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Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List

Revision: 5
Date: 09/16/2016

Learjet Inc.

Learjet Model 60

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AIRCRAFT:

LEARJET 60

REVISION NO: 5

DATE: 09/16/2016

PAGE NO.

I

TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Cover Page	--
--	Table of Contents	I
--	Log of Revisions	II, III
--	Control Page	IV, V, VI
--	Highlights of Change	VII
--	Definitions	VIII
--	Preamble	IX
--	Guidelines for (O) & (M) Procedures	X, XI, XII, XIII,
--	Guidelines for (O) & (M) Procedures	XIV, XV, XVI,
--	Guidelines for (O) & (M) Procedures	XVII, XVIII, XIX
21	Air Conditioning	21-1 THRU 7
22	Auto Flight	22-1
23	Communications	23-1 THRU 6
24	Electrical Power	24-1
25	Equipment/Furnishings	25-1 THRU 8
26	Fire Protection	26-1
27	Flight Controls	27-1, 2, 3
28	Fuel	28-1, 2, 3
29	Hydraulic Power	29-1
30	Ice and Rain Protection	30-1, 2, 3, 4
31	Indicating/Recording Systems	31-1, 2
32	Landing Gear	32-1
33	Lights	33-1 THRU 12
34	Navigation	34-1 THRU 19
35	Oxygen	35-1
38	Water/Waste	38-1, 2
45	Central Maintenance Computer	45-1
46	Information Systems	46-1
49	Airborne Auxiliary Power	49-1
52	Doors	52-1, 2
73	Engine Fuel & Control	73-1
74	Ignition	74-1
76	Engine Controls	76-1
77	Engine Indicating	77-1
78	Engine Exhaust	78-1

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

LEARJET 60

REVISION NO: 4

DATE: 08/15/2011

PAGE NO:

II

Log of Revisions

Rev No.	Date	Page Numbers	Initials
Oa	01/30/1996	HIGHLIGHTS OF REV., DEFINITIONS	
Oa	01/30/1996	GUIDELINES	
Oa	01/30/1996	23-2, 25-2, 26-1, 27-2, 32-1	
Oa	01/30/1996	33-2, 33-3, 34-1, 34-2, 34-3	
Oa	01/30/1996	34-4, 34-5, 34-6, 49-1	
Ob	06/12/1996	HIGHLIGHTS OF REV., DEFINITIONS	
Ob	06/12/1996	GUIDELINES	
Ob	06/12/1996	23-1, 23-2, 23-3, 26-1	
Oc	06/09/1997	HIGHLIGHTS OF REV., DEFINITIONS	
Oc	06/09/1997	22-1, 25-1, 25-2, 30-2, 30-3	
Oc	06/09/1997	30-4, 34-1, 34-2, 34-3, 34-4	
Oc	06/09/1997	34-5, 34-6	
Od	09/15/1998	HIGHLIGHTS OF REV., DEFINITIONS	
Od	09/15/1998	GUIDELINES	
Od	09/15/1998	21-1, 21-3, 21-4, 25-1, 25-2	
Od	09/15/1998	34-1, 34-2, 34-3, 34-4, 34-5	
Od	09/15/1998	34-6, 73-1	
Oe		HIGHLIGHTS OF REV., DEFINITIONS	
Oe		22-1, 23-1, 25-1, 25-2, 25-3	
Oe		34-2, 34-5	
1	10/13/1999	HIGHLIGHTS OF REV., DEFINITIONS	
1	10/13/1999	22-1, 23-1, 25-1, 25-2, 25-3	
1	10/13/1999	34-2, 34-5	
1a	08/14/2001	HIGHLIGHTS OF REV., DEFINITIONS	
1a	08/14/2001	GUIDELINES	
1a	08/14/2001	22-1, 23-1, 25-1, 25-3, 34-1	
1a	08/14/2001	34-2, 34-3, 34-4, 34-5, 34-6	
1a	08/14/2001	34-7, 34-8, 49-1	
1b	12/10/2001	HIGHLIGHTS OF REV., DEFINITIONS	
1b	12/10/2001	GUIDELINES	
1b	12/10/2001	21-6, 22-1, 23-1, 23-2, 23-3	
1b	12/10/2001	23-4, 24-1, 24-2, 25-1, 25-2	
1b	12/10/2001	25-3, 25-4, 25-5, 26-1, 27-1	
1b	12/10/2001	27-2, 28-1, 28-2, 28-3, 29-1	
1b	12/10/2001	29-2, 30-2, 30-3, 31-1, 31-2	
1b	12/10/2001	32-1, 33-1, 33-2, 33-3, 33-4	
1b	12/10/2001	33-5, 33-6, 33-7, 34-1, 34-2	
1b	12/10/2001	34-3, 34-4, 34-5, 34-6, 34-7	
1b	12/10/2001	34-8, 34-9, 34-10, 34-11, 35-1	
1b	12/10/2001	38-1, 52-1, 52-2, 73-1, 74-1	
1b	12/10/2001	77-1	
2	02/28/2005	HIGHLIGHTS OF REV., DEFINITIONS	
2	02/28/2005	GUIDELINES	

AIRCRAFT:

LEARJET 60

REVISION NO: 5

DATE: 09/16/2016

PAGE NO:

III

Log of Revisions

Rev No.	Date	Page Numbers	Initials
2	02/28/2005	21-1, 21-2, 21-3, 21-4, 21-6	
2	02/28/2005	22-1, 22-2, 23-1, 23-2, 23-3	
2	02/28/2005	23-4, 23-5, 24-1, 24-2, 25-1	
2	02/28/2005	25-2, 25-3, 25-4, 25-5, 25-6	
2	02/28/2005	25-7, 26-1, 27-1, 27-2, 28-1	
2	02/28/2005	28-2, 28-3, 29-1, 29-2, 30-1	
2	02/28/2005	30-2, 30-3, 30-4, 31-1, 31-2	
2	02/28/2005	32-1, 33-1, 33-2, 33-3, 33-4	
2	02/28/2005	33-5, 33-6, 33-7, 34-1, 34-2	
2	02/28/2005	34-3, 34-4, 34-5, 34-6, 34-7	
2	02/28/2005	34-8, 3-9, 34-10, 34-11, 34-12	
2	02/28/2005	34-13, 35-1, 38-1, 38-2, 52-1	
2	02/28/2005	52-2, 73-1, 74-1, 77-1, 78-1	
2a	12/07/2005	HIGHLIGHTS OF REV., DEFINITIONS	
2a	12/07/2005	GUIDELINES	
2a	12/07/2005	21-1, 21-2, 21-3, 21-4, 21-5	
2a	12/07/2005	21-6, 22-1, 22-2, 23-1, 23-2	
2a	12/07/2005	23-3, 23-4, 23-5, 25-1, 25-2	
2a	12/07/2005	25-3, 25-4, 25-5, 25-6, 27-2	
2a	12/07/2005	28-2, 28-3, 30-1, 30-2, 30-3	
2a	12/07/2005	31-1, 31-2, 32-1, 33-4, 33-7	
2a	12/07/2005	34-2, 34-3, 34-4, 34-5, 34-6	
2a	12/07/2005	34-7, 34-8, 34-9, 34-10, 34-11	
2a	12/07/2005	34-12, 34-13, 34-14, 34-15, 34-16	
2a	12/07/2005	35-1, 38-2, 52-1, 52-2, 73-1	
2a	12/07/2005	76-1, 77-1	
3	07/12/2007	ALL PAGES	
4	08/15/2011	ALL PAGES	
5	09/16/2016	Cover Page	
5	09/16/2016	Table of Contents	
5	09/16/2016	Log of Revisions	
5	09/16/2016	Control Page	
5	09/16/2016	Highlights of Change	
5	09/16/2016	23-1, 23-2, 23-5, 25-3, 25-4, 30-3, 31-2, 33-1,	
5	09/16/2016	33-2, 33-3, 33-4, 33-5, 33-10, 34-4, 34-5, 35-1,	
5	09/16/2016	52-1	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT: LEARJET 60	REVISION NO: 5 DATE: 09/16/2016	PAGE NO: IV
-------------------------	------------------------------------	----------------

Control Page

System	Page No.	Rev. No.	Current Date
Cover Page	-	5	09/16/2016
Table of Contents	I	4	08/15/2011
Log of Revisions	II	4	08/15/2011
	III	5	09/16/2016
Control Page	IV	5	09/16/2016
	V	5	09/16/2016
	VI	5	09/16/2016
Highlights of Change	VII	5	09/16/2016
Definitions	VIII	4	08/15/2011
Preamble	IX	4	08/15/2011
Guidelines for (O) & (M) Procedures	X	4	08/15/2011
	XI	4	08/15/2011
	XII	4	08/15/2011
	XIII	4	08/15/2011
	XIV	4	08/15/2011
	XV	4	08/15/2011
	XVI	4	08/15/2011
	XVII	4	08/15/2011
	XVIII	4	08/15/2011
	XIX	4	08/15/2011
21	21-1	4	08/15/2011
	21-2	4	08/15/2011
	21-3	4	08/15/2011
	21-4	4	08/15/2011
	21-5	4	08/15/2011
	21-6	4	08/15/2011
	21-7	4	08/15/2011
22	22-1	4	08/15/2011

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

LEARJET 60

REVISION NO: 5

DATE: 09/16/2016

PAGE NO:

V

Control Page

System	Page No.	Rev. No.	Current Date
23	23-1	5	09/16/2016
	23-2	5	09/16/2016
	23-3	4	08/15/2011
	23-4	4	08/15/2011
	23-5	5	09/16/2016
	23-6	4	08/15/2011
	23-7	4	08/15/2011
	24	24-1	4
25	25-1	4	08/15/2011
	25-2	4	08/15/2011
	25-3	5	09/16/2016
	25-4	5	09/16/2016
	25-5	4	08/15/2011
	25-6	4	08/15/2011
	25-7	4	08/15/2011
	25-8	4	08/15/2011
26	26-1	4	08/15/2011
27	27-1	4	08/15/2011
	27-2	4	08/15/2011
	27-3	4	08/15/2011
	28	28-1	4
28	28-2	4	08/15/2011
	28-3	4	08/15/2011
	29	29-1	4
30	30-1	4	08/15/2011
	30-2	4	08/15/2011
	30-3	4	08/15/2011
	30-4	4	08/15/2011
31	31-1	4	08/15/2011
	31-2	5	09/16/2016
32	32-1	4	08/15/2011
33	33-1	5	09/16/2016
	33-2	5	09/16/2016
	33-3	5	09/16/2016
	33-4	5	09/16/2016
	33-5	5	09/16/2016
	33-6	4	08/15/2011
	33-7	4	08/15/2011
	33-8	4	08/15/2011
	33-9	4	08/15/2011
	33-10	5	09/16/2016
	33-11	4	08/15/2011
	33-12	4	08/15/2011

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

LEARJET 60

REVISION NO: 5
DATE: 09/16/2016PAGE NO:
VI

Control Page

System	Page No.	Rev. No.	Current Date
34	34-1	4	08/15/2011
	34-2	4	08/15/2011
	34-3	4	08/15/2011
	34-4	5	09/16/2016
	34-5	5	09/16/2016
	34-6	4	08/15/2011
	34-7	4	08/15/2011
	34-8	4	08/15/2011
	34-9	4	08/15/2011
	34-10	4	08/15/2011
	34-11	4	08/15/2011
	34-12	4	08/15/2011
	34-13	4	08/15/2011
	34-14	4	08/15/2011
	34-15	4	08/15/2011
	34-16	4	08/15/2011
	34-17	4	08/15/2011
	34-18	4	08/15/2011
	34-19	4	08/15/2011
35	35-1	5	09/16/2016
38	38-1	4	08/15/2011
	38-2	4	08/15/2011
45	45-1	4	08/15/2011
46	46-1	4	08/15/2011
49	49-1	4	08/15/2011
52	52-1	5	09/16/2016
	52-2	4	08/15/2011
73	73-1	4	08/15/2011
74	74-1	4	08/15/2011
76	76-1	4	08/15/2011
77	77-1	4	08/15/2011
78	78-1	4	08/15/2011

AIRCRAFT:

LEARJET 60

REVISION NO: 5

DATE: 09/16/2016

PAGE NO.

VII

HIGHLIGHTS OF CHANGE

Throughout ATA 23-1 ATA 23-2, 3 ATA 23-16 ATA 23-17 ATA 25-6 ATA 31-3 ATA 33-6 ATA 33-19 ATA 33-8 ATA 34-13 ATA 35-4 ATA 52-1	All references to the word "night" changed to "between sunset and sunrise". Revised IAW PL-095. Revised IAW PL-009, PL-058. Revised Remarks or Exceptions with note MOVED to 23-2. Revised IAW PL-106. Revised IAW PL-073 Revised IAW PL-087 Revised IAW PL-072. Revised Remarks or Exceptions Revised IAW PL-077. Revised IAW PL-076. Revised IAW PL-043. Revised Item, Remarks or Exceptions.
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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

LEARJET 60

REVISION NO: 4

DATE: 08/15/2011

PAGE:

VIII

DEFINITIONS

DEFINITIONS

The required definitions listed are listed in Appendix B of MMEL Policy Letter 25. Additional definitions may be included in an operator's MEL as desired. Revision of PL-025 does not require revision to the operator's MEL.

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

LEARJET 60

REVISION NO: 4

DATE: 08/15/2011

PAGE NO.

IX

PREAMBLE

PREAMBLE

The applicable preamble must be inserted in the operator's MEL from FAA Policy Letter PL-34 or PL-36.

Guidelines for (O) & (M) Procedures

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

21-6	(M)	Maintenance procedure to ensure the inoperative Valve is secured in the CLOSED position.
21-7	(O)	Operations procedure to ensure both Emergency Pressurization Systems are verified operative before each flight.
21-9	(O)	Operations procedure to ensure a chart is provided to convert Cabin Differential Pressure to Cabin Altitude and the Cabin Differential Pressure Display is operative.
21-11	(O)	Operations procedure to ensure a chart is provided to convert Cabin Altitude to Cabin Differential Pressure and verify the Cabin Altimeter is operative.
21-14-A	(M)	Maintenance procedure to ensure an inoperative Air Conditioning System will not interfere in any way with the safe operation of the aircraft.
21-14-B	(M)	Maintenance procedure to ensure an inoperative Air Conditioning System will not interfere in any way with the safe operation of the aircraft.
21-20	(M)	Maintenance procedure to secure Valve OPEN.
21-22	(M)	Maintenance procedure to inspect Baggage Compartment for signs of overheating, remove appropriate Current Limiter, and ensure Control Switch is in the OFF position.
	(O)	Operations procedure to brief passengers concerning the possibility of the contents of the Baggage Compartment freezing.
22-1	(M)	Maintenance procedure to ensure no electrical or mechanical fault exists that could affect any Flight Control function.
22-3	(O)	Operations procedure to establish alternate go around procedures.

Guidelines for (O) & (M) Procedures

22-5	(O)	Operations procedure to ensure associated annunciation on the PFD can be displayed.
23-5-A	(O)	Operations procedure to ensure passengers are given the appropriate oral briefings regarding operating restrictions and normal and emergency procedures.
23-6	(O)	Operations procedure to ensure affected equipment is properly secured or deactivated and alternate procedures for communications are used.
23-9	(O)	Operations procedure to establish and use alternate procedures.
23-9-A	(O)	Operations procedure to establish and use alternate procedures.
23-10	(O)	Operations procedure to ensure passengers are given the appropriate oral briefings regarding normal and emergency procedures.
23-14	(O)	Operations procedure to establish alternate passenger alerting procedure.
23-15	(O)	Operations procedure to establish alternate, normal and emergency procedures and required passenger briefings.
23-17	(O)	Operations procedure to establish and use alternate procedures.
23-17-A	(M)	Maintenance procedure to remove Antenna and mounting hardware.
23-19-B	(M)	Maintenance procedure to ensure inoperative System is deactivated. Applies to both provisos.
23-20	(O)	Operations procedure to ensure alternate procedures are established and used for Datalink and Universal Weather.
23-21	(O)	Operations procedure to ensure alternate procedures are established and used for Datalink and Universal Weather.
24-1	(O)	Operations procedure to verify both Inverters are operative.
25-1-A	(O)	Operations procedure to ensure Seat Back is immovable in the FULL UPRIGHT position.
	(M)	Maintenance procedure to ensure Seat is secured in the FULL UPRIGHT position.

Guidelines for (O) & (M) Procedures

25-1-C	(M)	Maintenance procedure to ensure Armrest is secured in a manner to prevent it from blocking an Emergency Exit and does not restrict any passenger from access to the main aircraft aisle.
25-6-A	(O)	Operations procedure to ensure a partially used AED Unit is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-6-B	(O)	Operations procedure to ensure a partially used EMK Unit is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-6-C	(O)	Operations procedure to ensure a partially used FAK Unit is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.
25-13-A	(M)	Maintenance procedure to ensure Seat is LOCKED in position.
25-14	(M)	Maintenance procedure to secure Access Door.
	(O)	Operations procedure to determine how to accommodate all waste expected on the intended flight.
25-15	(M)	Maintenance procedure to secure loose parts and to ensure there are no wires, piping, or other components exposed.
25-16	(M)	Maintenance procedure to ensure affected Compartments/Closets are securely CLOSED and placarded "DO NOT USE".
25-18	(M)	Maintenance procedure to pull and collar associated Circuit Breaker.
25-19	(M)	Maintenance procedure to ensure Door is closed and SECURED.
25-21	(M)	Maintenance procedure to cover Terminals with nonconductive material.
27-1	(M)	Maintenance procedure to pull and collar associated Circuit Breaker.

Guidelines for (O) & (M) Procedures

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| 28-3 | (O) | Operations procedure to ensure failed Valve is in the CLOSED position. |
| | (O) | Operations procedure to ensure both failed Valves are in the CLOSED position. |
| 29-1 | (M) | Maintenance procedure to secure or deactivate the Pump. |
| | (O) | Operations procedure to establish an alternate means of setting the Brakes. |
| | (O) | Operations procedure to CHOCK the aircraft prior to Engine start. |
| 29-2 | (M) | Maintenance procedure to check Accumulator Precharge Pressure. |
| 29-3 | (O) | Operations procedure to ensure Engine Driven Hydraulic Pumps are verified operative prior to taxi. |
| 31-2 | (O) | Operations procedure to accurately record flight time. |
| 32-1 | (M) | Maintenance procedure to ensure there is no interference with Brake System after securing or deactivating the System. |
| | (O) | Operations procedure to use all required operational and performance data in the AFM. |
| 32-2 | (O) | Operations procedure to ensure the Takeoff Configuration Monitor is verified operative prior to Engine start. |
| 32-4 | (M) | Maintenance procedure to check Tire Pressure. |
| 33-10 | (O) | Operations procedure to ensure PA System operates normally and is used to notify passengers and cabin crew when Signs are turned ON or OFF. |
| 33-10-A | (O) | Operations procedure to ensure alternate procedures are established and used to notify Cabin occupants. |
| 33-18-A | (O) | Operations procedure to determine associated annunciation on the PFD is operative. |

Guidelines for (O) & (M) Procedures

33-18-B	(O)	Operations procedure to determine associated annunciation on the PFD is operative.
33-18-C	(O)	Operations procedure to determine associated annunciation on the PFD is operative.
33-18-D	(O)	Operations procedure to determine associated annunciation on the PFD is operative.
33-18-E	(O)	Operations procedure to determine associated annunciation on the PFD is operative.
33-18-F	(O)	Operations procedure to determine associated annunciation on the PFD is operative.
33-18-G	(O)	Operations procedure to determine associated annunciation on the PFD is operative.
33-18-G-1	(O)	Operations procedure to determine associated annunciation on the PFD is operative.
33-18-I	(O)	Operations procedure to determine associated annunciation on the PFD is operative.
33-18-J	(O)	Operations procedure to determine Switch operates normally by verifying the On-Side RTU is ON.
33-18-K	(O)	Operations procedure to determine the Switch operates normally.
33-18-L	(O)	Operations procedure to determine the Switch operates normally.
33-18-M	(O)	Operations procedure to determine the Switch operates normally.
33-18-N	(O)	Operations procedure to determine the Switch operates normally and the respective CAT II amber and green portion of the Annunciator are still operational.

