



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

Master Minimum Equipment List (MMEL)

Revision: Original a
Date: 11/30/2015

Learjet 45

Model 45

(Learjet 75) S/N 45-456 through 2000
(Learjet 70) S/N 45-2134 through 4000

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FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:
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HIGHLIGHTS OF CHANGE

ATA 23
-50-05

Added relief for inoperative NAV audio functions.

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DEFINITIONS AND PREAMBLE			

DEFINITIONS

Insert the applicable definitions listed in the current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions. Additional definitions may be included in an operators MEL as desired. Revision of PL-25 does not require revision to the operator's MEL.

PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current

FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble

or

FAA MMEL Policy Letter PL-36, FAR Part 91 MEL Approval and Preamble

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Guidelines For (O) & (M) Procedures

The Flight Operations Evaluation Board (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.

Learjet has developed recommended operational (O) and maintenance (M) procedures for the Learjet 45 (70/75) MMEL. Operator's MEL procedures should be based on the Learjet 45 (70/75) Dispatch Deviation Guide (DDG), (P/N: MP-173).

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
21	AIR CONDITIONING				
-20-01	Flight Deck Air Vent / Gasper (WEMAC)	C	-	0	
-20-02	Cabin Air Vent / Gasper (WEMAC)	D	-	0	
-21-01	Lavatory Recirculation Fan	C	1	0	(M) May be inoperative provided Auxiliary Heat is deactivated.
-21-02	Lavatory Recirculation Fan HIGH / LOW Speed Switch	C	1	0	(M) May be inoperative provided Auxiliary Heat is deactivated.
		C	1	0	May be inoperative provided Fan operates at HIGH Speed when Auxiliary Heat is used.
-30-01	Cabin Pressurization Control System Channel (CAB PRESS FAIL)	C	2	1	One (1) may be inoperative
-32-01	CABIN PRESSURE CONTROL Display	C	1	0	May be inoperative provided CABIN RATE, DELTA P, and CABIN ALT displays on ECS Synoptic page are operative.
-33-01	Cabin Air Outflow Valve	C	2	1	One (1) may be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is operated unpressurized, and b) Aircraft is operated at 9,000 feet MSL or below.
-33-02	Emergency Pressurization Valve	C	2	1	(M) One (1) may be inoperative provided: <ul style="list-style-type: none"> a) Inoperative Valve is secured CLOSED, and b) Aircraft is operated at 41,000 feet MSL or below.

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ATA	Item	1. Repair Category			
		2. Number Installed			
21	AIR CONDITIONING	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-40-01	Baggage Compartment Heater	C	1	0	(M) May be inoperative provided passengers are advised that baggage contents are subject to freezing.
-40-02	Auxiliary Heat	D	1	0	(M) May be inoperative provided Vapor Cycle Cooling System is operative.
-40-03	Flight Deck Electric Foot Warmer System	C	1	0	(M) May be inoperative provided temperature is acceptable to flight crew.
-50-01	PACK	C	1	0	(O) May be inoperative provided: a) Aircraft is operated unpressurized at 9,000 feet MSL or below, and b) PACK Switch is OFF.
-50-02	Pack HI FLOW System	C	1	0	(M) May be inoperative provided System is set to NORMAL Flow
-50-03	Vapor Cycle System	D	-	0	(M) May be inoperative provided Vapor Cycle System is deactivated and secured.
-60-01	Automatic Temperature Control System	C	1	0	May be inoperative provided Manual Temperature Control System is operative.
-60-02	Manual Temperature Control System	C	1	0	May be inoperative provided Automatic Temperature Control System is operative.

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ATA	Item	1. Repair Category			
		2. Number Installed			
21	AIR CONDITIONING	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-62-01	ECS Synoptic TEMP CONT Display (CKPT)	C	1	0	
-62-02	ECS Synoptic TEMP CONT Display (CAB)	C	1	0	
-62-03	EICAS CAB TEMP Display	C	1	0	

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ATA	Item	1. Repair Category			
22	AUTOPILOT	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-10-01	Autopilot System	B	1	0	(M) Except where en-route operations require its use, may be inoperative. NOTE: RVSM is not authorized.
-10-02	Control Wheel Master Switch (MSW)	C	2	1	One (1) 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 provided Autopilot is not used. NOTE 1: Control Wheel Master Switch (MSW) is required for functions other than the Autopilot System. NOTE 2: RVSM is not authorized.
-10-03	GO-AROUND Switch	C	1	0	(O) May be inoperative provided: a) Autopilot and Flight Director are not used below 500 feet AGL, and b) Alternate procedures are established and used.
-10-05	Touch Control Steering (TCS) Switch	C	2	0	
-20-01	Mach Trim System	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM Limitations.

