

HS748R1.txt

DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WASHINGTON, D. C.

Revision: 1  
Date: 11/17/88

MASTER MINIMUM EQUIPMENT LIST

HAWKER SIDDELEY 748

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Log of Revisions

REV. NO.	DATE	PAGE NUMBERS	INITIALS
ORIGINAL 1	06/23/80	Original Complete Revision	

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Control Page

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#### Highlights of Change 1

EFFECTIVE ABOVE DATE, The Hawker Siddeley 748 Master Minimum Equipment List has been revised. Please replace all pages of previous lists with Revision 1 for a complete up-to-date MMEL.

-----  
 Retain this sheet with your MMEL until the next revision is issued.  
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### Definitions

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.

NOTE: - The operator's MEL should list the number installed in his particular aircraft.

- 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.
- 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.

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 airplane 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. Items installed that are in excess of the FAR requirements may be permitted by the operator's MEL to be inoperative if not otherwise required by the MMEL.

4. Asterisk \* symbol in Column 4 indicates the listed item if inoperative, must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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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. Dash - Symbol in Column 2 indicates a variable number (quantity) of the item installed.

NOTE - Operator's MEL must show in Column 2 the number (quantity) of the item installed in the specific aircraft.

6. "Deleted" after a sequence number indicates the item was previously listed but is now required to be operative if installed in the aircraft.
7. "ER" refers to extended range of operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42.
8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" - a 24 hour period (from midnight to midnight) during which at least one flight is scheduled 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. Notes: In Column 4 provides additional information for crewmember or maintenance consideration. Notes are to identify applicable material which are 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.

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13. (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, including the identification of qualified personnel authorized to accomplish them are required to be published as part of the Operator's Manual or MEL.
- (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, including the identification of qualified personnel authorized to accomplish them, are required to be published as a part of the Operator's Manual or MEL.
14. "Secured" and "Deactivated" 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.
15. "Time In Service" means the time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing (as defined in FAR Part 1).
16. Visual Flight Rules (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an IFR flight plan.
17. "Visual Meteorological Conditions" (VMC) - 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.

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18. "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.

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Preamble

If some deviations from the type certificated configuration and equipment required by the operating rules were not permitted, the aircraft could not be flown unless all such equipment was operable. Experience has proven that the operation of every system or component installed on the aircraft is not necessary when the remaining operative instruments and equipment provide continued safe operations. Therefore certain deviations from these requirements are authorized to permit continued or uninterrupted operation of the aircraft. The Federal Aviation Regulations permit the publication of a MINIMUM EQUIPMENT LIST (MEL) designed to provide owners/operators with the authority to operate an aircraft with certain items or components inoperative provided the Administrator finds an acceptable level of safety maintained by appropriate operations limitations, by a transfer of the function to another operating component or by reference to other instruments or components providing the required information.



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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING			
1.	Cabin Altitude Indicator	1	0	* (0) May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to convert cabin differential pressure to cabin altitude. OR c) Flight is conducted unpressurized.
2.	Cabin Differential Pressure Indicator	1	0	* (0) May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to convert cabin altitude to cabin differential pressure, OR c) Flight is conducted unpressurized.
3.	Cabin Rate of Climb Indicator	1	0	* (0) May be inoperative provided: a) All other instruments and functions of the pressurization system operate normally, OR b) Flight is conducted

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unpressurized.

4. Ventilation Fan	-	0	*
5. Ground Conditioning Connector	-	0	*(M)May be inoperative provided locked in the closed position.
6. Cabin Altitude Warning System	1	0	*(O)May be inoperative provided flight is restricted to 10,000 ft. or below.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		2.	3. NUMBER REQUIRED FOR DISPATCH	
21	AIR CONDITIONING			
7.	Spi II Valve	2	1	*(M)May be inoperative provided: a) It is locked in the open position and, b) Flight is restricted to 15,000 ft. or below.
8.	Cold Air Unit	1	0	*(O)May be inoperative provided a) The air conditioning system is operated below ISA + 10 Degrees ambient temperature. OR b) Flight is conducted unpressurized.
9.	Cabin Pressure Controller	1	0	*May be inoperative provided flight is conducted unpressurized.
10.	Cabin Discharge Valve	2	1	*(M)(O)One may be inoperative for pressurized flight provided: a) The failed valve is locked in the closed position, b) The emergency relief valve function of the inoperative valve remains operative, c) Cabin safety valve is operative, and d) The remaining valve operates normally.
		2	0	*Both may be inoperative for unpressurized flight provided

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valves are in the open position.