Guidelines for (O) & (M) Procedures

33-18-O	(O)	Operations procedure to determine associated annunciation on the MFD is operative.
33-18-P	(O)	Operations procedure to determine associated annunciation on the PFD is operative.
33-18-Q	(O)	Operations procedure to determine associated annunciation on the MFD is operative.
33-18-R	(O)	Operations procedure to determine associated annunciation on the PFD is operative.
33-18-S	(O)	Operations procedure to determine the Switch operates normally.
33-18-T	(O)	Operations procedure to determine the Switch operates normally.
33-18-U	(O)	Operations procedure to determine the Switch operates normally.
34-5	(O)	Operations procedure to ensure altitude clearances are monitored.
34-6	(O)	Operations procedure to ensure Autopilot with Altitude Hold and Altitude Capture is operative, enroute operations, i.e. RVSM, do not require use of the Altitude Alerting System and the airplane is not departing from an airport where repair or replacement can be made.
34-19-A-1	(O)	Operations procedure to ensure alternate procedures are established and used.
	(O)	Operations procedure to ensure alternate procedures are established and used and Windshear Detection and Avoidance System (Predictive) operates normally.
34-19-A-2	(O)	Operations procedure to ensure alternate procedures are established and used.
	(O)	Operations procedure to ensure alternate procedures are established and used and Windshear Warning and Flight Guidance System (Reactive) operates normally.

Guidelines for (O) & (M) Procedures

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| 34-19-B-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-19-B-2 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-21-A-1 | (O) | Operations procedure to ensure alternate procedures are established and used for altitude awareness. |
| 34-21-A-1-a | (O) | Operations procedure to ensure alternate procedures are established and used for altitude awareness. |
| 34-21-A-1-d | (O) | Operations procedure to ensure alternate procedures are established and used for advisory callouts. Procedure applies to both provisos. |
| 34-21-A-1-e | (O) | Operations procedure to ensure alternate procedures are established and used for an inoperative windshear mode. Procedure applies to both provisos. |
| 34-21-A-2 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-21-B-1 | (O) | Operations procedure to ensure alternate procedures are established and used for altitude awareness. |
| 34-21-B-1-a | (O) | Operations procedure to ensure alternate procedures are established and used for altitude awareness. |
| 34-21-B-1-d | (O) | Operations procedure to ensure alternate procedures are established and used for advisory callouts. |
| | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-21-B-1-e | (O) | Operations procedure to ensure alternate procedures are established and used for altitude awareness. |

Guidelines for (O) & (M) Procedures

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| 34-21-C-1 | (O) | Operations procedure to ensure alternate procedures are established and used for altitude awareness. |
| 34-23 | (M) | Maintenance procedure to ensure system is deactivated and secured. Procedure applies to both provisos. |
| 34-24 | (M) | Maintenance procedure to ensure System is deactivated and secured. Procedure applies to both provisos. |
| 34-24-B | (O) | Operations procedure to ensure all TA functions are operative and the TA ONLY Mode is used. |
| 34-24-C | (O) | Operations procedure to ensure all RA display and audio functions are operative and enroute or approach procedures do not require its use. |
| 34-26 | (O) | Operations procedure to ensure any combination of two Gyro or INS (IRU) Stabilized Compass systems operate normally, the airplane is operated with Dual Independent Navigation Capability, and is under Positive Radar Control by ATC on the enroute portion of the flight. |
| | (O) | Operations procedure to ensure flights that are entirely within areas of magnetic unreliability have at least two Stabilized Directional Gyro Systems installed, operate normally, and are used in conjunction with approved Free Gyro Navigation Techniques. |
| 34-27-A | (O) | Operations procedure to ensure current aeronautical charts are used, status and suitability of navigation facilities to be used are verified, and Approach Navigation Radios are manually tuned and identified. |
| 34-32 | (O) | Operations procedure to ensure Terrain / Obstacle Awareness Functions of TAWS are considered unavailable for use and alternate procedures are established and used. |

Guidelines for (O) & (M) Procedures

- | | | |
|-------|-----|--|
| 34-33 | (O) | Operations procedure to ensure Fuel Used Readout is considered unavailable for use and alternate procedures are established and used. |
| 34-34 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-36 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-37 | (O) | Operations procedure to ensure alternate procedures are established and used for charts and NAV database information. |
| 34-38 | (O) | Operations procedure to ensure flight is made to a location where repairs can be made, MFD reversionary is selected, and the Approved Flight Manual procedure for MFD failure is followed. |
| 34-39 | (O) | Operations procedure to ensure alternate procedures are established and used for charts and NAV database information. |
| 34-40 | (O) | Operations procedure to establish and use alternate procedures. |
| 35-3 | (M) | Maintenance procedure to secure Mask in a Stowage Box. |
| 35-5 | (O) | Operations procedure to confirm that Oxygen System Pressure is adequate for the intended flight. |
| 38-1 | (M) | Maintenance procedure to deactivate or isolate components and to verify there are no leaks. |
| | (M) | Maintenance procedure to drain System and to ensure it remains empty. |
| 38-2 | (M) | Maintenance procedure to deactivate or isolate components and to verify there are no leaks. |
| | (M) | Maintenance procedure to secure the Toilet Lid DOWN. |

Guidelines for (O) & (M) Procedures

46-1-A	(O)	Operations procedure to ensure alternate procedures are established and used.
46-1-B	(O)	Operations procedure to ensure alternate procedures are established and used.
46-1-C	(O)	Operations procedure to ensure alternate procedures are established and used.
46-1-D	(M)	Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft.
	(O)	Operations procedure to ensure alternate procedures are established and used.
49-1	(M)	Maintenance procedure to ensure APU System is deactivated and secured and no other System is affected.
49-1-A	(M)	Maintenance procedure to ensure Generator System is deactivated and secured and no other System is affected.
49-2	(M)	Maintenance procedure to ensure APU System is deactivated and secured and no other System is affected.
49-2-A	(M)	Maintenance procedure to ensure Generator System is deactivated and secured and no other System is affected.
49-2-B	(M)	Maintenance procedure to ensure Bleed Air System is deactivated and secured and no other System is affected.
76-1	(M)	Maintenance procedure to ensure ENG SYN System is deactivated.
77-4	(O)	Operations procedure to calculate weight, performance, and fuel calculations from a source other than FMS data.
78-1	(M)	Maintenance procedure to ensure Both Thrust Reversers are deactivated.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
21-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
1. Cabin Pressurization Control System					
A) Automatic Mode	C	1	0	May be inoperative provided: a) Cabin Pressurization Manual Mode is operative, and b) Aircraft is operated at 41,000 feet MSL or below.	
B) Manual Mode	C	1	0	May be inoperative provided: a) Cabin Pressurization Automatic Mode is operative, and b) Aircraft is operated at 41,000 feet MSL or below.	
C) Both Modes	A	2	0	Both the Automatic and Manual Modes may be inoperative provided: a) Aircraft is operated unpressurized, b) Aircraft is operated at 9,000 feet MSL or below, and c) Repairs are made within one flight day.	
2. Cabin Air Primary Outflow Valve	C	1	0	May be inoperative provided: a) Aircraft is operated unpressurized, b) Aircraft is operated at 9,000 feet MSL or below, c) Cabin Air Secondary Outflow Valve is operative, d) EMER DEPRESS is selected, and e) CAB AIR is ON for flight.	

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 21-2
-------------------------	------------------------------------	------------------

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

21	AIR CONDITIONING				
3.	Cabin Air Secondary Outflow Valve	C	1	0	May be inoperative provided: a) Aircraft is operated unpressurized, b) Aircraft is operated at 9,000 feet MSL or below, c) Cabin Air Primary Outflow Valve is operative, d) EMER DEPRESS is selected, and e) CAB AIR is ON for flight.
4.	Cabin Differential Pressure Relief Valves				Relief separated into ATA 21-2, Cabin Air Primary Outflow Valve, and ATA 21-3, Cabin Air Secondary Outflow Valve, Revision 4.
5.	Cabin Altitude Limiter	C	2	1	One may be inoperative provided aircraft is operated at 25,000 feet MSL or below.
6.	Emergency Pressurization Bleed Air Shutoff Valve	C	2	1	(M) One may be inoperative provided: a) Inoperative Valve must be secured in CLOSED position, b) Aircraft is operated at 41,000 feet MSL or below, and c) BLEED AIR and CAB AIR are operative and ON.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
21-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
21 AIR CONDITIONING					
7. Emergency Pressurization Light	C	1	0	(O) May be inoperative provided both Emergency Pressurization Systems are verified operative before each flight.	
8. Cabin Altitude Warning System	C	1	0	May be inoperative provided aircraft is operated at 9,000 feet MSL or below.	
9. Cabin Altimeter	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Display is operative, and b) A chart to convert Cabin Differential Pressure to Cabin Altitude is provided and used.	
	C	1	0	May be inoperative provided: a) Aircraft is operated unpressurized, b) Aircraft is operated at 9,000 feet MSL or below, c) Cabin Air Primary and Secondary Outflow Valves are operative, d) EMER DEPRESS is selected, and e) CAB AIR is ON for the flight.	
10. CABIN RATE Display	C	1	0	May be inoperative provided: a) Cabin Altimeter is operative, b) Cabin Differential Pressure Display is operative, and c) Cabin Pressurization System Automatic Mode is operative.	

