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

MASTER MINIMUM EQUIPMENT LIST

LR-31, LR-31A

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HIGHLIGHTS OF CHANGE		

- Definitions Updated in accordance with Policy Letter 25, Global Change 131.
- Guidelines Updated IAW applicable Policy Letter Provisos and/or industry requests.
[(O) & (M)]
- ATA 21-1-1 Changed “and” to “or” in the proviso at Manufacturer’s request.
- ATA 21-1-2 Changed “and” to “or” in the proviso at Manufacturer’s request.
- ATA 22-1-1 thru -4 Added sub-item numbers under the title, [items 1) through 4)].
- ATA 22-1-4 Added relief per Manufacturer’s request for LR-31A with only one Autopilot installed and added NOTE for RVSM operations.
- ATA 22-5 “LR-31A only” added to the title to clarify that this relief was intended by the Manufacturer to be only for that specific model.
- ATA 23-1 Updated repair category and proviso to comply with PL-95 (GC-111).
- ATA 23-4 Boom Microphone relief updated to comply with PL-58 (GC-100).
- ATA 23-6 PA System relief updated for passenger and cargo configurations IAW PL-09 (GC-119).
- ATA 23-10 Updated to use standardized SELCAL relief in accordance with PL-117 (GC-137).
- ATA 23-12 Triple asterisks symbol “***” removed from under the item number.
- ATA 23-12-2 Minor change in title column to comply with the proviso.
- ATA 23-16 Updated to comply with PL-106 (GC-135) for High Frequency (HF) Communication System.

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- ATA 25-1, 25-1-1, -2 & -3 Updated proviso to comply with PL-79, designated as GC 134.
- ATA 25-4 The word “Unlighted” in parenthesis removed from under the title to comply with PL-89.
- ATA 25-5 Updated to comply with PL-116 (GC 138) for Non-Essential Equipment and Furnishings.
- ATA 25-6 Cargo Restraint System relief updated to comply with PL-100 (GC-114).
- ATA 25-8 Emergency Medical Equipment relief updated to comply with PL-73 (GC-130).
- ATA 25-9 Relief for Waste Receptacle Access Doors/Covers updated to comply with PL-96 (GC-124).
- ATA 25-10 Relief for Overhead Storage Bins and Galley Storage Compartments updated to comply with PL-104 (GC-129).
- ATA 26-3 Deleted Paragraph (b) of the proviso requiring the Lavatory Door to be CLOSED and LOCKED at the request of the Manufacturer.
- ATA 26-4 Deleted Paragraph (b) of the proviso requiring the Lavatory Door to be CLOSED and LOCKED at the request of the Manufacturer.
- ATA 26-5 Number of Portable Fire Extinguishers required for dispatch (in column 3) changed from “0” to “-“ (variable).
- ATA 26-6 Cargo Compartment Fire Detection/Suppression System(s) relief updated to comply with PL-102 (GC-77).
- ATA 31-3 Minor changes made to bring into conformance with PL-87 (GC-136).
- ATA 33-1-1, -2 & -4 Proviso relief increased to change the restriction from “day VFR only” to “day only” per industry request and to be consistent with other Lear Jet models for this item.

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- ATA 33-6 Revised System Item description and Remarks for Wing Illumination Lights. No change in relief.
- ATA 33-8 Title updated to add “(Including Back Lighting)” to title and to bring the rest of the proviso into compliance with PL-77 (GC-63).
- ATA 33-16 Service Light relief further clarified at the request of the manufacturer.
- ATA 34-7 Transponder relief updated IAW PL-76 (GC-133) to change repair category and to add note for RVSM.
- ATA 34-11 “NOTE” added for RVSM operation.
- ATA 34-21 Deleted (O) Operations procedures & “****” IAW PL 32 R7 (GC-145).
- ATA 34-22 Deleted (O) Operations procedure IAW PL 32 R7 (GC-145).
- ATA 34-22-1 Deleted (O) Operations procedure IAW PL-32 R7 (GC-145).
- ATA 34-22-2 Deleted (O) Operations procedure IAW PL-32 R7 (GC-145).
- ATA 34-22-4 Added IAW PL-32 R7 (GC-145).
- ATA 34-22-5 Added IAW PL-32 R7 (GC-145).
- ATA 34-32 Revised TAWS/GPWS items to conform to PL-54 (GC-139).
- ATA 34-33 Windshear Warning and Flight Guidance System (Reactive) relief updated to conform to PL-67 (GC-140).
- ATA 34-34 Windshear Detection and Avoidance System (Predictive) relief updated to conform to PL-67 (GC-140).
- ATA 34-37 ADS-B relief updated IAW PL-105 (GC-86). “FAR” changed to “14 CFR”.
- ATA 34-40 Relief added for the Standby Attitude Indicator IAW PL-111.

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ATA 35-4 Protective Breathing Equipment relief added to comply with PL-43.

ATA 38-2 Relief for Lavatory Waste Systems updated IAW PL-83.

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1. System Definitions.

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

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

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

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

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

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

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

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

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for the time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

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

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

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

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

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

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

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

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

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

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

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

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

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

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

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

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

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

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

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

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system – General

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

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS) provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

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System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. Boeing (B-717, MD-10, MD-11)

These aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS)

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-318/320/319/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-318/320/319/ 321, A-330, and A-340 also provide MAINTENANCE status messages.

Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-318/319/320/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-318/319/320/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant. For A-318/319/320/321, MAINTENANCE STATUS (Class II) do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for:

- BLUE RSVR MAINTENANCE status: If applicable, and
- AIR BLEED MAINTENANCE status: As applicable.

For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

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d. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white). Any messages that affects aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built in Test Evaluation (BITE) of systems.

e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level.

System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170/190 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

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g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS-1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. Maintenance messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

h. De- HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit.

“Class 1 failures” are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciates via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL.

