
70-11	Electronic Checklist System and Controls	C	-	0	(O) May be inoperative provided alternate checklists and procedures are used.
70-12	Nose Compartment Ventilation System (Collins Equipped Aircraft Except Pro-Line 21)				
1)	Avionics Cooling Fan Low Speed Warning Detector	C	1	0	(M) May be inoperative OFF provided Avionics Nose Cooling Fan is verified operative.
2)	Avionics Cooling Fan Nose FAIL Annunciator	C	1	0	(M) May be inoperative OFF provided Avionics Nose Cooling Fan is verified operative.
80-1 ***	Airborne Flight Information System (AFIS)	D	-	0	(O) May be inoperative provided alternate procedures are established and used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35 OXYGEN				
00-1 Oxygen Content Indicator(s)				
1) Servicing Gauge	D	-	0	(M) May be inoperative provided: a) Cockpit gauge is verified operative and b) Contents are verified full following servicing of the oxygen system.
2) Cockpit Gauge	C	1	0	(M)(O) May be inoperative provided: a) Flight remains at or below 10,000 feet MSL, b) Fault is verified to be the indicator only and have no leaks, c) An acceptable procedure is used to verify oxygen supply is above minimum required to complete the AFM smoke evacuation procedures, and d) Passengers are appropriately briefed.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35 OXYGEN				
00-2 Oxygen Cylinders				
1) (Remaining Oxygen Cylinders have less than 1,400 Liters but at least 750 Liters of combined volume available for use)	A	-	1	(O) Any bottles in excess of 750 Liters useable oxygen may be inoperative provided: a) Aircraft remains at or below 10,000 feet MSL, b) Passenger oxygen supply valve is verified closed, c) Passengers are appropriately briefed, d) Oxygen supply to the flight crew is verified adequate to meet operations being conducted, e) Cockpit oxygen quantity indicator is verified to operate normally, and f) Repairs are made within three flight days. NOTE: Aircraft can not takeoff with less than 750 Liters of oxygen available for crew use.
2) (Remaining Oxygen Cylinders have at least 1,400 Liters of combined volume available for use)	C	-	1	(O) Any bottles in excess of 1,400 Liters combined volume of useable oxygen may be inoperative provided oxygen supply to the flight crew and passengers is verified adequate to meet operations being conducted.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
35	OXYGEN				
00-3	Barometric Valve Automatic Function	C	1	0	(M) May be inoperative provided: a) Manual deployment system is operative, b) Flight remains at or below FL 300, and c) Passenger supply valve is operative.
10-1	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.
20-1	Passenger Oxygen Masks and Stowages	C	-	0	(O) May be inoperative provided Associated seats are blocked and placarded to prevent occupancy.
		C	-	0	(O) May be inoperative provided: a) Flight is not conducted where the minimum enroute altitude is above 14,000 feet MSL, b) Pressurization system is operative, c) Flight remains at or below FL 250, d) Portable oxygen is provided to each passenger above 15,000 feet MSL, and e) Passengers are appropriately briefed.
30-1	Portable Oxygen Dispensing Unit	C	-	-	(M) Any in excess of those required by FAR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced or removed at the next available maintenance facility.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38 WATER/WASTE				
10-1 Potable Water System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.
	D	-	-	(O) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that the system is not serviced.
10-2 Basin Waste System				
1) Basin Drain Mast(s)	C	-	0	(O) May be inoperative provided: a) Associated components are drained and not used, b) Ram Air and Dump Valves are verified operative before the first flight of the day, c) DUMP VLV is selected OPEN, d) Flight is conducted in an unpressurized configuration, e) Aircraft is operated at or below 15,000 feet MSL, and f) Applicable Oxygen requirements are established and complied with.
2) Basin Waste System (Except Drain Mast and Mast Check Valve)	C	-	0	(O) May be inoperative provided: a) Associated components and water supply are drained, and b) Procedures are established to ensure the system is not serviced or used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
38 WATER/WASTE				
10-3 Lavatory Waste System (Blue Water)				
1) Lavatory Plug Assembly (Lavatory Doughnut)	C	-	0	(O) May be inoperative, or missing, provided: a) Associated Lavatory Waste Tank is drained, b) Pilot in Command determines that flight duration is acceptable with toilet unusable, c) Associated toilet is secured closed and placarded, “INOPERATIVE – DO NOT USE,” d) Ram Air and Dump Valves are verified operative before the first flight of the day, e) DUMP VLV is selected OPEN, f) Flight is conducted in an unpressurized configuration, g) Aircraft is operated at or below 15,000 feet MSL, and h) Applicable Oxygen requirements are established and complied with.