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
21-4

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

21 AIR CONDITIONING					
11. Cabin Differential Pressure Display	C	1	0	(O) May be inoperative provided: a) Cabin Altimeter is operative, and b) A chart to convert Cabin Altitude to Cabin Differential Pressure is provided and used.	
	C	1	0	May be inoperative provided: a) Aircraft is operated unpressurized, b) Aircraft is operated at 9,000 feet MSL or below, c) Cabin Air Primary and Secondary Outflow Valves are operative, d) EMER DEPRESS is selected, and e) CAB AIR is ON for the flight.	
12. Temperature Control System					
A) Automatic Mode					
1) Crew	C	1	0	May be inoperative provided Manual Temperature Control System is operative.	
2) Cabin	C	1	0	May be inoperative provided Manual Temperature Control System is operative.	
(Continued)					

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
21-5

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

21	AIR CONDITIONING				
12.	Temperature Control System (Continued)				
B)	Manual Mode				
1)	Crew	C	1	0	May be inoperative provided Automatic Temperature Control System is operative.
2)	Cabin	C	1	0	May be inoperative provided Automatic Temperature Control System is operative.
C)	Both Modes	A	2	0	Both Automatic and Manual Modes may be inoperative provided: <ul style="list-style-type: none"> a) BLEED AIR and CAB AIR are selected OFF, b) Aircraft is operated at 9,000 feet MSL or below, c) Aircraft is not operated in known or forecast icing conditions, d) Repairs are made within one flight day, and e) Cockpit temperature is acceptable to flight crew.
13.	Temperature Control Valve Indicator (LR-60)				
A)	Crew	C	1	0	May be inoperative provided Automatic Temperature Control System is operative.
		C	1	0	May be inoperative provided Manual Temperature Control System is operative.
(Continued)					

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
21-6

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

21. AIR CONDITIONING					
13. Temperature Control Valve Indicator (LR-60) (Continued)					
B) Cabin	C	1	0		May be inoperative provided Automatic Temperature Control System is operative.
	C	1	0		May be inoperative provided Manual Temperature Control System is operative.
14. Air Conditioning System					
A) Air Conditioning System (Freon)	C	1	0	(M)	
B) Auxiliary Air Conditioning System (Freon) (FAA Flight Inspection Aircraft Only)	C	1	0	(M)	
C) Air Cycle Machine (ACM) (FAA Flight Inspection Aircraft Only)	B	1	0		May be inoperative provided: a) Aircraft is operated unpressurized, b) Aircraft is operated at 9,000 feet MSL or below, c) Cabin Air Primary and Secondary Outflow Valves are operative, d) EMER DEPRESS is selected, and e) CAB AIR is ON for flight.
15. Cabin Temperature Indicator (LR-60)	C	1	0		

AIRCRAFT:

LEARJET 60

REVISION NO: 4

DATE: 08/15/2011

PAGE NO:

21-7

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

16. Crew Fan

C

1

0

17. Cabin Fan

C

1

0

18. Auxiliary Heaters

A) Crew

C

1

0

B) Cabin

C

1

0

19. Engine Bleed Air
Mixing Valve

C

2

1

One may be inoperative provided:

- Aircraft is operated at 25,000 feet MSL or below, and
- Aircraft is not operated in known or forecast icing conditions.

20. Flow Control Valve

C

-

0

(M) May be inoperative provided:

- Aircraft is operated unpressurized,
- Aircraft is operated at 9,000 feet MSL or below,
- Cabin Air Primary and Secondary Outflow Valves are operative,
- EMER DEPRESS is selected, and
- CAB AIR is ON for flight.

21. Variable Opening Air
Vent/Gasper (WEMAC)

A) Flight Deck

C

-

0

B) Cabin

D

-

0

22. Baggage Compartment
Heater

C

1

0

(M)(O)

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
22-1

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

22	AUTOPILOT				
1.	Autopilot System	B	1	0	(M) Except where enroute operations require its use, may be inoperative provided Autopilot is deactivated. NOTE: For RVSM operations, the Autopilot must be operative.
2.	Yaw Damper	C	1	0	NOTE: Rudder Boost will be inoperative.
3.	GO-AROUND (GA) Button	C	1	0	(O) May be inoperative provided: a) Autopilot and Flight Director are not used below 500 feet AGL for an ILS or the MDA for a non-precision approach, and b) Alternate procedures are established and used.
4.	Control Wheel Master Switch (MSW)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require use of Autopilot. NOTE: Control Wheel Master Switch (MSW) is required for functions other than the Autopilot System.
5.	Flight Control Panel / Flight Director Green Selection Light	C	-	0	(O) Annunciation Light may be inoperative provided associated annunciation on the PFD can be displayed.

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
23-1

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

23	COMMUNICATIONS				
1.	Communication System (VHF And UHF)	D	-	-	Any in excess of those required by CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.
2.	Flight Deck Headsets Earphones/ Headphones and Boom Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.
		A	-	0	May be inoperative provided: c) Associated hand microphone is installed and operates normally, and d) Repairs are made in accordance with applicable regulations.
		D	-	-	Any in excess of those required by regulation may be inoperative.
2)	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
		D	-	-	Any in excess of those required by regulation may be inoperative.

(Continued)

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
23-2

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

23	COMMUNICATIONS				
2.	Flight Deck Headsets Earphones/ Headphones and Boom Microphones (Continued)				
3)	Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
3.	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.
		D	-	0	Any in excess of those required by regulation may be inoperative.
4.	Flight Deck Speaker	C	2	0	May be inoperative provided an operative Headset is used by each Flight Deck crewmember.
5.	Passenger Address System (PA)				
A)	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.
					NOTE: Any function that operates normally may be used.
B)	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
23-3

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

23	COMMUNICATIONS				
6. ***	ACARS Communications/ Addressing And Reporting System	C	-	0	(O) May be inoperative provided: a) Affected equipment is properly secured or deactivated, and b) Alternate procedures are used for Air/Ground Communications.
7. ***	Flight Phone	D	-	0	
8. ***	Maintenance Interphone System	D	-	0	
9. ***	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.
A)	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.
10. ***	Pre-Recorded Passenger Announcement System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
11.	Cockpit Voice Recorder (CVR)				
A)	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 flight days.
1)	Independent Power Source	C	1	0	

(Continued)

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
23-4

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

23	COMMUNICATIONS				
11.	Cockpit Voice Recorder (CVR) (Continued)				
B)	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.
1)	Independent Power Source	C	1	0	
C)	For Operators Other Than Air Carriers Or Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
1)	Independent Power Source	C	1	0	
12.	Satellite Communications System	C	-	0	

13.	Static Discharge Wick	C	19	14	Five or less Discharge Wicks may be missing or broken in any of the following locations: a) One on each Winglet, b) Most inboard position on each Elevator, and c) Directly above White Navigation Light.
14.	Cabin Chime	C	-	0	May be inoperative provided Passenger Address System operates normally.
		C	-	0	(O) Alternate procedures are established and used.

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
23-5

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

23	COMMUNICATIONS				
15.	Passenger Cabin/Lavatory Speaker	C	-	0	(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.
16.	Boom Microphone (Including Headset Microphone)				MOVED to 23-2 Rev 5.
17.	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 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 communications equipment status of the aircraft, and d) Alternate procedures are established and used.
A)	High Frequency (HF) Externally Mounted Wire Antenna	C	-	0	(M) May be inoperative or missing provided: a) Antenna and associated mounting hardware are removed, and b) High Frequency (HF) Communication System is considered inoperative.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
23-6

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
23 COMMUNICATIONS				
18. Radio Tuning Unit (RTU)	C	2	1	RTU 1 must be operative.
19. Emergency Locator *** Transmitter (ELT)				
A) Survival Type ELT	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
B) Fixed ELT	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
	A	-	0	May be missing provided repairs are made within 90 days.
	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided System is deactivated.
	D	-	-	Any in excess of those required by 14 CFR may be missing.
20. Communication *** Management Unit (CMU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for Datalink and Universal Weather.
21. Datalink VHF *** Communication Radio	C	1	0	(O) May be inoperative provided alternate procedures are established and used for Datalink and Universal Weather.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
24-1

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

24	ELECTRICAL				
1.	AC Voltmeter Display (LR-60 Electric Power Monitor)	C	2	1	(O) One may be inoperative provided both Inverters are verified operative.
2.	Battery Temperature *** Indicating Systems L And R BAT TEMP (LR-60)				Deleted, Revision 4.
3.	Battery Overheat *** Warning Light System (LR-60)				Deleted, Revision 4.
4.	Avionics Master Switch				Deleted, Revision 4.
5.	External Power	D	1	0	
6.	Electrical Power Monitor LED Segment (LR-60)	C	-	-	May be inoperative provided: a) No more than one LED Segment per numeral is inoperative, and b) Crew is able to determine the intended value.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
25-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
1. 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(s) are 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(s) may include the Seat(s) behind and/or adjacent outboard Seats.</p>
A) Recline Mechanism	D	-	-	(O) May be inoperative and Seat occupied provided Seat Back is verified immovable in FULL UPRIGHT position.
	D	-	-	(M) May be inoperative and Seat occupied provided Seat is secured in the FULL UPRIGHT position.
B) Underseat Baggage Restraining Bar				Deleted, Revision 4.
(Continued)				

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
25-2

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

25	EQUIPMENT/ FURNISHINGS				
1.	Passengers Seat(s) (Continued)				
C)	Armrest	D	-	-	(M) May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.
D)	Swivel Mechanism	D	-	-	May be inoperative and Seat occupied provided Seat is immovable in placarded taxi, takeoff and landing position.
2.	"FASTEN SEAT BELT WHILE SEATED" Sign Or Placard	C	-	-	One or more Signs or Placards may be illegible or missing provided a legible Sign or Placard is visible from each occupied Passenger Seat.
3 ***	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.

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
25-3

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

25	EQUIPMENT/ FURNISHINGS				
4.	Aft Cabin Baggage Compartment Restraint System	C	-	-	May be inoperative or missing provided Baggage Compartment remains EMPTY.
5.	Observer Seat(s)				Deleted, Revision 4.
6.	Emergency Medical Equipment				
A)	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 1 flight.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
B)	Emergency Medical Kit (EMK) And/Or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is sealed 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.
(Continued)					

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
25-4

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
Emergency Medical Equipment (Continued)				
C) First Aid Kit (FAK) And/Or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required First Aid Kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a Unit that can not be mistaken for a fully serviceable Unit, and b) Repairs or replacements are made within 1 flight.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.