“Class 2 failures” are failures which do not prevent continued system function. These faults will not be annunciates to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

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

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25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

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

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

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

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30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

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PREAMBLE (06/14/1989)			

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

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

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

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

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

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

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

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

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

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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:

21-1-1	(O) Operations procedure to operate the aircraft in an unpressurized configuration or procedure to ensure Bleed Air is ON and operative.
21-1-2	(O) Operations procedure to operate the aircraft in an unpressurized configuration or procedure to ensure Bleed Air is ON and operative.
21-1-3	(O) Operations procedure to operate the aircraft in an unpressurized configuration and ensure that the Override Switches are in OVERRIDE.
21-8	(M) Maintenance procedure to verify both Emergency Pressurization Systems are operative.
21-10	(O) Operations procedure to plan unpressurized flight below 9,000 feet MSL.
21-11	(O) Operations procedure to plan unpressurized flight below 9,000 feet MSL.
21-20	(M) Maintenance procedure to pull and collar Circuit Breaker and to remove the Crew Aux Heat Current Limiters.
21-25	(O) Operations procedure to plan unpressurized flight below 9,000 feet MSL. (M) Maintenance procedure to secure Flow Control Valve in the OPEN position.
21-26	(M) Maintenance procedure to pull and collar the Aux Cabin Heat Circuit Breaker and to remove the Aux Cabin Heat Contactor Fuses.
22-1-1, -2, -3 & -4	(O) Operations procedure to ensure aircraft is operated in accordance with the AFM and use of the Autopilot System is not required for the intended flight. (M) Maintenance procedure to determine there is no mechanical interference with the flight controls.

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22-4	(O) Operations procedure to develop and use alternate procedures.
23-5	(O) Operations procedure to ensure the affected Speaker is not required for any aural warning and to ensure an operative Headset is available for each flight crewmember.
23-6	(O) Operations procedure to establish and use alternate procedures for passenger briefing.
23-7	(O) Operations procedure to establish and use alternate procedures for air/ground communications. (M) Maintenance procedure to secure or deactivate affected equipment.
23-10 & 10-1	(O) Operations procedure to ensure flight crew monitors appropriate frequency as required.
23-11	(O) Operations procedure to ensure alternate passenger briefing procedures are used.
23-16	(O) Operations procedure to ensure Long Range Communications Systems (LRCS) as required are available.
23-17	(O) Operations procedure to establish and use alternate procedures for alerting passengers.
24-1-1	(O) Operations procedure to ensure third Inverter is not required. (M) Maintenance procedure to deactivate affected Inverter.
24-2	(O) Operations procedure to ensure AC Voltmeters are not required.
24-7	(M) Maintenance procedure to ensure Switch/Relay is failed in the CLOSED (ON) position.
25-1-2	(O) Operations procedure to ensure baggage is not stowed under the Seat with an inoperative Restraining Bar.
25-3	(M) Maintenance procedure to secure and deactivate the Drag Chute System.
25-6	(M) Maintenance procedure to ensure cargo loading limits from an approved source are observed.

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25-7	(M) Maintenance procedure to secure and deactivate EMS System.
25-8-1	(O) Operational procedure to ensure Automatic External Defibrillator is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
25-8-2	(O) Operational procedure to ensure Emergency Medical Kit is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
25-8-3	(O) Operational procedure to ensure First Aid Kit is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
25-9	(O) Operations procedure to ensure Waste Receptacle is empty and that sufficient Waste Receptacles are available for the intended flight. (M) Maintenance procedure to secure Access Door to prevent use.
25-10	(M) Maintenance procedure to secure the affected compartment CLOSED to prevent use.
25-15	(O) Operations procedure to remove, tag inoperative, and stow Flashlight to prevent use.
25-17-1	(M) Maintenance procedure to lock the affected Seat in a position acceptable to the crewmember.
25-17-2	(M) Maintenance procedure to lock Lumbar Support in the fully stowed position.
25-17-3	(M) Maintenance procedure to secure Armrest in either the full UP or full DOWN position.
25-18	(M) Maintenance procedure to secure Sun Visors.
25-19	(M) Maintenance procedure to apply appropriate color to the affected Switch.
26-1	(M) Maintenance procedure to ensure the associated Fire Bottle contains an adequate charge prior to first flight of the day.

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26-3	(O) Operations procedure to ensure Lavatory is used only by the flight crew.
	(M) Maintenance procedure to ensure Lavatory Fire Extinguisher System operates properly and Lavatory Door is placarded.
26-4	(O) Operations procedure to ensure Lavatory is used only by the flight crew.
	(M) Maintenance procedure to ensure Lavatory Smoke Detection System operates properly and Lavatory Door is placarded.
28-1	(O) Operations procedure to ensure both Standby Electric Boost Pumps are operative and ON, opposite side Jet Boost Pump System is operative and OFF, and takeoffs and intentional go-arounds are not conducted with less than 600 lbs. fuel in Wing Tanks with inoperative Jet Boost Pump System.
28-6	(O) Operations procedure to ensure Fuel Flow System is operative and affected system is not required.
28-7	(O) Operations procedure to visually check Fuselage Cap prior to each flight for security.
29-1	(M) Maintenance procedure to secure and deactivate affected Pump.
30-11	(M) Maintenance procedure to cover Electrical Terminals.
31-2	(O) Operations procedure to ensure Flight Hour Recorder use is not required.
	(O) Operations procedure to establish and use an alternate method for recording flight time.
32-1	(O) Operations procedure to ensure the Anti-Skid System is not required.
	(M) Maintenance procedure(s) to secure or deactivate the Anti-Skid System and ensure no interference with the Brake System and ensure the Nose Wheel Steering System operates normally.
32-3-2	(M) Maintenance procedure to ensure DC Power is available for the Nose Wheel Shimmy Damper.