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22	AUTO FLIGHT			
1.	Autopilot System	-	0	*May be inoperative provided landing weather minimums are not dependent upon its use.  NOTE: Any mode which operates normally may be engaged.
2.	MOVED TO 27-3			
3.	Control Wheel Disengage Switch	2	1	*(0)One may be inoperative provided autopilot is not used below 1500 feet AGL.
		2	0	*Both may be inoperative provided autopilot is not used.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
1.	Passenger Address System	1	0	* (0) May be inoperative for a maximum of 15 flight hours (Domestic) or 25 flight hours (International) provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Service interphone operates normally.
2.	DELETED			
3.	Cabin Attendant Interphone	1	0	* (0) May be inoperative provided: a) Procedures are not dependent upon its use, b) Alternate normal and emergency procedures are established and utilized, and c) Public address system operates normally.
4.	Flight Deck Speakers	-	0	* May be inoperative provided: a) Procedures are not dependent upon their use, and b) Headsets are installed and operative.
5.	Communications Systems (VHF, HF, UHF)	-	-	* As required by FAR.
6.	Voice Recorder System	1	0	* May be inoperative provided Flight Data Recorder (FDR) operates normally.

7. DELETED

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23	COMMUNICATIONS				
8.	DELETED				
9.	DELETED				
10.	Static Discharge Wicks		-	5	*A minimum of one per location required: i, e., one on each aileron, one on each elevator and one on the rudder.

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24	ELECTRICAL POWER			
1.	Battery Magnetic Indicator	2	1	*(M)(0)One may be inoperative provided a procedure is used prior to each flight to determine that the associated battery operates normally on the bus bar.
2.	Ground Supply Magnetic Indicator	1	0	*(0)May be inoperative provided the voltmeter is used to monitor ground power voltage.
3.	Generator Magnetic Indicator	2	0	*(0)May be inoperative provided the respective generator failure warning light, generator load and generator voltage are closely monitored.
4.	DELETED			
5.	Alternator Low Voltage Light	2	1	*(0)One may be inoperative provided the associated voltmeter is operative.
6.	Main Inverter	2	1	*(0)One may be inoperative for Day VFR operation.
7.	Autopilot Inverter	-	0	*
8.	External Power System	1	0	*

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25	EQUIPMENT/FURNISHINGS				
1.	Passenger Seats and Seat Belts	-	-	-	<p>*(M)All may be inoperative provided:</p> <p>a) Affected seat does not block emergency egress to aisle or exit, and</p> <p>b) Affected seat is blocked and placarded "DO NOT OCCUPY".</p> <p>NOTE 1: A seat position with an inoperative or missing lap belt is considered inoperative.</p> <p>NOTE 2: A seat with an inoperative recline mechanism is considered to be inoperative if the seat back cannot be secured in the upright position.</p>
2.	Crewmember Shoulder Harness	-	-	-	<p>*If a harness becomes inoperative, the airplane may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made.</p>
3.	"Fasten Seat Belt While Seated" Signs or Placards	-	-	-	<p>*One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.</p>
4.	Pilot(s) Seat Adjustment System	2	0	0	<p>*(M)May be inoperative provided:</p> <p>a) Position of the seat(s) permits normal pilot visibility and full flight control movement, and</p> <p>b) Seat(s) is secured with mechanical stops.</p>

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25	EQUIPMENT/FURNISHINGS				
5.	Flight Attendant Seat Assembly (Single or Dual Position)	-	-	-	<p>* (M)(O) One single or one dual position seat may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected seat position(s) is not occupied,</li> <li>b) Flight attendant(s) displaced by inoperative seat position(s) occupy the passenger seat(s) most accessible to their assigned exit,</li> <li>c) Alternate procedures are established for displaced flight attendant(s),</li> <li>d) Folding type seat is stowed or secured in the retracted position, and</li> <li>e) Passenger seat(s) assigned flight attendant(s) is placarded "FOR FLIGHT ATTENDANT USE ONLY"</li> </ul> <p>NOTE 1: A folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing lap belt is considered inoperative.</p> <p>(Continued)</p>

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25	EQUIPMENT/FURNISHINGS				
5.	Flight Attendant Seat Assembly (Single or Dual) (CONT'D)				<p>NOTE 3: The above provisos apply to required flight attendant seats. Seat positions in excess of those required may be inoperative provided they are properly stowed or secured in the retracted position. Individual operators when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.</p>
6.	Passenger Convenience Item(s)	-	0		<p>*Passenger convenience items, as expressed in this MMEL, are 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. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the Air Carrier's appropriate document.</p>