AIRCRAFT:

LEARJET 60

REVISION NO: 4

DATE: 08/15/2011

PAGE NO:

25-5

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
25	EQUIPMENT/ FURNISHINGS				
7. ***	Flight Inspection Panel System (FAA LR-60 Only)	D	-	0	May be inoperative provided procedures are not dependent on its use.
8.	Life Preserver (Crew And Passenger)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.
9.	Chart Holder	C	-	0	
10.	Flight Deck Sunvisor System	D	-	0	May be missing or inoperative provided pilot's field of vision is not obstructed.
11.	Exterior Lavatory Door Ashtray	A	1	0	May be missing provided it is replaced within 3 calendar days.
12.	Flight Deck Flashlight And Holder Assembly				
A)	Flashlight	C	2	0	May be inoperative provided crewmember assigned to the associated Seat has a Flashlight with at least two D Cell Batteries, or equivalent, in good working order.
B)	Flashlight Holder	D	2	0	

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
25-6

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
25 EQUIPMENT/ FURNISHINGS					
13. Flight Crew Seat					
A) Manual Vertical Adjustment	B	2	0	(M) May be inoperative provided: a) Seat(s) are 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.	
B) Lumbar Support	C	2	0		
C) Armrest	C	4	0		
D) Recline Function	C	2	0	May be inoperative provided Seat is acceptable to flight crew.	
E) Headrest	C	2	0	May be inoperative provided Seat is acceptable to the flight crew.	
14. Galley Waste Receptacle Access Door/Cover	C	-	-	(M)(O) May be inoperative provided: a) Container is EMPTY, b) Access is SECURED to prevent waste introduction into the Compartment, and c) Procedures are established to ensure sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.	

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 25-6
-------------------------	------------------------------------	------------------

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

25	EQUIPMENT/ FURNISHINGS				
15.	Flight Deck Decorative Trim Panel And Molding	D	-	-	(M) May be damaged, broken, cracked, or missing provided: a) All missing or loose parts are SECURED in place, and b) There is no possible head impact or interference with crew duties.
16.	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.
17.	Cabin Air Vents (WEMACS)				Relief moved to ATA 21-21, Revision 4.
18.	Cabin Power Outlet System	D	-	0	(M) May be inoperative provided the System is deactivated.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
25-7

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
25 EQUIPMENT/ FURNISHINGS					
19. 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. Passenger Audio Control Panel	D	-	0		
21. Windshield Terminal Block Cover	B	-	0	(M) May be missing or inoperative provided the Terminal is covered with electrically insulated material.	

AIRCRAFT:

LEARJET 60

REVISION NO: 4

DATE: 08/15/2011

PAGE NO:

26-1

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

26 FIRE PROTECTION

1. Fire Extinguisher Bottle
Thermal And
Discharge Indicator
Disk

C

2

0

May be missing provided Bottle
Pressure is adequate.2. Portable Fire
Extinguisher

D

-

-

Any in excess of those required by
14 CFR may be inoperative or missing
provided:

- a) Inoperative Fire Extinguisher is tagged INOPERATIVE,
- b) Extinguisher then removed from the installed location and placed out of sight so it cannot be mistaken for a functional Unit, and
- c) Required distribution is maintained.

3. Cabin Fire Detection
System

C

1

0

May be inoperative provided Cabin
Baggage Compartment remains
EMPTY.4. Bleed Air Overheat
Warning System

C

1

0

May be inoperative provided:

- a) Aircraft is operated unpressurized,
- b) Aircraft is operated at 9,000 feet MSL or below,
- c) Bleed Air Switches are OFF, and
- d) Aircraft is not operated in known or forecast icing conditions.

5. Auxiliary Power Unit
*** (APU) Fire Detection
System

C

1

0

May be inoperative provided Auxiliary
Power Unit is considered inoperative.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
27-1

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

27 FLIGHT CONTROLS					
1. Spoileron System	C	1	0	(M) May be inoperative provided: a) Aircraft is operated at 38,000 feet MSL or below, and b) Emergency Pressurization System is operative, and c) Aircraft is operated in accordance with AFM Limitations.	
2. Autospoiler System	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM Limitations.	
3. Spoiler System	C	1	0	May be inoperative provided: a) ANTI-SKID System is operative and ON, b) Airport elevation is less than 8,000 feet MSL, c) Rudder Boost System is operative and ON, d) There is no tail wind component, e) Aircraft is operated at 38,000 feet MSL or below, f) Emergency Pressurization is operative, and g) Performance factors are applied.	
(Continued)					

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
27-2

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

27	FLIGHT CONTROLS				
3.	Spoiler System (Continued)				NOTE: The following performance factors must be applied: <ol style="list-style-type: none"> 1. Lower V1 speed by 2 knots but not less than 100 knots, 2. Increase takeoff distance by 400 feet, 3. Lower takeoff weight limit by 700 pounds, 4. Increase landing distance by a factor of 1.25, and 5. Lower landing weight limit by 800 pounds.
4.	Mach Trim System	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM Limitations.
5.	Rudder Boost System	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM Limitations.
6.	Spoiler Position Indicator (LR-60)	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) The Autospoiler System is operative, b) SPOILER ARM Light is operative, c) Spoiler System is operative, and d) SPOILER EXT Light is operative.
		C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Spoiler System is not used for flight, and b) AFM Limitations are complied with.

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 27-3
-------------------------	------------------------------------	------------------

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

27	FLIGHT CONTROLS				
7.	Angle Of Attack Indicator	C	2	1	One may be inoperative provided Low Speed Cues are operative on both sides.
8.	PFD Low Speed Cue	C	2	0	May be inoperative provided both Angle Of Attack Indicators are operative.
9.	Rudder Pedal Adjustment Mechanism	B	2	1	One may be inoperative provided full range of motion is available and acceptable to the crewmember in the SEATED position.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
28-1

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

28 FUEL				
1. Jet Pump System	C	2	1	One side may be inoperative provided: a) Both Standby Electric Pumps are operative and ON (except when transferring Fuselage fuel or balancing fuel), b) Takeoffs and intentional go-arounds are not conducted with less than 600 pounds fuel quantity in the associated Wing Tank, and c) Aircraft is operated at 25,000 feet MSL or below.
2. Fuselage Tank Transfer Pump (NORM/AUX XFR)	C	2	1	One may be inoperative provided Fuselage Tank Transfer Valve associated with remaining Pump is operative.
	C	2	0	May be inoperative provided: a) Both Fuselage Tank Transfer Valves are operative, b) Operations do not require use of approximately 350 pounds of unusable Fuselage Tank fuel, and c) Aircraft is operated in accordance with AFM Limitations and procedures.
3. Fuselage Tank Transfer Valve (NORM/AUX XFR)	C	2	1	(O) One may be inoperative provided: a) Fuselage Tank Transfer Pump associated with remaining Valve is operative, and b) Failed Transfer Valve is in the CLOSED position.
(Continued)				

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
28-2

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
28 FUEL				
3. Fuselage Tank Transfer Valve (NORM/AUX XFR) (Continued)	C	2	0	(O) May be inoperative provided: a) Operations do not require use of any Fuselage Tank fuel, b) Both Fuselage Tank Transfer Valves are in the CLOSED position, and c) Both Fuselage Tank Transfer Pumps are operative.
4. Fuselage Tank Refueling System (Includes Two Standby Pumps, Two Fuselage Tank Transfer Valves, And Full Float Switch)	C	1	0	May be inoperative provided operations do not require use of Fuselage Tank fuel.
	C	1	0	May be inoperative provided: a) Single Point Pressure Refuel (SPPR) System is used, and b) Inoperative component(s) will not prevent transfer of Fuselage Tank fuel to Wing Tanks.
5. Single Point Pressure Refuel (SPPR) System	C	1	0	

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
28-3

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

28. FUEL				
6.				
Fuel Quantity Indicator Light Segment	C	-	-	One illuminated Segment of a numeral may be inoperative provided: a) Crew can clearly distinguish which Segment is inoperative, b) The Indicator in which the Light Segment is inoperative must be disregarded, and c) Crew can compute the missing number by using the other three Indicators.
7. LOW FUEL Caution Annunciator	C	1	0	May be inoperative provided: a) All Fuel Quantity Indicating Systems are operative, b) All Fuel Flow Indicators are operative, c) All Motive Flow Switches are in the ON position, and d) Flight is planned so that the aircraft will have not less than 700 pounds of fuel quantity per Wing when landing.
8. Fuel Cap Retention Cable (SPPR System)	C	1	0	

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
29-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
29 HYDRAULIC POWER					
1. Auxiliary Electrical Hydraulic Pump System (HYD PUMP)	C	1	0	(M)(O) May be inoperative provided: a) Pump is DEACTIVATED, and b) Alternate means of setting the Brakes are used.	
	C	1	0	(O) May be inoperative provided aircraft is Chocked prior to Engine start.	
2. Hydraulic Accumulator Gauge	C	1	0	(M) May be inoperative provided an alternate means is established and used to check Accumulator Precharge Pressure prior to each flight.	
3. Low Hydraulic Pressure Annunciator (L/R HYDR PRESS)	C	2	1	(O) One may be inoperative provided: a) Auxiliary Hydraulic Pump is operative, and b) Engine-Driven Hydraulic Pumps are verified to be operative prior to taxi.	

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 30-1
-------------------------	------------------------------------	------------------

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

30	ICE AND RAIN PROTECTION					
1.	Airframe Anti-Ice System					
A)	Wing	C	1	0	May be inoperative provided aircraft is not flown in known or forecast icing conditions.	
B)	Stabilizer	C	1	0	May be inoperative provided: a) Aircraft is not flown in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not flown in known or forecast icing conditions.	
C)	Windshield	C	1	0	May be inoperative provided aircraft is not flown in known or forecast icing conditions.	
D)	Engine Inlet Anti-Ice System (Nacelle Heat)	C	2	1	One may be inoperative provided: a) Aircraft is not flown in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not flown in known or forecast icing conditions.	
2.	Alcohol Anti-Ice System	C	1	0	May be inoperative provided aircraft is not flown in known or forecast icing conditions.	
3.	Pitot Heater System				Relief combined with ATA 30-4, Revision 4.	