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ATA	Item	1. Repair Category			
		2. Number Installed			
23	COMMUNICATIONS	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-00-01 ***	Flight Phone	C	-	0	
-00-02	Press-To-Talk Switch (Control Wheel)	C	2	0	May be inoperative provided: a) Switch has not failed in the Transmit Mode, and b) Hand Held Microphone on associated side is operative.
-00-03	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	-	1	(O) May be inoperative while conducting operations that require two (2) LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight c) The ICAO flight plan is updated (as required) to notify ATC of the comm equipment status of the aircraft, and d) Alternate procedures are established and used.

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ATA	Item	1. Repair Category			
		2. Number Installed			4. Remarks or Exceptions
23	COMMUNICATIONS	3. Number Required for Dispatch			
-00-04	Communications System (VHF And UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: <ul style="list-style-type: none"> a) VHF COM 1 is operative, b) System is not powered by any aircraft Emergency Power System Bus, and c) System is not required for emergency procedures.
-00-05 ***	Satellite Communications System	C	-	0	
-00-06 ***	WIFI Internet System	D	-	-	
-20-01 ***	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.
-01	Channel	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.

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ATA	Item	1. Repair Category			
		2. Number Installed			
23	COMMUNICATIONS	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-40-01	Passenger Address System (PA)				
-01	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.
-02	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.
-40-02	Pre-Recorded Passenger Announcement System	C	-	0	(O) May be inoperative provided alternate announcement procedures are established and used.
-40-03	Cabin Chimes	C	-	0	(O) May be inoperative provided: a) Passenger Address System operates normally, and b) Alternate procedures are established and used.
-40-04	Speaker (Cabin / Lavatory)	B	-	0	(O) May be inoperative provided alternate, normal and emergency procedures and / or operating restrictions are established and used.
-40-05	Maintenance Interphone System	C	-	0	

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
23	COMMUNICATIONS				
-50-01	Speaker (Flight Deck)	C	2	0	May be inoperative provided an operative Headset is used by each Flight Deck crewmember.
-50-02	Headset	C	-	-	As required by 14 CFR
-50-03	Hand Held Microphone	C	2	0	May be inoperative provided: a) The associated Flight Deck crewmember uses a Boom Microphone, and b) The associated Control Wheel Press-To-Talk Switch is operative.
-50-04	Boom Microphone				
-01	Cockpit Voice Recorder With Flight Data Recorder Installed				
-01	Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 121.359(g) Or 135.151(d).	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three (3) flight days.
-02 ***	Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.
-02	Cockpit Voice Recorder Without Flight Data Recorder Installed				
-01	Cockpit Voice Recorder Equipped To Record Boom Microphone Per 14 CFR 121.359(g) Or 135.151(d)	A	-	0	May be inoperative provided repairs are made within three (3) flight days.

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		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
23	COMMUNICATIONS				
-02 ***	Cockpit Voice Recorder Not Equipped To Record Boom Microphone.	D	-	0	Any in excess of those required by 14 CFR may be inoperative.
-50-05	Navigation Audio Function	C	-	0	May be inoperative provided automatic decoding of NAVAID identifier is operative.
-60-01	Static wick	C	19	15	Four (4) or less may be missing or broken in any of the following locations: a) Most Inboard Wick on each Winglet, b) Most Inboard Wick on each Delta Fin, c) Most Inboard Wick on each Elevator, and d) On Aft Vertical Stabilizer Fairing.
-70-02	Cockpit Voice Recorder (CVR)				
-01	For Air Carrier And Commercial Operators				
-01	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three (3) flight days.
-02	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three (3) flight days.
-02	For Operators Other Than Air Carriers And Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR.

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ATA	Item	1. Repair Category			
		2. Number Installed			
24	ELECTRICAL	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-37-01	APU Amperage Display (LR-75)				
-01	Synoptic APU Amperage Display	C	1	0	May be inoperative provided APU Control Panel Amperage Indication is operative.
-02	APU Control Panel GEN AMPS Indication	C	1	0	May be inoperative provided Synoptic APU Amperage Display is operative.
-03	Synoptic and APU Control Panel GEN AMPS Display	C	2	0	Both may be inoperative provided APU is not used.
-37-02	L & R BATT Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided associated Battery is operative.
-37-03	L & R GEN Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided associated Generator is operative.
-37-04	BUS-TIE Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided BUS-TIE is operative. Verify on synoptic.
-37-05	APU GEN Switch Indicator (Light Function Only) (LR-75)	C	1	0	May be inoperative provided APU GEN is operative. Verify on synoptic.
-37-06	L & R MAIN Bus Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated Bus is operative
-37-07	L & R NON-ESS BUS Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated Bus is operative.
-37-08	L & R AV MSTR Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated Bus is operative.