2) Lavatory Waste System (except Plug Assembly)	C	1	0	(O) May be inoperative provided: a) Associated components and water supply are drained, and b) Procedures are established to ensure the system is not serviced or used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
45 CENTRAL MAINTENANCE COMPUTER				
00-1 Maintenance Diagnostic Computer (MDC) (Pro Line 21 only)	D	1	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46	INFORMATION SYSTEMS				
10-1 ***	Electronic Flight Bag System (EFB)	C	-	0	(O) May be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form. NOTE 1: If alternate source is electronic, dual redundancy is required for operation. NOTE 2: Any function, program or document which operates normally may be used.
1) ***	Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
2) ***	Mounting Device (Class 2)	C	-	0	(M) (O) May be inoperative provided: a) The associated EFB and hardware is secured by an alternate means or removed from the aircraft and b) Alternate procedures are established and used.
3) ***	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
4) ***	EFB Printer	C	-	0	May be inoperative provided all affected pertinent flight information is printed and available prior to departure.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
46 INFORMATION SYSTEMS				
20 Integrated Flight Information System (Pro Line 21 IFIS-5000)				
1) File Server Unit (FSU) (FSU INOP message)	C	1	0	
***	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form. NOTE: If alternate source is electronic, dual redundancy is required for operation.
2) Cursor Control Panel (CCP)	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used to ensure all information associated with the flight is available at the pilot station in current and appropriate form.
3) *** Communications Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.
4) *** Third VHF Comm Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ACARS and Universal WX inoperative.
5) *** XM Satellite Weather System	C	1	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49	AIRBORNE AUXILIARY POWER				
00-1	Auxiliary Power Unit	C	1	0	May be inoperative provided APU is not used.
10-1	APU Air/Load Control Valve	C	1	0	(M) (O) May be inoperative provided: a) Air valve is secured closed, and b) APU air switch remains OFF. NOTE: If APU and APU Generator are operative, APU may be used to provide electric power.
		C	1	0	May be inoperative provided APU is not used.
10-2	APU Instrumentation				
1)	RPM/EGT Indicators (T62T-40C8D/T62T-40C8D1 and 36-150/92/100/ APU Only)	C	2	0	May be inoperative provided APU is not used.
2)	Amp Meter/Load Meter	C	1	0	May be inoperative provided APU is not used.
30-2 ***	APU Operating Cycle Recorder	C	1	0	(O) May be inoperative provided an alternate procedure for recording APU operating cycles is established and used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
11-1	Main Entry Door Unlock Indication System	C	1	0	(O) May be inoperative provided door is both visually and manually verified to be fully closed and locked before each departure.
25-1	Rear Baggage Pannier/ External Baggage Compartment Door Unlock Indications	C	-	0	(O) May be inoperative OFF provided door(s) is visually and manually verified fully closed and locked before each departure.
		C	-	0	(M) (O) May be inoperative ON provided: a) System is deactivated, and b) Door(s) is visually and manually verified fully closed and locked before each departure.
25-2	Rear Baggage Pannier/ External Baggage Compartment Hatch Unlock Indication	C	1	0	(O) May be inoperative OFF provided associated hatch is both visually and manually verified fully closed and locked before each departure.
		C	1	0	(M) (O) May be inoperative ON provided: a) System is deactivated, and b) Hatch is both visually and manually verified fully closed and locked before each departure.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
52	DOORS				
70-3 ***	Optional Door or Hatch Unlocked Annunciator	C	1	0	(O) May be inoperative provided annunciator is not visibly illuminated and associated door(s) or hatch(s) are visually and manually verified fully closed and locked before each departure. NOTE: Optional doors/hatches approved for relief under the above include the following: Remote Refuel Panel Door; Single Point Refuel Door; Ventral Tank Gravity Refuel Door; Rear Equipment Bay Door; Lavatory Service Panel Door.
70-4	Right and Left Avionics Access Doors				Deleted Revision 5.
70-5 ***	Keyed Exterior Door Locks	D	-	0	(O) May be inoperative provided checks are made to ensure the lock does not interfere with operation of the latch.
70-6 ***	Ramp Guard System	D	-	0	

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
56 WINDOWS				
10-1 Windscreen (Panel “A”) (Series 1 Through 700)	C	-	-	(M) (O) May be delaminated provided: a) Visibility through the affected windscreen(s) is acceptable to the crew, b) Airplane is not operated in known or forecast icing conditions, c) Associated SCREEN HEAT CTL circuit breaker is pulled and collared, and d) AFM limitations are observed.