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33-6	(O) Operations procedure to ensure lighting is available to inspect wings and other aircraft surfaces in icing conditions at night.
33-10-1	(O) Operations procedure to ensure passengers are briefed on smoking policy and use of Seat Belts.
34-6	(O) Operations procedure to ensure approach procedures do not require its (Marker Beacon Systems) use.
34-11	(O) Operations procedure to ensure altitude clearances are monitored.
34-17	(O) Operations procedure to ensure three Compass Systems are operative. (O) Operations procedure to ensure two independent Compass Systems are operative and aircraft is operated under positive radar control the entire flight. (O) Operations procedure to ensure aircraft is operated with a minimum of two independent Compass Systems in conjunction with approved Free Gyro Navigation Techniques.
34-19	(O) Operations procedure to determine if SAT/TAS is required.
34-21	(M) Maintenance procedure to deactivate and secure the system.
34-22	(M) Maintenance procedure to deactivate and secure the system. (M) Maintenance procedure to deactivate and secure the system.
34-22-2	(O) Operations procedure to ensure TA ONLY mode is selected and all TA functions/elements are operative and enroute and approach procedures do not require its use.
34-22-3	(O) Operations procedure to ensure all RA display and audio functions are operative and enroute and approach procedures do not require its use.

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34-30	(O) Operations procedure to evaluate operations without Weather Radar available.
34-32-A-1	(O) Operations procedure to ensure crew awareness of aircraft altitude.
34-32-A-1-a	(O) Operations procedure to ensure crew awareness of aircraft altitude.
34-32-A-1-d	(O) Operations procedure to ensure crew awareness of aircraft altitude.
34-32-A-1-e	(O) Operations procedure to establish alternate procedures when the Windshear Mode is inoperative. See NOTE on proviso.
34-32-A-2	(O) Operations procedure to establish alternate procedures to ensure crew awareness of altitude and terrain.
34-32-B-1	(O) Operations procedure to ensure GPWS is considered inoperative and alternate procedures are established and used.
34-32-B-1-a	(O) Operations procedure to ensure alternate procedures are established and used.
34-32-B-1-d	(O) Operations procedure to ensure alternate procedures are established and used.
34-32-B-1-e	(O) Operations procedure to ensure alternate procedures are established and used.
34-32-C-1	(O) Operations procedure to ensure alternate procedures are established and used.
34-33	(O) Operations procedure to ensure alternate procedures are established and used. See NOTE on the proviso.
34-34	(O) Operations procedure to ensure alternate procedures are established and used. See NOTE on the proviso.
34-35-1	(O) Operational procedure to verify status and suitability of Navigation Facilities.
34-36-1	(O) Operations procedure to verify status and suitability of Navigation Facilities.
35-1-3	(O) Operations procedure to block and placard affected seat "DO NOT OCCUPY".

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35-3	(M) Maintenance procedure to ensure the affected Oxygen Mask is secured in the Storage Box.
38-1	(M) Maintenance procedure to deactivate associated components and verify there are no leaks in the Potable Water System. (M) Maintenance procedure to drain Potable Water System and ensure the System is not serviced prior to repair.
38-2	(M) Maintenance procedure to deactivate associated components and verify there are no leaks in the Lavatory Waste System.
52-1	(O) Operations procedure to ensure a flight crewmember visually verifies door security.
52-4	(M) Maintenance procedure to secure locker/latch in the closed and locked position.
73-1	(O) Operations procedure to ensure System is not required.
78-1	(O) Operations procedure to evaluate aircraft operation with one Thrust Reverser stowed. (M) Maintenance procedure to secure the affected Thrust Reverser in the Forward Thrust position.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
1. Cabin Pressurization System				
1) Automatic Dual Emergency Pressurization System Without Override Switches	C	1	0	May be inoperative provided aircraft is operated at or below 9,000 feet MSL.
	C	1	0	(O) May be inoperative provided: a) Aircraft is operated in an unpressurized configuration or b) Procedures ensure that bleed air inflow to the cabin is operative and ON (Cabin Bleed and Cabin Air Switch(es) ON as appropriate to aircraft configuration).
2) Manually Actuated Emergency Pressurization System	C	1	0	May be inoperative provided aircraft is operated at or below 9,000 feet MSL.
	C	1	0	(O) May be inoperative provided: a) Aircraft is operated in an unpressurized configuration or b) Procedures ensure that bleed air inflow to the cabin is operative and ON (Cabin Bleed and Cabin Air Switch(es) ON as appropriate to aircraft configuration).
(continued)				

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
1. Cabin Pressurization System (Continued)				
3) Automatic Dual Emergency Pressurization System With Override Switches	B	1	0	May be inoperative provided aircraft is operated at or below 9,000 feet MSL.
	B	1	0	(O) May be inoperative provided: a) Aircraft is operated in an unpressurized configuration and b) Procedures are established to ensure that Override Switches are in OVERRIDE. NOTE: Passenger Oxygen Mask Auto Deployment will function at appropriate altitude unless Passenger Oxygen Valve in the Cockpit remains OFF.
2. Cabin Pressurization Control System (Automatic Mode)	C	1	0	May be inoperative provided: a) Autopilot is operative and b) Aircraft is operated at or below 25,000 feet MSL.
3. Cabin Pressure Safety Valve	C	1	0	May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.
4. Cabin Air Outflow Valve	C	1	0	May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
5. Cabin Differential Pressure Relief Valves	C	2	0	May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.
	C	2	1	One may be inoperative provided: a) Aircraft is operated at or below 25,000 feet MSL, b) Cabin Air Outflow Valve is operative and c) Cabin Differential Pressure Gauge is operative.
6. Cabin Altitude Limiters	C	2	0	May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.
	C	2	1	One may be inoperative provided aircraft is operated at or below 25,000 feet MSL.
7. Emergency Pressurization Bleed Air Shutoff Valves (All Models With Dual Emergency Pressurization System)	C	2	0	May be inoperative provided: a) Cabin Pressurization System is considered inoperative, b) Aircraft is operated at or below 9,000 feet MSL and c) Aircraft is not flown in known or forecast icing conditions.
	C	2	1	One may be inoperative provided: a) Aircraft is operated at or below 25,000 feet MSL and b) Aircraft is not flown in known or forecast icing conditions.