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ATA	Item	1. Repair Category			
24	ELECTRICAL	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-40-01	External Power System	C	1	0	(M) May be inoperative provided the System is deactivated.
-50-01	Cabin Power Outlet System	D	-	0	

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		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
25	EQUIPMENT/ FURNISHINGS				
-00-01	Chart Holder	C	2	0	
-01	Light	C	2	0	
-10-02	Flight Deck Sunvisor System	D	-	0	May be missing or inoperative provided pilot's field of vision is not obstructed.
-10-03	Flight Crew Seat				
-01	Manual Vertical Adjustment	B	2	0	(M) May be inoperative provided: a) Seat is locked in a position that permits normal visibility, b) Full Flight Control movement is available, and c) Position of Seat is acceptable to flight crew.
-02	Lumbar Support	C	2	0	
-03	Armrest	C	4	0	
-04	Recline function	C	2	0	May be inoperative provided Seat is acceptable to flight crew.
-05	Headrest	C	2	0	May be inoperative provided Seat is acceptable to the flight crew.

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ATA	Item	1. Repair Category			
25	EQUIPMENT/ FURNISHINGS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
		-20-01	Non-Essential Equipment & Furnishings (NEF)	-	-
-20-02	Passenger Seat	D	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the Main Aircraft Aisle, and c) The affected Seat is blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative.</p> <p>NOTE 2: Affected Seat may include the Seat behind and / or adjacent outboard Seat.</p> <p>(Continued)</p>

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
25	EQUIPMENT/ FURNISHINGS				
-20-02	Passenger Seat (Continued)				
-01	Recline Mechanism	D	-	-	(M) May be inoperative and Seat occupied provided Seat is secured in the FULL UPRIGHT position.
-02	Armrest	D	-	-	(M) May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the Main Aircraft Aisle, and c) For an Armrest with a Recline Mechanism, Seat is secured in the UPRIGHT position.
-03	Swivel Mechanism	D	-	-	May be inoperative and Seat occupied provided Seat is SECURED in its Normal Facing Position.
-04	Floor Tracking Mechanism	D	-	-	May be inoperative and Seat occupied provided Seat is SECURED in the TAXI/TAKEOFF/Landing position.
-20-03	Exterior Lavatory Door Ashtray	A	1	0	May be missing or inoperative for ten (10) Calendar days.
-20-04	Cabin Power Equipment				
-01	Cabin Power Outlet Cover	D	-	0	

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ATA	Item	1. Repair Category			
25	EQUIPMENT/ FURNISHINGS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-20-05	Cabin Under-Seat Storage Door / Drawer	D	-	0	(M) May be missing or inoperative provided: a) If missing, contents must be relocated, b) If inoperative, Door must be closed and SECURED and contents relocated, c) If contents contain Emergency Equipment, the equipment must be relocated and accessible for the passenger or the Seat must be considered inoperative, and d) If Emergency Equipment is relocated, passengers must be briefed as to its location.
-20-06	Cabin And Galley Storage Compartment / Closet	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure Compartment CLOSED, b) Any Emergency Equipment located in affected Compartment is relocated or considered inoperative, c) Affected Compartment is not used for storage of any item(s) except for those permanently affixed, and d) Passengers are briefed on any relocated Emergency Equipment.

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25	EQUIPMENT/ FURNISHINGS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
		20-07	Interior Cabinet Door / Drawer / Latch	D	-
-50-01	Aft Cabin Baggage Compartment Restraint System	C	-	-	May be inoperative or missing provided Baggage Compartment remains EMPTY.
-60-01	Emergency Medical Equipment				
-01 ***	Automatic External Defibrillator (AED) And / Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one (1) flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.

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ATA	Item	1. Repair Category			
25	EQUIPMENT/ FURNISHINGS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-60-01	Emergency Medical Equipment (Continued)				
-02 ***	Emergency Medical Kit (EMK) And / Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one (1) flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
-03	First Aid Kit (FAK) And / Or Associated Equipment	A	-	-	(O) If more than one (1) is required by 14 CFR, only one (1) of the required First Aid Kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within (1) flight
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.

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ATA	Item	1. Repair Category			
25	EQUIPMENT/ FURNISHINGS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
		-60-02	Flotation Device And Equipment	D	-
-62-01 ***	Emergency Locator Transmitter (ELT)				
-01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
-02	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within ninety (90) days.
		A	-	0	May be missing provided repairs are made within ninety (90) days.
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by 14 CFR may be missing.