AIRCRAFT:

LEARJET 60

REVISION NO: 4

DATE: 08/15/2011

PAGE NO:

30-2

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30	ICE AND RAIN PROTECTION				
4.	Pitot Static System Heater	B	3	2	<p>One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not flown in known or forecast icing conditions. <p>NOTE: Both left and right Pitot Static Mast Heaters must be operative for RVSM operations.</p>
		B	3	1	<p>Two may be inoperative provided:</p> <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 flown in known or forecast icing conditions, and c) Aircraft is flown in VMC ONLY. <p>NOTE: RVSM not authorized.</p>
5.	Stall Vane Heater System	C	2	1	<p>One may be inoperative provided:</p> <ul style="list-style-type: none"> a) Aircraft is not flown in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and b) Aircraft is not flown in known or forecast icing conditions.

AIRCRAFT:
LEARJET 60REVISION NO: 4
DATE: 08/15/2011PAGE NO:
30-3

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
30 ICE AND RAIN PROTECTION					
6. Windshield Ice Detect Light	B	2	1		Right side (Copilot) Light must be operative and monitored.
	B	2	0		May be inoperative provided aircraft is not operated at night.
7 Ice Detector ***	C	-	0		May be inoperative provided the Ice Detect Lights are operative.
8. Wing Temperature Gauge	C	1	0		May be inoperative provided: a) Airframe Anti-Ice System for Wings remains OFF, and b) Aircraft is not flown in known or forecast icing conditions.
9. STAB HT Caution Annunciator	C	1	0		May be inoperative provided: a) Airframe Anti-Ice System for Stabilizer remains OFF, b) Aircraft is not flown in visible moisture with Static Air Temperature (SAT) below +10 degrees C, and c) Aircraft is not flown in known or forecast icing conditions.
10. WING HT Warning System	C	1	0		May be inoperative provided the aircraft is not flown in known or forecast icing conditions.
11. PITOT HT Annunciator	B	1	0		May be inoperative provided: a) All other elements of Pitot Heat System are operative, and b) Aircraft is not flown in known or forecast icing conditions.

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 30-4
-------------------------	------------------------------------	------------------

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

30	ICE AND RAIN PROTECTION				
12.	Windshield Defog System	C	2	1	<p>One may be inoperative provided it is acceptable to the flight crew.</p> <p>NOTE: Meteorological conditions in which the aircraft is to be operated should be considered.</p>

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 31-1
-------------------------	------------------------------------	------------------

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

31	INDICATING/ RECORDING SYSTEMS				
1.	Clock	C	2	1	
2.	Flight Hour Meter ***	C	1	0	(O)
3.	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but 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 flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.
(Continued)					

AIRCRAFT: LEARJET 60	REVISION NO: 5 DATE: 09/16/2016	PAGE NO: 31-2
-------------------------	------------------------------------	------------------

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

31	INDICATING/ RECORDING SYSTEMS				
3.	Flight Data Recorder (FDR) System (Continued)				
A)	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 20 calendar days.
B)	FDR Recording Parameters Not Required By 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of the next scheduled inspection.
C)	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.
4.	Hydraulic Reservoir/Fire Bottle Remote Indicator Panel (FAA Flight Inspection Aircraft Only)	C	1	0	May be inoperative provided alternate means of verifying system indications are used.

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 32-1
-------------------------	------------------------------------	------------------

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

32 LANDING GEAR					
1. Anti-Skid System	C	1	0	(M)(O) May be inoperative provided: a) System is DEACTIVATED, and b) Aircraft is operated in accordance with AFM Limitations and performance data.	
2. Parking Brake Caution Light	C	1	0	(O) May be inoperative provided the Takeoff Configuration Monitor is verified operative prior to Engine start.	
3. Nose Wheel Steering System				Deleted, Revision 4.	
4. Tire Pressure *** Measuring System, Tire Pressure Sensor	D	5	0	(M) May be inoperative provided the tire pressure on the affected Wheel is manually checked within 96 hours prior to takeoff.	

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
33-1

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33 LIGHTS					
1. Position (NAV) Light System					
A) Aircraft Equipped With Incandescent Lamp Navigation Light System (LR-60)					
1) Wing-Left Position (NAV) Light	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
2) Wing-Right Position (NAV) Light	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
3) Tail Position (NAV) Light	B	2	1	One Lamp may be inoperative.	
	C	2	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
4) Tail Position (NAV) Light				Relief combined with ATA 33-1-A-3, Revision 4.	
B) Aircraft Equipped With LED Navigation Light System (LR-60XR)					
1) Wing-Left Position (NAV) LED Light Assembly	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
				NOTE: If a single LED is inoperative, the entire assembly is considered inoperative.	

(Continued)

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
33-2

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
33 LIGHTS					
B) Aircraft Equipped With LED Navigation Light System (LR-60XR) (Continued)					
2) Wing-Right Position (NAV) LED Light Assembly	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise. NOTE: If a single LED is inoperative, the entire assembly is considered inoperative.	
3) Tail Position (NAV) LED Light Assembly	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise. NOTE: If a single LED is inoperative, the entire assembly is considered inoperative.	
2. Anti-Collision Light System					
A) Beacon Light	C	2	0	One or both may be inoperative provided Navigation Lights are used for ground operations between sunset and sunrise.	
B) Strobe Light	C	2	0	One or both may be inoperative provided aircraft is not operated between sunset and sunrise.	

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
33-3

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

33 LIGHTS				
3. Landing-Taxi Light				
A) Landing Light	B	2	1	
	B	2	0	May be inoperative provided aircraft is not operated between sunset and sunrise.
B) Taxi Light	C	2	1	
	C	2	0	May be inoperative provided one Landing or Recognition Light is operative.
	C	2	0	May be inoperative provided the aircraft is not operated between sunset and sunrise.
4. Recognition Light	C	1	0	
5. Recognition Light *** Pulse System	C	1	0	
6. Wing Icing Detection Light (Wing Inspection Light)	C	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions between sunset and sunrise, and b) Ground deicing procedures do not require their use.
	C	1	0	May be inoperative provided: a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require their use.
7. Entry Light	C	1	0	May be inoperative provided sufficient ambient lighting illuminates the Steps.

AIRCRAFT: LEARJET 60	REVISION NO: 5 DATE: 09/16/2016	PAGE NO: 33-4
-------------------------	------------------------------------	------------------

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

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			
<p>33 LIGHTS</p> <p>8. Cockpit/Flight Compartment and Instrument Lighting System (Including Back Lighting)</p>	C	-	-	<p>Individual lights may be inoperative provided:</p> <ul style="list-style-type: none"> a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. <p>Note 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p> <p>Note 2: Unaided operation (without NVGs) may be permitted with inoperative NRG supplemental lights; crack or missing filters.</p>
<p>9. Cabin Interior Lighting System (Excludes Cabin Emergency Lighting System)</p>	C	-	0	<p>May be inoperative provided lighting configuration is acceptable to the flight crew.</p>

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
33-5

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
33 LIGHTS					
10. 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.	
A) 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.	
11. Exterior Emergency *** Lighting System	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
33-6

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

33 LIGHTS				
12. Logo Light System ***	C	1	0	
13. Floor Proximity *** Emergency Escape Path Marking System				Deleted, Revision 4.
14. Cabin Emergency *** Lighting System				Deleted, Revision 4.
15. Rechargeable *** Flashlight	C	-	0	Relief moved to ATA 25-13, Revision 4.
16. Chart Holder Light *** System	C	-	0	Relief moved to ATA 33-8, Revision 4.
17. Baggage Door/Pylon External Light	C	2	0	
18. EFIS Control Panel Assembly Light				
A) AHS / Amber Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulbs may be inoperative provided associated annunciation on the PFD can be displayed.
1) AHS / Amber Lamp (LR-60XR)	C	8	0	Switch Backlight and Annunciation LEDs may be inoperative provided associated annunciation on the PFD can be displayed.

(Continued)

AIRCRAFT:

LEARJET 60

REVISION NO: 4

DATE: 08/15/2011

PAGE NO:

33-7

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS				
18. EFIS Control Panel Assembly Light (Continued)				
B) AHS / Green Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulbs may be inoperative provided associated annunciation on the PFD can be displayed.
1) AHS / Green Lamp (LR-60XR)	C	8	0	Switch Backlight and Annunciation LEDs may be inoperative provided associated annunciation on the PFD can be displayed.
C) ADC / Amber Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulbs may be inoperative provided associated annunciation on the PFD can be displayed.
1) ADC / Amber Lamp (LR-60XR)	C	8	0	Switch Backlight and Annunciation LEDs may be inoperative provided associated annunciation on the PFD can be displayed.
D) ADC / Green Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulbs may be inoperative provided associated annunciation on the PFD can be displayed.
1) ADC / Green Lamp (LR-60XR)	C	8	0	Switch Backlight and Annunciation LEDs may be inoperative provided associated annunciation on the PFD can be displayed.
E) CDU / Amber Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulbs may be inoperative provided associated annunciation on the PFD can be displayed.