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	2. NUMBER INSTALLED				4. REMARKS AND EXCEPTIONS
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21 AIR CONDITIONING					
8. Emergency Pressurization Light (Models With Dual Emergency Pressurization System)	C	1	0		(M) May be inoperative provided maintenance procedures verify that both Emergency Pressurization Systems are operative before each flight.
9. Cabin Altitude Aural Warning System	C	1	0		May be inoperative provided aircraft is operated at or below 10,000 feet MSL.
	C	1	0		May be inoperative provided Cabin Pressurization System is considered inoperative.
10. Cabin Altimeter	C	1	0		May be inoperative provided: a) Cabin Differential Pressure Gauge is operative and b) A chart is provided to convert cabin differential pressure to cabin altitude.
	C	1	0		(O) May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.
11. Cabin Differential Pressure Gauge	C	1	0		May be inoperative provided: a) Cabin Altimeter is operative and b) A chart is provided to convert cabin altitude to cabin differential pressure.
	C	1	0		(O) May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.

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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
12. Cabin Rate of Climb Indicator	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cabin Altimeter is operative, b) Cabin Differential Pressure Gauge is operative and c) Cabin Pressurization Control System Automatic Mode is operative.
	C	1	0	May be inoperative provided aircraft is operated at or below 9,000 feet MSL.
13. Automatic Temperature Control Systems	C	1	0	May be inoperative provided Manual Temperature Control System is operative.
14. Manual Temperature Control Systems	C	1	0	May be inoperative provided Automatic Temperature Control System is operative.
15. Manual Temperature Valve Indicator (For H-Valve)	C	1	0	May be inoperative provided Automatic Temperature Control Systems or Manual Temperature Control Systems for both Cockpit and Cabin are operative.
16. Cooling System *** (Freon)				
1) Cabin	C	1	0	
2) Cockpit	C	1	0	
17. Cabin Temperature *** Indicator	C	1	0	
18. Cabin Ventilation Fan	C	1	0	
19. Cockpit Ventilation Fan	C	1	0	

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	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
21 AIR CONDITIONING				
20. Crew Auxiliary Heat *** System	C	1	0	(M) May be inoperative provided: a) Aux Heat Switch is in the "OFF" position and placarded "INOPERATIVE", b) "AUX CREW HT" Circuit Breaker is pulled and collared, c) It is verified the Crew Aux Heat Relay is not failed in the CLOSED position and d) The System is secured in the OFF position by removing all Crew Aux Heat Current Limiters.
21. Engine Bleed Air Modulating Valves	C	2	1	One may be inoperative provided: a) Aircraft is operated at or below 25,000 feet MSL and b) Aircraft is not operated in known or forecast icing conditions.
	C	2	0	May be inoperative provided: a) Cabin Pressurization System is considered inoperative, b) Aircraft is not flown in known or forecast icing conditions and c) Aircraft is operated at or below 9,000 feet MSL.
22. Auxiliary Defog System ***	C	1	0	
23. Cabin Pressurization Control System (Manual Mode)	C	1	0	May be inoperative provided: a) Cabin Pressurization System is considered inoperative and b) Aircraft is operated at or below 9,000 feet MSL.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
24. Cockpit Overhead Gasper Vents	C	2	0	May be inoperative provided airflow and temperature in the Cockpit is acceptable to both crew members.
25. Flow Control Valves	C	-	0	(M) (O) May be inoperative provided: a) Aircraft is operated unpressurized, b) Aircraft is operated at or below 9,000 feet MSL, c) Cabin Air Primary and Secondary Outflow Valves are operative, d) Both Engine Bleed Air Regulating (Modulating) and Shutoff Valves are operative and e) Flow Control Valve is secured in the OPEN position.
26. Auxiliary Cabin Heat *** System	C	1	0	(M) May be inoperative provided: a) The Aux Heat Switch is either in the "CREW" position or the "OFF" position and placarded "AUX CABIN HT INOPERATIVE", b) "AUX CAB HT" Circuit Breaker is pulled and collared, c) It is verified the Cabin Aux Heat Relay is not failed in the CLOSED (ON) position and d) System is secured in the OFF position by removing the two 50-amp Aux Cabin Heat Contactor Fuses. NOTE: These two fuses are located in the Aux Cabin Heat Relay Panel.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
22 AUTO FLIGHT					
1. Autopilot					
1) LR-31	B	1	0	(M) (O) May be inoperative provided: a) Maintenance procedures secure or deactivate Autopilot to ensure no interference with flight controls, b) Autopilot Disconnect Switch (Control Wheel Master Switch) is operative, c) Approach minimums or operations procedures do not require use of Autopilot, d) Automatic Cabin Pressurization System is operative, e) Aircraft is operated in accordance with AFM Limitations and f) The Yaw Damper System is considered inoperative.	
				NOTE: Altitude Hold function must be operative for RVSM operations.	
2) LR-31A	C	2	1	(M) (O) May be inoperative provided: a) Maintenance procedures secure or deactivate Autopilot to ensure no interference with flight controls, b) Autopilot Disconnect Switch (Control Wheel Master Switch) is operative, c) Approach minimums or operations procedures do not require use of Autopilot, d) Automatic Cabin Pressurization System is operative, (continued)	