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
26	FIRE PROTECTION				
-12-01	Auxiliary Power Unit (APU) Fire Detection System (LR-75)	C	1	0	(M) May be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.
-13-01	Bleed Air Leak Warning System	C	2	1	One may be inoperative provided: a) Associated Bleed Switch is OFF, b) Aircraft is operated at 25,000 feet MSL or below, and c) Aircraft is not operated in known or forecast icing conditions.
		C	2	0	May be inoperative provided: a) Both Bleed Switches are OFF, b) Aircraft is operated unpressurized at 9,000 feet MSL or below, and c) Aircraft is not operated in known or forecast icing conditions.
-21-01	Fire Bottle Discharge Indicator (Red and/or Yellow Disc)	C	2	0	May be missing provided Bottle pressures are in accordance with the AFM.

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ATA	Item	1. Repair Category			
		2. Number Installed			
26	FIRE PROTECTION	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-21-02	Auxiliary Power Unit (APU) Fire Extinguisher Bottle. (LR-75)	C	1	0	(M) May be inoperative provided Auxiliary Power Unit (APU) is considered inoperative.
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> a) The inoperative Fire Extinguisher is tagged INOPERATIVE, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

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ATA	Item	1. Repair Category			
27	FLIGHT CONTROLS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-00-01	Rudder Pedal FWD / AFT Switch	C	2	0	May be inoperative provided the flight crew can satisfactorily operate the Rudder Pedals and Brakes throughout their complete range of motion on the affected side while in the seated position.

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ATA	Item	1. Repair Category			
		2. Number Installed			
28	FUEL	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-10-01	Fuel Cap Retention Cable (SPPR System)	C	1	0	
-20-01	Single Point Pressure Refuel (SPPR) System	C	1	0	
-40-01	L STBY Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided L STBY PUMP ON CAS message is displayed when selected.
-40-02	R STBY Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided R STBY PUMP ON CAS message is displayed when selected.
-40-03	XFLOW Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided FUEL XFLO OPEN CAS message is displayed when selected.
-40-04	FUEL USED RESET Button	C	1	0	(O) May be inoperative provided alternate procedures are established and used to determine fuel burn.
-41-01	Refueling Panel Fuel Quantity Indicator	C	1	0	May be inoperative provided fuel quantity is determined using Flight Deck Fuel Quantity Indicators.

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ATA	Item	1. Repair Category			
28	FUEL	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-42-01	Right Wing Fuel Probe (R FUEL QTY FAULT)	A	7	6	(O) One (1) may be inoperative provided: a) Both Flight Deck Fuel Quantity Indicators are OPERATIVE, b) Both Wing Tanks are filled with fuel and quantity is verified, c) Amber Dashes do not display on indicator, and d) Repairs are made within three (3) flight days.
-42-02	Left Wing Fuel Probe (L FUEL QTY FAULT)	A	7	6	(O) One (1) may be inoperative provided: a) Both Flight Deck Fuel Quantity Indicators are OPERATIVE, b) Both Wing Tanks are filled with fuel and quantity is verified, c) Amber Dashes do not display on indicator, and d) Repairs are made within three (3) flight days.

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
30	ICE & RAIN PROTECTION				
-00-01	Angle Of Attack Vane Heat (L or R AOA HT FAIL)	C	2	1	One (1) may be inoperative provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
-00-02	SAT Probe Heat (SAT HT FAIL)	C	1	0	One (1) may be inoperative provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
-00-03	L and / or R PROBES Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated Probe Heat is verified to be OPERATIVE.
-10-01	Wing / Stabilizer Anti-Ice System	C	1	0	May be inoperative OFF provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
-10-02	WING / STAB Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided Anti-Ice System is verified operative during AFM Normal Procedures - Starting Engines.

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ATA	Item	1. Repair Category			
30	ICE & RAIN PROTECTION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
		-10-03	Wing / Stab Leak Warning System	C	1
-20-01	Nacelle Anti-Ice System	C	2	1	One (1) may be inoperative OFF provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not operated in known or forecast icing conditions.
-20-02	L and/or R NAC Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided left and/or right green NAC EI message is displayed when selected.

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ATA	Item	1. Repair Category			
30	ICE & RAIN PROTECTION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-30-01	Pitot-Static Probe Heater	B	3	2	One (1) may be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is operated in day VMC ONLY. NOTE 1: Both Left and Right Pitot-Static Probe Heaters must be Operative for RVSM operations. NOTE 2: Left Pitot-Static Probe Heat Switch controls forward and aft Drain Mast Heaters.
		B	3	1	Two (2) may be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is operated in day VMC ONLY. NOTE 1: Both Left and Right Pitot-Static Probe Heaters must be Operative for RVSM operations. NOTE 2: Left Pitot-Static Probe Heat Switch controls forward and aft Drain Mast Heaters.