(Continued)

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 33-8
-------------------------	------------------------------------	------------------

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

33 LIGHTS					
18. EFIS Control Panel Assembly Light (Continued)					
F) CDU / Green Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
G) REV / (PFD) Amber Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulbs may be inoperative provided associated annunciation of the PFD can be displayed.	
1) REV / (PFD) White Lamp (LR-60XR)	C	8	0	(O) Switch backlight and annunciation LEDs may be inoperative provided associated annunciation on the PFD can be displayed.	
H) REV / Green Lamp (LR-60)				Deleted, Revision 4.	
I) PFD / White Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
1) PFD / White Lamp (LR-60XR)	C	8	0	Switch Backlight and Annunciation LEDs may be inoperative provided associated annunciation on the PFD can be displayed.	
J) RTU / White Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulbs may be inoperative provided the Switch operates normally by verifying the On-Side RTU is ON.	
(Continued)					

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
33-9

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

33	LIGHTS					
18.	EFIS Control Panel Assembly Light (Continued)					
K)	OFF (RTU) / Amber Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulb may be inoperative provided the Switch operates normally.	
L)	RMT Tune / White Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulb may be inoperative provided the Switch operates normally.	
M)	ATC / White Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulb may be inoperative provided the Switch operates normally.	
N)	CAT II / White Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulbs may be inoperative provided the Switch operates normally and the respective CAT II amber and green portion of the Annunciator are still operational.	
O)	MFD / White Lamp (LR-60XR)	C	8	0	(O) Switch Backlight and Annunciation LEDs may be inoperative provided associated annunciation on the MFD can be displayed.	
P)	REV (MFD) / White Lamp (LR-60XR)	C	8	0	(O) Switch Backlight and Annunciation LEDs may be inoperative provided associated annunciation on the PFD can be displayed.	
Q)	ENG / White Lamp (LR-60XR)	C	8	0	(O) Switch Backlight and Annunciation LEDs may be inoperative provided associated annunciation on the MFD can be displayed.	
(Continued)						

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
33-10

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

33	LIGHTS						
18.	EFIS Control Panel Assembly Light (Continued)						
R)	ON / White Lamp (LR-60XR)	C	8	0	(O) Switch Backlight and Annunciation LEDs may be inoperative provided associated annunciation on the PFD can be displayed.		
S)	OFF (RMT Tune) / Amber Lamp (LR-60)	C	2	0	(O) Switch Backlight and Annunciation Bulb may be inoperative provided the Switch operates normally.		
T)	1 (ATC) / Amber Lamp (LR-60)	C	1	0	(O) Switch Backlight and Annunciation Bulb may be inoperative provided the Switch operates normally.		
U)	2 (ATC) / Amber Lamp (LR-60)	C	1	0	(O) Switch Backlight and Annunciation Bulb may be inoperative provided the Switch operates normally.		
V)	SPARE / White Lamp (LR-60)	C	2	0			
1)	SPARE / White Lamp (LR-60XR)	C	8	0			
19.	Flight Deck Annunciator And/Or Instrument Panel Light Dimming Function	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise.		
20.	Landing Gear Control Panel Light						
A)	Nose UNSAFE / Red Lamp (LR-60)	C	2	1			
(Continued)							

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
33-11

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

33	LIGHTS				
20.	Landing Gear Control Panel Light (Continued)				
B)	Nose DOWN / Green Lamp (LR-60)	C	2	1	
C)	Left UNSAFE / Red Lamp (LR-60)	C	2	1	
D)	Left DOWN / Green Lamp (LR-60)	C	2	1	
E)	Right UNSAFE / Red Lamp (LR-60)	C	2	1	
F)	Right DOWN / Green Lamp (LR-60)	C	2	1	
G)	Mute Lamp	C	1	0	
21.	Service Light				
A)	Baggage	C	-	0	
B)	Tailcone	C	-	0	
C)	Maintenance	C	-	0	
22.	Lavatory Vanity Light	C	2	0	
23.	Lavatory Reading Light				Deleted, Revision 4.
24.	Engine Fire T-Handle Light	B	4	2	One Lamp may be inoperative in each T-Handle provided the nomenclature remains legible.
(Continued)					

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 33-12
-------------------------	------------------------------------	-------------------

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

33 LIGHTS				
25. Push Button Light	B	-	-	One Lamp may be inoperative in each independent module provided the nomenclature remains legible.
26. Cockpit Map Light				Relief Moved To ATA 33-8, Revision 4.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-1

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

34	NAVIGATION				
1.	Sensor Display Unit (SDU) (LR-60)	C	1	0	May be inoperative provided: a) Both Multifunction Displays are operative, and b) Magnetic Compass is operative.
		C	1	0	May be inoperative provided: a) Multifunction Display is operative, b) Navigation Display is operative, and c) Magnetic Compass is operative.
2.	Multifunction Display (MFD) (Navigation Display) (LR-60)	C	2	1	One may be inoperative provided the Sensor Display Unit (SDU) is operative.
3.	FMS Control Display Unit (CDU) (LR-60)	C	2	1	One may be inoperative provided: a) CDU reversion is selected, b) Approved Flight Manual procedure for CDU failure is followed, and c) SDU is operative.
4.	Air Data Reference Panel (ARP) (LR-60)	C	2	1	One may be inoperative provided: a) Standby Airspeed Indicator and Standby Altimeter are operative, b) Air Data Reversion (ADC) is used, c) Aircraft is operated in day VMC conditions,
(Continued)					

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-2

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

34	NAVIGATION				
4.	Air Data Reference Panel (ARP) (LR-60) (Continued)				<p>d) If Autopilot is engaged, it must be transferred to the operative ARP side, and</p> <p>e) Enroute operations do not require its use.</p> <p>NOTE: For RVSM operations, both ARPs must be operative.</p>
5.	Altitude Awareness Panel (AAP) (LR-60)	C	2	1	(O) One may be inoperative.
6.	Altitude Alerting System	A	-	0	<p>(O) May be inoperative provided:</p> <p>a) Autopilot with Altitude Hold, and Altitude Capture operates normally,</p> <p>b) Enroute operations, i.e. RVSM, do not require its use,</p> <p>c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and</p> <p>d) Repairs are made within 3 flight days.</p>
		C	-	1	(Continued)

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-3

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

34	NAVIGATION				
6.	Altitude Alerting System (Continued)				
A)	Aural Alert	C	-	0	May be inoperative provided: a) Visual Alert operates normally, and b) Autopilot with Altitude Hold and Altitude Capture operates normally.
B)	Visual Alert	C	-	0	May be inoperative provided: a) Aural Alert operates normally, and b) Autopilot with Altitude Hold and Altitude Capture operates normally.
		C	-	0	May be inoperative provided Enroute operations, i.e. RVSM, do not require its use.
7.	Course Heading Panel (CHP) (LR-60)	C	1	0	May be inoperative provided: a) Sensor Display Unit (SDU) is operative, b) FMS is operative and used for course navigation, and c) FMS Navigation and FMS Heading (if installed) Modes are used for Autopilot and Flight Director Operation.
8.	Course Heading Panel (CHP) Joy Stick (LR-60)	C	1	0	
9.	Radio Tuning Unit (RTU) (LR-60)				Relief Moved To ATA 23-18, Revision 4.

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
34-4

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

34	NAVIGATION				
10.	Navigation Equipment (VOR/ILS, LORAN, RNAV, INS, VLF/Omega, Doppler, FMS, GPS, MLS, TACAN)	C	-	-	May be inoperative provided: a) NAV 1 must be operative, and b) System is not required by 14 CFR.
11.	Distance Measuring Equipment (DME) System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided approach procedures do not require its use.
12.	Marker Beacon System	C	-	-	Any in excess of those required by 14 CFR may be inoperative provided approach procedures do not require its use.
13.	ATC Transponder and Automatic Altitude Reporting System	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: For RVSM operations, at least one ATC Transponder and Automatic Altitude Reporting System must be operative.
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.

(Continued)

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
34-5

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

34	NAVIGATION				
13.	ATC Transponder And Automatic Altitude Reporting System (Continued)				
1)	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.
2)	ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.
14.	Automatic Direction Finding (ADF) Equipment	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
15.	Radio Altimeter	A	1	0	May be inoperative provided: a) Approach minimums or operating procedures do not require its use, b) GPWS is considered inoperative, c) TCAS is considered inoperative, and d) Repairs are made within two flight days.
16.	Weather Radar	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
17.	Flight Management System (FMS) Data Transfer Unit (DTU) (LR-60)	C	1	0	

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-6

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

34 NAVIGATION					
18. Flight Director System	C	2	0	May be inoperative provided: a) Command Bars are not displayed, b) Approach minimums do not require use of Flight Director, and c) Autopilot is considered inoperative.	
A) Mode Button Light	C	1	0	May be inoperative provided flight crew verifies that the Flight Director Mode will be annunciated in the Primary Flight Display.	
19. WIND SHEAR DETECTION, GUIDANCE AND AVOIDANCE SYSTEM					
A) INSTALLATION REQUIRED BY 14 CFR					
1) Windshear Warning *** And Flight Guidance System (Reactive)	B	-	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 procedure.	
	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
(Continued)					

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-7

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

34	NAVIGATION				
19.	WIND SHEAR DETECTION, GUIDANCE AND AVOIDANCE SYSTEM (Continued				
A)	INSTALLATION REQUIRED BY 14 CFR (Continued)				
2) ***	Windshear Detection And Avoidance System (Predictive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Flight Guidance System (Reactive) operates normally.
B)	INSTALLATION NOT REQUIRED BY 14 CFR				
1) ***	Windshear Warning And Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
2) ***	Windshear Detection And Avoidance System (Predictive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-8

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

34	NAVIGATION				
20.	Weather Storm Scope ***	C	-	0	
21.	Terrain Awareness And Warning System (TAWS)				
A.	Class A TAWS Equipment Required				
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c)	Glideslope Deviation(s) (Mode 5)	C	-	1	
		B	-	0	
(Continued)					

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 34-9
-------------------------	------------------------------------	------------------

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

34 NAVIGATION					
21. Terrain Awareness And Warning System (TAWS) (Continued)					
A. Class A TAWS Equipment (Continued)					
1) 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 14 CFR, and b) Alternate procedures are established and used.	
e) Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
				NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
				(Continued)	

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-10

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

34	NAVIGATION				
21.	Terrain Awareness And Warning System (TAWS) (Continued)				
A.	Class A TAWS Equipment (Continued)				
2)	Terrain System-Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Function	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3)	Terrain Display	C	-	1	
		B	-	0	
4)	Runway Awareness And Advisory System (RAAS)	C	1	0	

B.	Class B TAWS Equipment Required				
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
a)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
(Continued)					

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-11

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

34	NAVIGATION				
21.	Terrain Awareness And Warning System (TAWS) (Continued)				
B.	Class B TAWS Equipment Required (Continued)				
1)	GPWS (Continued)				
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c)	Modes 2, 4 & 5 ***	C	3	0	
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by 14 CFR, and b) Alternate procedures are established and used.
e)	Windshear Mode *** (Reactive)	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) Function	B	1	0	
(Continued)					

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-12

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

34	NAVIGATION				
21.	Terrain Awareness And Warning System (TAWS) (Continued)				
B.	Class B TAWS Equipment Required (Continued)				
3) ***	Terrain Display	C	-	0	
4) ***	Runway Awareness And Advisory System (RAAS)	C	1	0	
C.	Class C TAWS Equipment				
1) ***	TAWS/GPWS	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any Mode that operates normally may be used.
22. ***	Airborne Flight Information System (AFIS)	C	-	0	
23.	Traffic Alert And Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. (Continued)

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-13

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

34	NAVIGATION				
23.	Traffic Alert And Collision Avoidance System (TCAS I) (Continued)	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.
24.	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.
A)	Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display System	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side. (Continued)

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 34-14
-------------------------	------------------------------------	-------------------

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

34	NAVIGATION				
24.	Traffic Alert And Collision Avoidance System (TCAS II) (Continued)				
B)	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) Enroute or approach procedures do not require its use.
C)	Traffic Alert (TA) Display System	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
D)	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
E)	Airspace Selection *** Function	C	-	0	
25.	Traffic Alert Collision *** Avoidance Device (TCAD)	C	-	0	

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-15

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				4. REMARKS OR EXCEPTIONS
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
26. Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, 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 installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.	
27. Flight Management System					
A) 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.	