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
22 AUTO FLIGHT					
1. Autopilot (Continued)					
2) LR-31A (Continued)					e) Aircraft is operated in accordance with AFM Limitations and f) The Yaw Damper System is considered inoperative.
3) LR-31A	B	2	0	(M) (O) May be inoperative provided: a) Maintenance procedures secure or deactivate Autopilot to ensure no interference with flight controls, b) Autopilot Disconnect Switch (Control Wheel Master Switch) is operative, c) Approach minimums or operations procedures do not require use of Autopilot, d) Automatic Cabin Pressurization System is operative, e) Aircraft is operated in accordance with AFM Limitations and f) The Yaw Damper System is considered inoperative.	
4) LR-31A (Aircraft With Only One Autopilot Installed)	B	1	0	(M) (O) May be inoperative provided: a) Maintenance procedures secure or deactivate Autopilot to ensure no interference with flight controls, b) Autopilot Disconnect Switch (Control Wheel Master Switch) is operative, (continued)	

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
1. Autopilot (Continued)				
4) LR-31A (Aircraft With Only One Autopilot Installed) (Continued)				<ul style="list-style-type: none"> c) Approach minimums or operations procedures do not require the use of Autopilot, d) Automatic Cabin Pressurization System is operative, e) Aircraft is operated in accordance with AFM Limitations, f) The Yaw Damper System is considered inoperative and g) Enroute operations do not require its use. <p>NOTE: Altitude Hold must be operative for RVSM operations.</p>
2. Autopilot Disconnect Switch	C	-	-	<p>One may be inoperative provided the Autopilot is not utilized at less than initial approach altitude.</p> <p>NOTE: Autopilot Disconnect Switch (Control Wheel Master Switch) is required for functions other than Autopilot.</p>
3. Yaw Damper Systems				
1) LR-31	C	1	0	
2) LR-31A	C	2	0	

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	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
22 AUTO FLIGHT					
4. Flight Director Go Around Switches	C	1	0	(O) May be inoperative provided: a) Autopilot and Flight Director are not used below 500 feet AGL and b) Alternate procedures are established and used.	
5. Autopilot Mode Indicator Lamps (LR-31A only)	C	-	-	May be inoperative provided: a) EFIS display has a redundant annunciation for the same indication as the Mode Controller, b) EFIS display annunciation operates normally and c) Autopilot operates normally.	

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	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
23 COMMUNICATIONS				
1. Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by the aircraft Emergency Power Systems and not required for emergency procedures.
2. Headsets (Pilot or Copilot)	C	-	-	As required by FAR.
3. Hand Held Microphones	C	-	0	May be inoperative provided another microphone is operative for each flight deck position.
4. Boom Microphones				
COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER INSTALLED				
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151(d)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and b) Repairs are made within three flight days.
2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.
(continued)				

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
4. Boom Microphones (Continued)				
COCKPIT VOICE RECORDER (CVR) WITHOUT FLIGHT DATA RECORDER INSTALLED				
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151 (d)	A	-	0	May be inoperative provided repairs are made within three flight days.
2) Cockpit Voice Recorder *** Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.
5. Speakers (Cockpit)	C	2	0	(O) May be inoperative provided: a) An operative headset is provided for each person on cockpit duty, b) Affected speaker is not required for aural warnings and c) Operations procedures do not require their use.

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
6. Passenger Address System (PA)				
1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used and b) Flight Deck/Cabin Interphone System operates normally.
	C	1	0	(O) May be inoperative provided: a) PA not required by FAR and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.
2) Cargo Configuration	C	1	0	May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
	D	1	0	May be inoperative provided procedures do not require its use.
7. ARINC Communications/ *** Addressing and Reporting System (ACARS)	C	1	0	(M) (O) May be inoperative provided: a) Maintenance procedures properly secure or deactivate affected equipment and b) Operations procedures are used for alternate air/ground communications.

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	3. NUMBER REQUIRED FOR DISPATCH				
23 COMMUNICATIONS					
8. Flightfone System ***	C	-	0		
9. Maintenance Interphone *** System	C	1	0		
10. Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	-	0	May be inoperative provided procedures do not require its use.	
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and use.	
	D	-	0	May be inoperative provided procedures do not require its use.	
11. Pre-Recorded Passenger *** Announcement System	C	1	0	(O) May be inoperative provided alternate procedures are established and used for passenger briefing.	
12. Cockpit Voice Recorder (CVR)					
1) 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.	
2) Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
13. Satellite Communications *** Systems	C	-	0	May be inoperative provided procedures do not require their use.	

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23 COMMUNICATIONS				
14. Electronic Checklist ***	C	1	0	May be inoperative provided an FAA approved checklist is available.
15. Static Discharge Wicks	C	17	12	Up to a total of five 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, c) Directly above White Navigation Light and d) Delta fins.
16. High Frequency (HF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.
	C	-	-	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight and d) If Inmarsat codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
17. Cabin Chimes	C	-	0	(O) May be inoperative provided: a) Passenger Address System operates normally and b) Alternate procedures are established and used.

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	4. REMARKS AND EXCEPTIONS				
24 ELECTRICAL POWER					
1. AC Inverter System					
1) Three Inverter Systems Only	B	3	2	(M) (O) One may be inoperative provided: a) Maintenance procedures are established to deactivate affected Inverter and b) Operations procedures do not require its use.	
				NOTE: Electric Windshield Defog System uses AC output from the Inverter System.	
2. AC Voltmeters	C	-	0	(O) May be inoperative provided operations procedures do not require use of affected Voltmeter.	
3. Battery Temperature Indicating Systems (L and R BAT TEMP)	B	2	0	May be inoperative provided Battery Overheat Warning Light System (dual indicators) is installed and operative.	
	C	2	0	May be inoperative provided Lead-Acid Batteries are installed.	
4. Battery Overheat Warning Light System					
1) Single System (One BAT 140 and One BAT 160 Red Light)	C	1	0	May be inoperative provided Lead-Acid Batteries are installed.	
2) Dual System (Two BAT 140 and Two BAT 160 Red Lights)	C	2	0	May be inoperative provided Lead-Acid Batteries are installed.	
5. External Power System	C	1	-		

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24 ELECTRICAL POWER				
6. Electrical Power Monitor LED Segment(s) (LR-31A)	C	-	-	May be inoperative provided: a) No more than one LED segment per numeral is inoperative and b) Crew must be able to clearly distinguish number displayed.
7. Avionics Master Switch/Relay	B	-	0	(M) May be inoperative provided: a) Switch/Relay has failed in the "ON" position and b) Switch/Relay remains in the "ON" position for the entire flight.