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ATA	Item	1. Repair Category			
		2. Number Installed			
30	ICE & RAIN PROTECTION	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-30-02	Pitot Heat Indicating System	B	-	0	May be inoperative provided: a) All other Elements of the Pitot Heat System operate normally, and b) Aircraft is not operated in known or forecast icing conditions.
-40-01	Windshield Heat (L / R WSHLD OVHT or L / R WSHLD HT FAIL)	C	2	0	May be inoperative OFF provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Meteorological conditions at point of intended landing are acceptable to the flight crew.
-40-02	Windshield Heat (L / R WSHLD HT FAULT)	B	2	1	White 'L or R WSHLD HT FAULT' CAS message may be displayed provided operations are not conducted in known or forecast icing conditions.
-70-01	Drain Mast Heater	C	1	0	
-80-01	Ice Detector System	C	1	0	May be inoperative provided Wing / Stabilizer Anti-Ice System and Nacelle Anti / Ice System are ON prior to operating in visible moisture with Static Air Temperature (SAT) between +10 degrees C and -40 degrees C.

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ATA	Item	1. Repair Category			
31	INDICATING/RECORDING SYSTEMS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-20-01 ***	Flight Hour Meter	C	-	0	(O) May be inoperative provided alternate procedures to record flight times are established and used.
-20-02	Static Air Temperature (SAT)	B	1	0	May be inoperative provided: a) Ice Detector is operative, and b) Nacelle and Wing / Stabilizer Anti-Ice Systems are turned ON when in visible moisture or at night.
-30-01 -01	Flight Data Recorder (FDR) System For Air Carrier Or Commercial Operators	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Aircraft is not dispatched from an airport where repair or replacement can be made unless, c) Flight Data Recorder (FDR) repair was attempted but not successful, d) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs must be accomplished prior to dispatch, and e) Repairs are made within three (3) flight days.

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ATA	Item	1. Repair Category			
		2. Number Installed			4. Remarks or Exceptions
		3. Number Required for Dispatch			
31	INDICATING/RECORDING SYSTEMS				
-30-01	Flight Data Recorder (FDR) System (Continued)				
-01	For Air Carrier Or Commercial Operators (Continued)				
-01	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within twenty (20) calendar days.
-02	FDR Recording Parameters Not Required By 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of the next scheduled inspection.
-02	Operators Other Than Holders Of Air Carrier Or Commercial Operator Certificates	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
-50-01	Master WARN / CAUT Switch Indicator (Light Function Only)	C	2	1	

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ATA	Item	1. Repair Category			
32	LANDING GEAR	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-40-01	Brake System (White BRAKE FAULT)	A	-	-	(O) May be dispatched with White BRAKE FAULT CAS Message provided: a) Procedures referenced in Section V, Performance, of the AFM for increased takeoff and landing distances are complied with, and b) Repairs are made within five (5) flights.
-41-01	Anti-Skid System	C	1	0	(O) May be inoperative provided aircraft is operated in accordance with AFM.

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ATA	Item	1. Repair Category			
		2. Number Installed			
33	LIGHTS	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-10-01	Flight Deck Annunciator and / or Instrument Panel Light Dimming Function	C	1	0	May be inoperative for daylight operations ONLY.
-10-02	Flight Deck / Flight Compartment and Instrument Lighting System (Including Back Lighting)	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Not required for an emergency procedure. b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Positioned so that direct rays are shielded from flight crewmembers eyes, and d) Lighting configuration and intensity is acceptable to the flight crew. NOTE: Individual button / switch lights and/or annunciations / indications are excluded from this relief.
-10-03	Flight Deck Push Button-Switch / Annunciator (PBS / PBA) Light	B	-	-	Backlight Annunciation LEDs may be inoperative when associated nomenclature remains legible.
-20-01	Entry Light	C	1	0	May be inoperative provided sufficient ambient lighting illuminates the Steps.

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
33	LIGHTS				
-20-02	Cabin Interior Lighting System (Excludes Cabin Emergency Lighting System)	C	-	0	May be inoperative provided lighting configuration is acceptable to the flight crew.
-20-03	Passenger Lighted Information Sign	C	-	-	(O) May be inoperative and associated Passenger Seat or Lavatory may be occupied provided: a) PA System operates normally, and b) PA System is used to notify passengers and Cabin crew when associated Sign(s) are placed ON or OFF.
-01	For 14 CFR 91 Operations And Operations Not Requiring Use Of PA System	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify Cabin occupants.
-20-04	Lavatory Reading Light	C	1	0	
-20-05	Lavatory Vanity Light	C	2	0	
-30-01	Service Light				
-01	Baggage	C	-	0	
-02	Tailcone	C	-	0	
-03	Maintenance	C	-	0	
-40-01 ***	Baggage Door / Pylon External Light	C	2	0	