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-16

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

34	NAVIGATION				
28.	Navigation Management System				Deleted, Revision 4.
29.	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.
A)	Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other Aircraft Systems may be used.
B)	Cockpit Display And Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.
C)	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.
D)	Data Link Transmitter	D	-	0	
E)	Data Link Receiver	D	-	0	

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
34-17

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

34	NAVIGATION				
30.	In-Flight Weather *** Briefing System	D	-	0	
31.	Standby Attitude Indicator				Deleted, Revision 4.
32.	Global Positioning System (GPS) (LR-60XR)	C	2	0	(O) Except where enroute operations or approach procedures require its use, may be inoperative provided: a) Terrain/Obstacle Awareness Functions of Terrain Awareness Warning System are considered not available for use, and b) Alternate procedures are established and used. NOTE: When operating with one FMS inoperative, FMS computed takeoff and approach performance must be verified using applicable AFM data.
33.	Flight Management Computer (LR-60XR)	C	2	0	(O) Except as required by 14 CFR may be inoperative provided: a) Fuel Used Readout is considered not available for use, and b) Alternate procedures are established and used. NOTE: When operating with one FMS inoperative, FMS computed takeoff and approach performance must be verified using applicable AFM data.

AIRCRAFT:

LEARJET 60

REVISION NO: 4

DATE: 08/15/2011

PAGE NO:

34-18

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
34. FMS Control Display Units (LR-60XR)	C	2	1	(O) Except as required by 14 CFR, may be inoperative provided alternate procedures are established and used by the flight crew. NOTE: When operating with one FMS inoperative, FMS computed takeoff and approach performance must be verified using applicable AFM data.
35. Dataload Panel Portable Access Software (LR-60XR)	C	1	0	
36. Course Select Panel (LR-60XR)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
37. Integrated Flight Information System (IFIS) File Server Unit (LR-60XR) ***	C	-	0	(O) May be inoperative provided alternate procedures are established and used for charts and NAV database information.
38. Adaptive Flight Display With Ethernet (MFD) (LR-60XR)	A	2	1	(O) One Adaptive Flight Display (MFD) may be inoperative provided: a) The flight is made to a location where repairs can be made, b) MFD reversionary is selected, and c) Approved Flight Manual procedure for MFD failure is followed.

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 34-19
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			

34	NAVIGATION				
39.	Cursor Control Panel (LR-60XR)	C	2	0	(O) May be inoperative provided Alternate Procedures are established and used for charts and NAV database information.
40.	XM Satellite Weather (LR-60XR)	C	1	0	(O)

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
35-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
35 OXYGEN					
1. Oxygen System (Cabin Only)					
A) Passenger Configuration	B	1	-		As required by 14 CFR.
B) Cargo Configuration	C	1	0		
C) Passenger Mask and Stowage Position	C	-	0		May be inoperative provided affected Seats are not useable and placarded "DO NOT OCCUPY".
2. Portable Oxygen Dispensing Unit ***	C	-	-		As required by 14 CFR.
3. Crew Mask Storage Box Door	B	2	0		(M) May be inoperative provided: a) Associated Mask is secured in the Stowage Box, and b) Quick donning capability is not affected.
4. Protective Breathing Equipment (PBE)	D	-	-		Any in excess of those required by CFR may be inoperative or removed provided location placarding is removed or obscured.
5. 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.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
38-1

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

38	WATER/WASTE				
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 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.
2.	Lavatory Toilet 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 System which operates normally may be used.
(Continued)					

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 38-2
-------------------------	------------------------------------	------------------

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

38	WATER/WASTE				
2.	Lavatory Toilet System (Continued)	C	-	-	<p>(M) Associated Lavatory System(s) may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated Components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with Lavatory unusable, and c) Associated Toilet Lid is secured DOWN and placarded, "INOPERATIVE – DO NOT USE". <p>NOTE: These provisions are not intended to prohibit inspections by crewmembers.</p>

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 45-1
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			

45	CENTRAL MAINTENANCE COMPUTER				
1.	Maintenance Diagnostic Computer (MDC) (LR-60XR)	D	1	0	

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
46-1

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

46	INFORMATION SYSTEMS				
1.***	Electronic Flight Bag System (EFB)				
A)***	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.
B)***	Data Connectivity (Class 2 & 3)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
C)***	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.
D)***	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.

AIRCRAFT:
LEARJET 60

REVISION NO: 4
DATE: 08/15/2011

PAGE NO:
49-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS OR EXCEPTIONS				
49. AIRBORNE AUXILIARY POWER					
1. Auxiliary Power Unit *** (APU) (STC ST00265NY)	D	1	0	(M)	
A) Generator System	D	1	0	(M)	
2. Auxiliary Power Unit *** (APU) (STC ST00280WI)	D	1	0	(M)	
A) Generator System	D	1	0	(M)	
B) Bleed Air System	D	1	0	(M)	

AIRCRAFT:
LEARJET 60

REVISION NO: 5
DATE: 09/16/2016

PAGE NO:
52-1

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

52 DOORS					
1. Cabin / External Door WARNING System					
A) ENTRY DOOR Annunciator (Annunciator does not illuminate)	C	1	0	May be inoperative provided: a) Crewmember verifies by visual inspection before each departure that the Entry Door is CLOSED and LATCHED, and b) FASTEN SEAT BELT Sign remains ON for the entire flight.	
B) AFT CAB DOOR Annunciator (Annunciator does not illuminate)	C	1	0	May be inoperative provided: a) Crewmember verifies by visual inspection before each departure that the Aft Cabin Door is CLOSED and LATCHED, and b) FASTEN SEAT BELT Sign remains ON during the entire flight.	
C) EXT DOORS Annunciator (Annunciator does not illuminate)	C	1	0	May be inoperative provided: a) Crewmember visually verifies prior to every flight two (2) locking pins extend and retract on both Tailcone Baggage and Tailcone Servicing 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.	

AIRCRAFT:

LEARJET 60

REVISION NO: 4

DATE: 08/15/2011

PAGE NO:

52-2

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS				
2. Tailcone Baggage Door Retaining Cable	C	1	0	May be inoperative provided the Cable does not interfere with Door operation.
3. Keyable Door Lock	D	-	0	May be inoperative provided the Door opens and closes normally and can be secured CLOSED.
4. Cabin Door Lower Dampener	C	1	0	May be inoperative provided a crewmember opens and closes Door.
5. Tailcone Access Door Support Strut	C	1	0	May be inoperative provided the Strut does not interfere with Door operation.

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 73-1
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			

73. ENGINE FUEL & CONTROL				
1. Engine Vibration Monitors				Relief Moved to ATA 77-5, Revision 4.
2. Engine Diagnostic System				Relief Moved to ATA 77-6, Revision 4.
3. Engine Chip Detector Lights				Relief Moved to ATA 77-7, Revision 4.

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 74-1
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			

74 IGNITION					
1. Ignition Light	B	2	1	May be inoperative provided: a) All other indications during the start are normal, b) Generator functions normally after Engine start, and c) No FADEC faults occur on affected Engine.	

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 76-1
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS OR EXCEPTIONS		

76	ENGINE CONTROLS				
1.	Engine Synchronizer System	C	1	0	(M) May be inoperative provided: a) System is selected OFF, and b) ENG SYNC System is deactivated.

AIRCRAFT:

LEARJET 60

REVISION NO: 4

DATE: 08/15/2011

PAGE NO:

77-1

1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

77 ENGINE INDICATING

1. N1 (Digital Display
Only) (LR-60)

C

2

0

May be inoperative provided
associated Pointer is operative.2. N2 (Digital Display
Only) (LR-60)

C

2

0

May be inoperative provided
associated Pointer is operative.3. ITT (Digital Display
Only) (LR-60)

C

2

0

May be inoperative provided
associated Pointer is operative.

4. Fuel Flow

C

2

1

(O) One may be inoperative provided:
a) All other Engine Indicating
Systems, displays and
parameters are operative and
monitored,
b) Fuel Quantity Indicators are
operative, and
c) Weight and performance
calculations based on FMS
numbers are not relied on by
the flight crew.

A) Digital Display (LR-60)

C

2

0

May be inoperative provided
associated Pointer is operative.5. Engine Vibration
Monitor

B

2

0

6. Engine Diagnostic
System

D

1

0

7. Engine Chip Detector
Light

C

2

0

AIRCRAFT: LEARJET 60	REVISION NO: 4 DATE: 08/15/2011	PAGE NO: 78-1
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1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS OR EXCEPTIONS			

78	ENGINE EXHAUST				
1.	Thrust Reverser System	C	2	0	(M) May be inoperative provided: a) Both Thrust Reversers are DEACTIVATED, b) AFM Operational Limitations are observed, and c) AFM Wet/Contaminated Runway Data Addendum Limitations are observed.