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25 EQUIPMENT/ FURNISHINGS				
1. Passengers Seat(s)	C	-	-	<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 Seatbelt is considered inoperative.</p> <p>NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats.</p>
1) Recline Mechanism	C	-	-	<p>May be inoperative and Seat occupied provided Seat is secured in the UPRIGHT position.</p>
2) Underseat Baggage Restraining Bars	C	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Baggage is not stowed under Seat with inoperative Restraining Bar, b) Associated Seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT" and c) Procedures are established to alert cabin crew of inoperative Restraining Bar. <p style="text-align: center;">(continued)</p>

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	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
1. Passenger Seats (Continued)					
3) Armrest	C	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle and c) For an Armrest with a Recline Mechanism, Seat is secured in the UPRIGHT position.	
4) Swivel Mechanism	D	-	-	May be inoperative and Seat occupied provided Seat is secured in the normal facing position.	
2. Flotation Equipment (Crew and Passenger)	D	-	-	Any in excess of those required by FAR may be inoperative.	
3. Drag Chute System ***	C	1	0	(M) May be inoperative provided System is deactivated and secured.	
4. "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.	

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25 EQUIPMENT/ FURNISHINGS				
5. Passenger Convenience/ NEF Items				
1) Passenger Convenience *** Items (Expires on December 31, 2007)	-	0	Passenger convenience items, as expressed in this MMEL are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) or (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
2) 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 convenience items.	
			NOTE: Exterior Lavatory Door Ash Trays are not NEF items.	

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25 EQUIPMENT/ FURNISHINGS				
6. Cargo Restraint Systems	C	-	-	(M) May be inoperative, or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual or Weight and Balance Document are observed.
	C	-	-	May be inoperative or missing provided Cargo Compartment remains empty.
7. Emergency Medical *** Services Equipment	C	-	0	(M) May be inoperative provided System is deactivated and secured.
8. Emergency Medical Equipment				
1) 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 three flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing, or inoperative.

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25 EQUIPMENT/ FURNISHINGS				
8. Emergency Medical Equipment (Continued)				
2) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit and b) Repairs or replacements are made within three flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
3) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by FAR, 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 three flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative. The number of Kits required by the FARs must contain the minimum content as required by FARs.

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25 EQUIPMENT/ FURNISHINGS				
9. Waste Receptacles Access Doors/Covers	C	-	-	(M) (O) May be inoperative provided: a) The container is empty and the access door is secured to prevent waste introduction into the compartment and b) Procedures are established to ensure that sufficient Galley Waste Receptacles are available to accommodate all waste that may be generated on a flight.
10. Overhead Storage Bin(s) and Galley Storage Compartment/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Any emergency equipment located in affected compartment is considered inoperative and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire overhead storage is considered one bin.
11. Exterior Lavatory Door Ashtrays				
1) Airplanes With More Than One Exterior Lavatory Door Ashtray Installed.	A	-	-	One may be missing provided it is replaced within ten calendar days.

(continued)

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	4. REMARKS AND EXCEPTIONS				
25	EQUIPMENT/ FURNISHINGS				
11.	Exterior Lavatory Door Ashtrays (Continued)				
2)	Airplanes With Only One Exterior Lavatory Door Ashtray Installed.	A	-	-	May be missing provided it is replaced within three calendar days.
12.	Chart Holders (Cockpit)	C	-	0	
13.	Crew Seat Headrest	C	2	0	May be inoperative provided: a) Headrest does not interfere with crewmember duties and b) Seat is acceptable to crewmember.
14.	Decorative Trim Panels and Moldings (Cockpit)	D	-	-	May be damaged, broken, cracked, missing or removed provided all damaged or loose parts are secured in place. There shall be no possible head impact and/or interference with crewmember duties.
15.	Flashlight/Flashlight Holder	D	2	0	(O) May be inoperative provided: a) Flashlight is removed from holder, tagged inoperative, and stowed to prevent use. b) Each crewmember has an operative Flashlight readily available.
16.	Emergency Locator Transmitter (ELT)	D	-	-	Any in excess of those required by FAR may be inoperative.

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	4. REMARKS AND EXCEPTIONS				
25 EQUIPMENT/ FURNISHINGS					
17. Flight Crew Seats					
1) Manual Vertical Adjustment	C	2	0	(M) May be inoperative provided: a) Seat(s) are locked in a position that permits normal visibility by the affected crewmember(s), b) Seat(s) are locked in a position that permits full flight control movement by the affected crewmember(s) and c) Seat(s) position is acceptable to the affected crew- member(s).	
2) Lumbar Supports	C	2	0	(M) May be inoperative provided: a) Support(s) are stowed in the fully RETRACTED position and b) Seat(s) are acceptable to the affected crewmember(s).	
3) Moveable Armrest	C	-	-	(M) May be inoperative provided: a) Armrest is secured in either the full UP or full DOWN position and b) Seat is acceptable to the affected crewmember(s).	
4) Recline Mechanism	C	2	0	May be inoperative provided Seat is acceptable to the affected crewmember(s).	

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
25 EQUIPMENT/ FURNISHINGS				
18. Cockpit Sunvisors	C	2	0	(M) May be inoperative provided the affected Sunvisor(s) is secured in a manner to prevent head impact or visual obstruction.
19. Cockpit Switch End Caps (Boots)	C	-	0	(M) May be missing provided an alternative method is used to color the Switch the required color.