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
33	Lights				
-40-02	Position (NAV) Light System	C	1	0	May be inoperative provided aircraft is not operated at night. NOTE: On aircraft equipped with LED Navigation Light System, if any LED's are inoperative, the entire assembly is considered inoperative.
-40-03	Recognition Light	C	2	0	
-40-04 ***	Pulse Light System	C	-	0	
-40-05	Anti-Collision Light System				
-01	Beacon Light	C	2	0	May be inoperative provided Navigation Lights are used for night ground operations.
-02	Strobe Light	C	2	0	May be inoperative provided aircraft is not operated at night.
-40-06	Taxi Light	C	2	0	
-40-07	Landing Light	C	2	1	One (1) may be inoperative
		C	2	0	May be inoperative provided both Recognition Lights are operative.
		C	2	0	May be inoperative provided both Taxi Lights are operative.
		C	2	0	May be inoperative provided aircraft is not operated at night.

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ATA	Item	1. Repair Category			
		2. Number Installed			
33	LIGHTS	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-40-08	Landing / Recognition Light Lens	C	2	0	(M) May be inoperative provided: a) Affected Landing / Recognition Light is deactivated, and b) Affected Landing / Recognition Light Lens is covered.
-40-09 ***	Logo Light System	D	-	0	
-40-10	Wing Inspection Light	C	1	0	(O) May be inoperative provided: a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require use of Wing Inspection Light.
-50-01	Flight Deck Flashlight And Holder Assembly				
-01	Flyaway Kit Flashlight	C	2	0	May be inoperative provided crewmember assigned to the associated Seat has a Flashlight with at least two (2) D Cell Batteries, or equivalent, in good working order.
-02	Flyaway Kit Flashlight Holder	D	2	0	
-50-02	Exterior Emergency Lighting System	C	1	0	May be inoperative provided aircraft is not operated at night.

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ATA	Item	1. Repair Category			
		2. Number Installed			
34	NAVIGATION	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-00-02	Heading Selector Knob	B	1	0	
-00-03	Course Selector Knob	B	2	1	One (1) may be inoperative.
-00-04	Speed Selector Knob	C	1	0	
-16-01	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) En-route operations do not require its use, c) Airplane does not depart from an airport where repair or replacement can be made, and d) Repairs are made within three (3) flight days. NOTE: RVSM not authorized.
-01	Aural Alert	C	-	0	May be inoperative provided: a) Visual Alert operates normally, and b) Autopilot with Altitude Hold and Altitude Capture operates normally.
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural Alert operates normally, and b) Autopilot with Altitude Hold and Altitude Capture operates normally.

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ATA	Item	1. Repair Category			
		2. Number Installed			
34	NAVIGATION	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-31-01	VHF Omni-Directional Range (VOR)	C	-	0	As required by 14 CFR.
-31-02	ILS Localizer (LOC)	C	-	0	As required by 14 CFR.
-32-01	ILS Glide Slope (GS)	C	-	0	As required by 14 CFR.
-34-01	Marker Beacon System	C	-	-	May be inoperative provided approach procedures do not require its use.
-42-01	Weather Radar System	D	1	0	As required by 14 CFR.
-44-01	Radio Altimeter	C	1	-	(O) May be inoperative provided approach procedures do not require its use. NOTE: CAS Takeoff and Landing Inhibits, Decision Height (DH) value, Low Altitude Awareness on Altitude Tape, Gear Warning System, TCAS System and GPWS System will be affected.
-44-02	Terrain Awareness And Warning System (TAWS) Class A TAWS Equipment Required				
-01	Ground Proximity Warning System (GPWS)	A	3	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.

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ATA	Item	1. Repair Category			
34	NAVIGATION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-44-02	Terrain Awareness And Warning System (TAWS) (Continued) Class A TAWS Equipment Required				
-01	Ground Proximity Warning System (GPWS)				
-01	Modes 1-4	A	3	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
-02	Test Mode	A	3	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
-03	Advisory Callout	B	3	0	(O) May be inoperative provided alternate procedures are established and used.
		C	3	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.
-05 ***	Windshear Mode (Reactive)	B	3	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. (Continued)

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ATA	Item	1. Repair Category			
34	NAVIGATION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-05 ***	Windshear Mode (Reactive) (Continued)	C	3	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
-44-02 -02	Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Function	B	3	0	(O) May be inoperative provided alternate procedures are established and used.
-03	Terrain Display	C	3	1	
		B	-	0	

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
34	NAVIGATION				
-45-02	Traffic Alert And Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
-02	Resolution Advisory (RA) Display System	C	2	1	May be inoperative on non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA ONLY Mode is selected by the crew, and c) En-route or approach procedures do not require its use.