10-2 Windscreens “A” or “B” (Series 750, 800, 800XP, 850XP and 900XP)	C	-	-	(M) (O) One “A” or “B” windscreen may be delaminated provided: a) Visually through the affected windscreen is acceptable to the crew, and vision is not impaired on the remaining windscreens, b) Airplane is not operated in known or forecast icing conditions, c) Associated SCREEN HEAT CTL circuit breaker is pulled and collared, and d) AFM limitations are observed.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73	ENGINE FUEL & CONTROL				
22-1	Engine Synchronizer System (Series 1 Through 800A With TFE-731 Engines Only)	C	1	0	(O) May be inoperative provided: a) System is selected “OFF”, b) APR system is not armed, and c) AFM limitations are observed.
22-2	Top Temperature Control System (Viper Engine Only)	C	2	1	(M) (O) One may be inoperative provided: a) Associated switch remains OFF, b) Associated circuit breakers are pulled and collared, and c) Associated JPT indicator operates normally.
3.	Engine Electronic Fuel Computer System (Series 1 Through 800 With TFE-731 Engines Only)				Deleted, Revision 2.
23-1 ***	APR Computer System (Series 1 Through 800A With TFE-731 Engines Only)	C	1	0	(O) May be inoperative provided: a) AFM performance limitations are observed, b) APR system is selected OFF, and c) Procedures for monitoring engine limitations are established and used.
24-1	Automatic Thrust Limiter System (Viper Engines Only)	C	2	0	(O) May be inoperative provided RPM and JPT can be controlled manually.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
73 ENGINE FUEL & CONTROL				
31-1 Fuel Flow Indicators	C	2	1	(O) One may be inoperative provided: a) Associated RPM and JPT/ITT indicators are operative, b) All fuel quantity indicators are operative, and c) A fuel monitoring procedure is established and used.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
74 IGNITION				
10-1 Ignition systems	B	4	3	(O) One igniter on one engine may be inoperative provided: a) Aircraft is not operated in visible moisture or from contaminated runways, and b) Aircraft is not operated in known or forecast icing conditions.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
77 ENGINE INDICATING				
10-2 Engine Indications				
1) N1 Indicator Digital Readouts				
a) Digital Readout(s) (Except ProLine 21-Equipped Aircraft)	C	-	0	
2) N2/RPM Indicators	C	2	1	(O) One may be inoperative provided N1 and Fuel Flow Indicators for the associated engine are operative.
a) Digital Readout(s)	C	-	0	
3) ITT/EGT Indicators				
a) Digital Readout(s) (Except ProLine 21-Equipped Aircraft)	C	-	0	
32-1 Power Loss Indicator Systems (Viper Engine Only)	C	2	0	(O) May be inoperative provided all remaining engine indicating systems are operative.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
77	ENGINE INDICATING				
32-2	Above 92% Light Systems (Viper Engine Only)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
32-3	Climb Power Annunciators (TFE-731 Engines Except Proline 21 Equipped Aircraft)	C	2	0	(O) May be inoperative provided alternate procedures are established and used to set climb power.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
78	ENGINE EXHAUST				
30-1	Thrust Reversing System (Series 700 and 800, If Installed, and 750, 800XP, 850XP and 900XP Only)	C	2	0	(M) (O) May be inoperative provided: a) No damage to the thrust reverser system exists which would adversely affect operation of the airplane, and b) A procedure is established and used to ensure that the associated thrust reverser(s) is disabled and pinned in the stowed (forward thrust) position.
30-2	Thrust Reverser Indicating Annunciators	C	4	0	(M) (O) May be inoperative provided procedures are established and used to ensure associated thrust reverser(s) is disabled and pinned in the stowed (forward thrust) position.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
79 ENGINE OIL				
30-1 Oil Pressure Low Warning Lights/Annunciators	C	2	0	(O) May be inoperative provided: a) Associated Oil Pressure and Oil Temperature Indicators are operative, b) Associated Oil Tank is serviced to recommended capacity before each departure, and c) There is no evidence of above normal oil consumption or leakage.

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
80 STARTING				
00-1 Starter Power Available Annunciator (TFE-731 Engines Only)	C	1	0	
00-2 Starter Select Light (Viper Engines Only)	C	1	0	
00-3 Starter Operating Annunciators (TFE-731 Engines Only)	C	2	0	(O) May be inoperative provided: a) Procedures are established and used to assure that start power and EXT PWR switches are disengaged when engine reaches self-sustaining speed, and b) Procedures are established and used to assure that associated generator(s) is on line after each start.