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	2. NUMBER INSTALLED				4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH				
26 FIRE PROTECTION					
1. Fire Extinguisher Bottle Thermal and Discharge Indicator Disks	C	2	0		(M) May be missing provided it is verified that associated bottle charge is adequate by weighing, or other accepted method, before first flight of each day.
2. Cabin Smoke Detection *** System	C	1	-		May be inoperative provided no cargo is carried in the Cabin.
3. Lavatory Smoke Detection System	C	-	-		(M) (O) For each Lavatory, the Lavatory Smoke Detection System may be inoperative provided: a) Lavatory Waste Receptacle is empty and b) (DELETED, REVISION 1) c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit Lavatory inspections or use by crewmembers. NOTE 2: Lavatory Smoke Detection System is not required for all-cargo operations.
4. Lavatory Fire Extinguisher Systems	C	-	-		For each Lavatory, the Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector System operates normally.
	C	-	-		(M) (O) May be inoperative provided: a) Lavatory Waste Receptacle is empty and b) (DELETED, REVISION 1) c) Lavatory is used only by crewmembers.
					(continued)

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	4. REMARKS AND EXCEPTIONS			
26 FIRE PROTECTION				
4. Lavatory Fire Extinguisher Systems (Continued)				NOTE 1: These provisos are not intended to prohibit Lavatory inspections or use by crewmembers. NOTE 2: A Lavatory Fire Extinguisher System is not required for all-cargo operations.
5. Portable Fire Extinguisher(s)	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged inoperative, removed from its installed location, and placed out of sight so that it can not be mistaken for a functional unit and b) Required distribution is maintained.
6. Cargo Compartment Fire Detection/Suppression Systems	C	-	0	May be inoperative provided associated cargo compartment remains empty. NOTE 1: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc. NOTE 2: Class E Cargo Compartments require only the installation of Smoke or Fire Detection Systems (not Suppression).

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
27 FLIGHT CONTROLS				
1. Spoiler System	B	1	0	May be inoperative provided aircraft is operated in accordance with AFM Limitations.
2. Mach Trim System ***	B	1	0	May be inoperative provided aircraft is operated in accordance with AFM Limitations.
3. Rudder Boost System	B	1	0	May be inoperative provided aircraft is operated in accordance with AFM Limitations.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
28 FUEL				
1. Jet Boost Pump System (System Includes One Main Jet Pump and One Wheel Well "Notch" Jet Pump per Side)	B	2	1	(O) One side may be inoperative provided: a) JP-4 or aviation gasoline is not used, b) Procedures ensure that both Standby Electric Boost Pumps are operative and ON (except when transferring Fuselage fuel, or balancing fuel), c) Procedures ensure that takeoffs and intentional go-arounds are not conducted with less than 600 pounds fuel quantity in Wing Tank with inoperative Jet Boost Pump System, d) Aircraft is operated at or below 25,000 feet MSL and e) Operations do not require use of affected Jet Boost Pump System.
2. Fuselage Tank Transfer Pumps	B	1	0	May be inoperative provided operations do not require use of any Fuselage Tank fuel.
	B	1	0	May be inoperative provided: a) Fuselage Tank Transfer Valve is operative, b) Operations do not require use of 162 pounds unusable Fuselage Tank fuel (from gravity transfer) and c) Aircraft is operated in accordance with AFM Limitations and Procedures.

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	4. REMARKS AND EXCEPTIONS				
28 FUEL					
3. Fuselage Tank Transfer Valves	B	2	1	One may be inoperative provided Fuselage Tank Pump associated with remaining Valve is operative.	
	B	2	0	May be inoperative provided: a) Operations do not require use of any Fuselage Tank fuel and b) Aircraft is operated in accordance with AFM Limitations and Procedures.	
4. Fuselage Tank Refueling System (Includes Two Standby Pumps, One Fuselage Tank Transfer Valve, and Full Float Switch)	B	1	0	May be inoperative provided operations do not require use of any Fuselage Tank fuel.	
5. Single Point Refueling *** System	C	1	0	May be inoperative provided alternate fueling procedures are used that do not require use of affected System.	
6. Fuel Used Counter System	C	1	0	(O) May be inoperative provided: a) Fuel Flow Indicating System is operative and b) Procedures do not require use of affected System.	
7. Fuselage Cap Light ***	C	1	0	(O) May be inoperative provided crew visually inspects Fuselage Cap for security.	
8. Standby Fuel Pump *** Annunciators	C	2	0		

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	4. REMARKS AND EXCEPTIONS			
29 HYDRAULIC POWER				
1. Auxiliary Electrically Driven Hydraulic Pump System	B	1	0	(M) May be inoperative provided Pump is secured or deactivated.
2. Hydraulic Accumulator System	C	1	0	
3. Low Hydraulic Pressure Annunciator Light System	C	1	0	May be inoperative provided Hydraulic Pressure Gauge is operative.