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ATA	Item	1. Repair Category			
34	NAVIGATION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-45-02	Traffic Alert And Collision Avoidance System (TCAS II) (Continued)				
-03	Traffic Alert (TA) Display System	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) En-route or approach procedures do not require its use.
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
-05 ***	Airspace Selection Function	C	-	0	
-46-01 ***	Weather Storm Scope	C	-	0	
-50-01	Area Navigation (RNAV)	D	-	0	As required by 14 CFR.

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ATA	Item	1. Repair Category			
34	NAVIGATION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-50-02	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 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.
-01	Cockpit Display of Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display of Traffic Information (CDTI) display of data from other aircraft systems may be used.
-03	Data Link Transmitter	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is Provided in that section.
-04	Data Link Receiver	D	-	0	
-05	ADS-B Application	D	-	0	
-51-01	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-51-02 ***	Tactical Air Navigation (TACAN)	D	-	0	As required by 14 CFR.

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ATA	Item	1. Repair Category			
34	NAVIGATION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
		-52-01	ATC Transponder And Automatic Altitude Reporting System	B	-
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.
-01	Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next scheduled maintenance visit.
-02 ***	ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.
-55-01	Automatic Direction Finder (ADF)	C	-	0	As required by 14 CFR.
-57-01	Global Positioning System (GPS)	D	-	0	As required by 14 CFR.
-60-02	Fuel Planning And Indicating Function	C	-	-	May be inoperative provided fuel quantity indicating systems are operative.

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ATA	Item	1. Repair Category			
34	NAVIGATION		2. Number Installed		
				3. Number Required for Dispatch	
					4. Remarks or Exceptions
-61-01	Navigation Database	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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ATA	Item	1. Repair Category			
		2. Number Installed			
35	OXYGEN	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-00-02	Oxygen Bottle Pressure Gauge (Mechanical Pressure Gauge)	C	1	0	May be inoperative provided Remote Oxygen Indicator is installed and operative.
-00-03 ***	Remote Oxygen Indicator	D	-	0	May be inoperative provided all other System Indicators are operative and used for servicing.
-00-04	Oxygen System Discharge Indicator (Oxygen Blowout Disc)	C	-	0	(O) May be missing provided there is an adequate supply of oxygen for passengers and crew for the intended flight.
-20-01	Passenger Oxygen System	C	1	0	May be inoperative provided: a) Aircraft is operated without cabin occupants, and b) Crew oxygen system is operative.
-01	Mask	C	-	0	Individual oxygen masks or dispensers may be inoperative or missing provided associated seats are placarded "DO NOT OCCUPY".
-02	Drop Out Panel	C	-	0	(M) Individual panels may be out of normal position provided: a) Oxygen masks and drop out panel are removed, and b) Associated seats are placarded "DO NOT OCCUPY".
	(Continued)				NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.

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ATA	Item	1. Repair Category			
		2. Number Installed			
35	OXYGEN	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-20-01	Passenger Oxygen System (Continued)				
-03	Cargo configuration	D	-	0	
-30-01	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.
-30-02 ***	Portable Oxygen Dispensing Unit	C	-	-	Any in excess of those required by 14 CFR may be inoperative 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.

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ATA	Item	1. Repair Category			
36	PNEUMATICS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-00-01	Bleed Air Control System	C	2	1	(O) One (1) may be inoperative in the OFF Position provided: a) Emergency Pressurization Valve on operative Bleed Air Control System must be operative, b) Aircraft is operated at 25,000 feet MSL or below, and c) Aircraft is not operated in known or forecast icing conditions.

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ATA	Item	1. Repair Category			
		2. Number Installed			
38	WATER / WASTE	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-10-01	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 leak. NOTE: Any portion of the System which operates normally may be used.
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that System is not serviced.
-30-01	Lavatory Waste 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.

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ATA	Item	1. Repair Category			
		2. Number Installed			4. Remarks or Exceptions
46	INFORMATION SYSTEMS	3. Number Required for Dispatch			
-00-01 ***	Electronic Flight Bag System (EFB)				
-01 ***	Class 3 EFB	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.
		D	-	0	May be inoperative provided procedures do not require its use.
-02 ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
-03 ***	Power Connection (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.

(Continued)

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ATA	Item	1. Repair Category			
46	INFORMATION SYSTEMS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-00-01	Electronic Flight Bag System (EFB) (Continued)				
-04 ***	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.
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.