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25	EQUIPMENT/FURNISHINGS			
7.	Emergency Locator Transmitter(ELT)	-	-	*As required by FAR.
8.	Megaphones	-	-	*As required by FAR.
9.	Cabin Emergency Flashlight Holder/Flashlights	-	-	*May be inoperative or missing provided the crewmember assigned to the affected position has a normally operating flashlight readily available.
10.	DELETED			

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SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION			
1.	Lavatory Smoke Detection System	-	-	<p>*(M)(O)For each lavatory, the lavatory smoke detection system may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Lavatory fire extinguisher system operates normally,</li> <li>OR</li> <li>b) Lavatory waste receptacle is empty,</li> <li>c) Lavatory door is locked closed and placarded "INOPERATIVE-DO NOT ENTER", and</li> <li>d) Lavatory is not used for any purpose.</li> </ul> <p>NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.</p> <p>NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.</p>
2.	Portable Fire Extinguishers	-	-	*As required by FAR.

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

26 FIRE PROTECTION			
3. Lavatory Fire Detection System	-	-	<p>* (M) (O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Lavatory smoke detector system operates normally.</li> <li style="text-align: center;">OR</li> <li>b) Lavatory waste receptacle is empty,</li> <li>c) Lavatory door is locked closed and placarded, "INOPERATIVE-DO NOT ENTER", and</li> <li>d) Lavatory is not used for any purpose.</li> </ul> <p>NOTE 1: These provisions are not intended to prohibit lavatory inspections by crewmembers.</p> <p>NOTE 2: A lavatory fire extinguisher system is not required for all cargo operations.</p>

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27 FLIGHT CONTROLS				
1. Wing Flap		1	0	*May be inoperative provided the

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	Posi ti on Indi cator			correct flap position is determined visually by a crewmember prior to each takeoff and landing.
2.	Flap Motor Runni ng Indi cator Li ght	1	0	** (M) (0) May be inoperative provided: a) Flap motor is operating normally prior to each departure, and b) Associated flap motor is monitored on the right hand TRU ammeter while flaps are running.
3.	Elevator Trim Motor	-	0	*If autopilot installed, elevator trim motor may be inoperative provided airplane is operated with the autopilot switched "OFF".
4.	Stall Warning System	2	1	*One may be inoperative provided remaining system operates normally, and is checked prior to each departure.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL			
1.	Fuel Low Temperature Light	2	0	*(0) May be inoperative provided: a) The respective fuel filter warning light is operative, and

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2.	Fuel Filter Warning Lights	2	0	b) AFM procedures are observed. *(0)May be inoperative provided: a) The respective fuel low temperature light is operative, and b) AFM procedures are observed.
3.	Pressure Fueling System	-	0	*May be inoperative provided an alternate approved means of refueling is used.
4.	Fuel Quantity Gauge	2	1	*(0)One may be inoperative provided: a) Quantity is determined by drip stick prior to each flight, and b) Appropriate fuel consumed indicator is installed and operative.
5.	Drip Sticks	-	0	*May be inoperative provided both cockpit fuel quantity gauges are operative.
6.	Fuel Boost Pumps	4	3	*(0)One may be inoperative provided: a) The remaining three are on, and b) The crossfeed is on for all takeoffs and landings.

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29	HYDRAULIC POWER				
1.	Hydraulic Pump Fail Warning Light	2	1		*(M)(0)One may be inoperative provided both pumps are determined to be operative prior to each flight.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION				
1.	Windshield Wipers	2	1		*Copilot's may be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
2.	Wing and Empennage De-icing System	1	0		* (M) (0) May be inoperative provided: a) Flight is not made in icing conditions, and

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b) Timer system is in a deflation cycle.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
31	INDICATING/RECORDING SYSTEMS				
1.	DELETED				
2.	Flight Data Recorder System (FDR)	1	0		*May be inoperative provided the Cockpit Voice Recorder (CVR) is operative.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR			
1.	Low Brake Pressure Warning Light	2	0	*May be inoperative provided the respective brake pressure indicator operates normally.
2.	Brake Line Pressure Indicator	4	2	*One may be inoperative on each system provided the respective low brake pressure warning light is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
1.	Cockpit and Instrument Lights	-	-	-	*Lights must be sufficient to clearly illuminate all controls, required markings and instruments day or night.
2.	Passenger Compartment	-	-	-	*Operable lights must provide adequate lighting for day or night operation.
3.	Passenger Notice ("No Smoking/Fasten Seat Belt")	-	-	-	* (M) (0) No passenger seat may be occupied in flight which a "No Smoking/Fasten Seat Belt" sign is not readily legible, and that seat must be blocked. OR * (0) If one or more "No Smoking/Fasten Seat Belt" signs are inoperative, the affected passenger seat(s) may be occupied provided:

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			<ul style="list-style-type: none"> <li>a) Passenger Address System operates normally, and can be heard clearly throughout the cabin during flight, and</li> <li>b) PA system is used to notify the passengers when seat belts should be fastened, and smoking is prohibited.</li> </ul>	
4.	Wing Illumination Light	2	0	*May be inoperative provided a portable lamp is available for night operation in icing conditions.
5.	Landing Light	2	0	*One or both may be inoperative for day operations only.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS			
6.	Floor Proximity Emergency Escape Path Marking System	1	1	*Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: <ul style="list-style-type: none"> <li>a) FAA engineering approval Letter.</li> <li>OR</li> <li>b) FAA approved report of the Type Design Holder.</li> <li>OR</li> <li>c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC).</li> <li>OR</li> <li>d) An FAA approved report incorporated in the Master Drawing List for the applicable STC.</li> </ul>
7.	Exterior	-	0	*May be inoperative for day

Emergency Lights

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operations.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
1.	DELETED			
2.	Non-Stabilized Magnetic Compass	1	0	* (0) May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
		1	0	* (0) May be inoperative provided: a) Any combination of two gyros or INS stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on the en route portion of the flight.
		1	0	* (0) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free

gyro navigation techniques.

3. Turn and Slip Indicators

1) Rate-of-Turn Indicators

2 1  
2 0

\*Turn function of one instrument may be inoperative for VMC flight.

\*One or both may be inoperative provided Standby Attitude indicator operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION			
4.	VHF Navigation (VOR/ILS)	-	-	*As required by FAR.
5.	Marker Beacon Receiver System	-	-	*May be inoperative provided approach procedures are not dependent upon its use.
6.	LF Navigation System	-	-	*As required by FAR.
7.	Distance Measuring Equipment System (DME)	-	-	*As required by FAR.
8.	Flight Director Systems	-	-	*May be inoperative provided landing weather minimums are not dependent upon its use.
9.	Weather Radar System	-	-	*As required by FAR.
10.	ATC Transponder System	-	-	*As required by FAR.
11.	Radio Altimeter System	1	0	*May be inoperative provided: a) Weather minimums are not dependent upon its use, and b) Operation is not associated

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with the GPWS.

12. Moved to 27-1

13. Ground Proximity  
Warning System  
(GPWS)

1

0

\*As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
14.	Altitude Alerting System	1	0		*As required by FAR.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS			
1.	Door Warning Light System	1	0	*May be inoperative provided a door warning horn operates normally.
2.	Door Warning Horn	1	0	*May be inoperative provided the door warning light system operates normally.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS			
1.	Propeller Brake	2	0	*
2.	Synchronizing System	1	0	*(M)May be inoperative provided system has been deactivated.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING			
1.	Fuel Flowmeter	2	1	*One may be inoperative provided all other engine indicating systems for affected engine are operative.
2.	Fuel Consumed Indicator	2	1	* (0) One may be inoperative provided: a) Associated fuel tank quantity indicator is operative, and b) Approved monitoring procedure is established and used.
3.	Engine Tachometer	2	1	* (0) Left engine tachometer may be inoperative provided: a) Auto-synchronizing system operates normally, b) Turbine gas temperature gauges operate normally, and c) Torque meters are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL	1. Engine Low Oil Pressure Warning Lights	2	1	*(M)(O)One may be inoperative provided: a) The respective oil pressure and temperature gauge is operative, and b) The oil quantity is checked prior to each flight.	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
82	WATER INJECTION			
1.	Water Methanol Quantity Gauge	2	0	*(M)(0)One or both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Reliable means are used to determine tank quantity,</li> <li>b) Quantity is checked prior to each departure and filled at least to the minimum required by AFM, and</li> <li>c) the associated pressure light is operative.</li> </ul>
2.	Water Methanol Pressure Light	2	1	*(M)(0)One may be inoperative provided that system is determined to be operative prior to each departure and both quantity gauges are operative.