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ATA	Item	1. Repair Category			
49	AIRBORNE AUXILIARY	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
		-00-01 ***	Auxiliary Power Unit (APU) (LR-75)	D	-

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
52	DOORS				
-00-01	Keyable Door Lock	C	-	0	May be inoperative provided the Door opens and closes normally and can be secured CLOSED.
-10-01	Lower Cabin Door Damper (Gas Strut)	C	2	0	May be inoperative provided: a) Cabin Door is verified to operate normally, and b) Crewmember assists in Door opening and closing.
-10-02	Upper Cabin Door Assist Strap	C	1	0	
-10-03	Lower Cabin Door Retract Cable	C	1	0	
-30-01	Baggage Compartment Door Strut Assembly (Locking Arm)	C	1	0	May be inoperative provided the Strut does not interfere with Door operation.
-48-01	Tailcone Access Door Cable Assembly	C	1	0	May be inoperative provided the Cable does not interfere with Door operation.
-70-01	Cabin / External Door Indicating System				
-01	"ENTRY DOOR" (CAS Message)	C	1	0	May be displayed, illuminated or inoperative provided: a) Crewmember visually verifies before each departure that the Entry Door is CLOSED and LATCHED, b) All Door Latch Visual Indicators provide a SAFE Condition Indication, and c) "FASTEN SEAT BELT" Sign remains ON for the entire flight.

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ATA	Item	1. Repair Category			
		2. Number Installed			
52	DOORS	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-70-01	Cabin / External Door Indicating System. (Continued)				
-02	"ENTRY DOOR PIN" (CAS Message)	C	1	0	May be displayed provided: a) Crewmember visually verifies before each departure that the Entry Door is CLOSED and LATCHED, b) All Door Latch Visual Indicators provide a SAFE Condition Indication, and c) "FASTEN SEAT BELT" Sign remains ON for the entire flight.
-03	"EXTERNAL DOORS" (CAS Message)	C	1	0	May be displayed provided: a) Crewmember visually verifies prior to every flight two (2) locking pins extend and retract on both Tailcone and Baggage Door with door latch handle operation while door is in the open position, and b) Both doors are CLOSED and LATCHED prior to engine start.
-04	"EMERGENCY EXIT" (CAS Message)	C	1	0	May be displayed provided: a) Crewmember visually verifies before each departure that the Emergency Exit is closed and LATCHED , and b) "FASTEN SEAT BELT" Sign remains ON for the entire flight.

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ATA	Item	1. Repair Category			
73	ENGINE / FUEL CONTROLS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-31-01	Fuel Flow Indicator	B	2	1	(O) One (1) may be inoperative provided: a) All other Engine parameters are operative and monitored throughout the flight, b) Fuel Quantity Indications are OPERATIVE, and c) Weight and performance calculations based on FMS computations are not used.

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ATA	Item	1. Repair Category			
74	IGNITION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-00-01	Igniter (White 'IGN' EICAS)	B	4	2	One (1) may be inoperative on each engine provided take-off in heavy precipitation is prohibited.
-00-02	Ignition Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated EICAS "IGN" Message is operative.

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ATA	Item	1. Repair Category			
76	ENGINE CONTROLS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
		-00-01	Start Switch Indicator (Light Function Only)	C	2
-00-02	APR System	C	1	0	May be inoperative provided operations are conducted in accordance with the AFM (APR OFF) Performance Data.
-00-03	APR Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided the associated EICAS "APR" Indication is displayed.
-01-01	Engine Synchronizer System	C	1	0	(M) May be inoperative provided: a) System is selected OFF, b) ENG SYNC is deactivated and secured, and c) AFM Limitations are complied with.

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ATA	Item	1. Repair Category			
77	ENGINE INDICATING	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
-00-01	Engine Condition Trend Monitoring (ECTM) System	C	2	0	
-41-01	Engine Vibration Monitor System	C	1	0	

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ATA	Item	1. Repair Category			
		2. Number Installed			
78	EXHAUST				3. Number Required for Dispatch
		4. Remarks or Exceptions			
-30-01	Thrust Reverser System				
-01	3 Deactivation Pins Utilized	A	2	0	(M) May be inoperative provided: a) Aircraft has complied with Service Bulletin SB75-78-01 or SB70-78-01, b) Both Thrust Reversers are secured in FORWARD THRUST position utilizing three (3) Deactivation Pins in the specified locations in the note below, c) AFM performance is not predicated on the use of Thrust Reversers, and d) Repairs are made within two (2) flight days. NOTE: Thrust Reverser Deactivation Pin Fairing Locations: Outboard (upper and lower) and Inboard, (upper only).
-02	4 Deactivation Pins Utilized	C	2	0	(M) May be inoperative provided: a) Both Thrust Reversers are secured in FORWARD THRUST positions utilizing four (4) deactivation pins, and b) AFM performance is not predicated on the use of Thrust Reversers.