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	4. REMARKS AND EXCEPTIONS				
30 ICE AND RAIN PROTECTION					
1. Airframe Anti-Ice System					
1) Wing	C	1	0	May be inoperative provided aircraft is not flown in known or forecast icing conditions.	
2) Stabilizer	C	1	0	May be inoperative provided aircraft is not flown in known or forecast icing conditions.	
2. Alcohol Anti-Ice Systems					
1) Windshield	B	1	0	May be inoperative provided aircraft is not flown in known or forecast icing conditions.	
2) Radome	C	1	0	May be inoperative provided aircraft is not flown in known or forecast icing conditions.	
3. Pitot Heater Systems	B	2	1	One may be inoperative provided: <ul style="list-style-type: none"> a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +4 degrees C. b) Aircraft is not flown in known or forecast icing conditions and c) Flight is limited to VMC only. <p>NOTE: RVSM operations require both Systems to be operative.</p>	

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	4. REMARKS AND EXCEPTIONS			
30 ICE AND RAIN PROTECTION				
4. Engine Inlet Anti-Ice Systems (Nacelle Heat)	B	2	1	One may be inoperative provided: a) Aircraft is not flown in visible moisture with Static Air Temperature (SAT) below +4 degrees C, b) Aircraft is not flown in known or forecast icing conditions and c) Flight is limited to VMC only.
5. Stall Vane Heater Systems	B	2	1	One may be inoperative provided: a) Aircraft is not flown in visible moisture with Static Air Temperature (SAT) below +4 degrees C, b) Aircraft is not flown in known or forecast icing conditions and c) Flight is limited to VMC only.
6. Ice Detect Lights (Windshield)	C	2	0	May be inoperative provided aircraft is not flown in known or forecast icing conditions at night.
	C	2	1	One may be inoperative provided operative Light is on copilot's side.
7. 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.

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30 ICE AND RAIN PROTECTION				
8. Stabilize Heat Caution Light	C	1	0	May be inoperative provided: a) Airframe Anti-Ice System for Stabilizer remains OFF and b) Aircraft is not flown in known or forecast icing conditions.
9. Pitot Heat Inoperative Indicating Light System	B	1	0	May be inoperative provided: a) All other elements of Pitot Heat System and Static Port Heater System are checked and functioning normally and b) Aircraft is not flown in known or forecast icing conditions.
10. Electric Windshield Defog *** Systems	C	2	1	
11. Windshield Terminal Strip *** Covers	B	-	0	(M) May be inoperative provided Terminals are covered with electrically insulated material.

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	4. REMARKS AND EXCEPTIONS				
31 INDICATING/ RECORDING SYSTEMS					
1. Clocks	C	-	1		
2. Flight Hour Recorder ***	C	1	0		(O) May be inoperative provided procedures do not require its use.
	C	1	0		(O) May be inoperative provided alternate procedures are established and used to record flight hours.
3. Flight Data Recorder (FDR) System	C	-	-		Any in excess of those required by FAR may be inoperative.
	A	-	0		May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ol style="list-style-type: none"> 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.

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	4. REMARKS AND EXCEPTIONS			
31 INDICATING/ RECORDING SYSTEMS				
4. EFIS Control Panel *** Assembly Lights	C	-	-	For each nomenclature that is lighted by two lamps, one lamp may be inoperative provided it's adjacent lamp illuminating the same nomenclature/function is operative.
5. Total Air Temperature (TAT) System	B	1	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with Static Air Temperature (SAT) below +4 degrees C, b) Aircraft is not flown in known or forecast icing conditions and c) Flight is limited to VMC only.

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	4. REMARKS AND EXCEPTIONS			
32 LANDING GEAR				
1. Anti-Skid System	B	1	0	(M) (O) May be inoperative provided: a) Operations procedures do not require use of the Anti-Skid System and b) Maintenance procedure to secure or deactivate Anti-Skid System as necessary to ensure no interference with the Brake System. NOTE: Reference AFM for Limitations and Performance with Anti-Skid inoperative.
2. Parking Brake Caution *** Light	C	1	0	
3. Nose Wheel Steering *** System				
1) Aircraft S/N 31-001 Through 31-054 With SB 31-32-02 Installed and S/N 31-055 and Subsequent	B	1	0	
2) Aircraft S/N 31-001 Through 31-054 Without SB 31-32-02 Installed.	B	1	0	(M) May be inoperative provided DC Power is available for the Nose Wheel Shimmy Damper.
4. Landing Gear Aural Warning Throttle Mute Switch	C	1	0	May be inoperative provided Aural Warning Mute Button on the Main Control Panel is operative.

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	4. REMARKS AND EXCEPTIONS				
33 LIGHTS					
1. Position Light System (Wing Tips and Tail)					
1) Wing – Left Position (NAV) Light	C	1	0	May be inoperative provided aircraft is operated day only.	
2) Wing – Right Position (NAV) Light	C	1	0	May be inoperative provided aircraft is operated day only.	
3) Tail Position (NAV) Light	B	2	1	One bulb may be inoperative.	
4) Tail Position (NAV) Light	C	2	0	May be inoperative provided aircraft is operated day only.	
2. Anti-Collision Light System	C	1	0		
3. Strobe Light System (Supplemental System)	C	1	0		
4. Landing – Taxi Lights (On Main Gear)					
1) Landing Lights	C	2	1	One may be inoperative provided at least one Taxi Light, Taxi – Recognition Light, or Recognition Light is operative.	
	C	2	0	May be inoperative provided aircraft is not operated at night.	
2) Taxi Lights	C	-	1		
	C	-	0	May be inoperative provided at least one Taxi – Recognition Light or Recognition Light is operative.	
	C	-	0	May be inoperative provided aircraft is not operated at night.	

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33 LIGHTS				
5. Recognition Light (On Vertical Stabilizer)	C	1	0	
6. Wing Illumination Lights	C	-	0	(O) May be inoperative provided portable light(s) are available for wing and surface inspection in night icing conditions.
7. Passenger Loading Stair Light	C	1	0	May be inoperative provided sufficient lighting is available to illuminate steps.
8. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System (Including Back Lighting)	C	-	-	Individual lights may be inoperative provided remaining lights are: <ul style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes and c) Lighting configuration and intensity is acceptable to the flight crew.
9. Cabin Interior Lighting Systems	C	-	-	May be partially inoperative provided: <ul style="list-style-type: none"> a) Cabin Emergency Lighting is operative, b) Sufficient lighting is operative for crew to perform their required duties and c) Lighting configuration is acceptable to flight crew.

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	4. REMARKS AND EXCEPTIONS			
33 LIGHTS				
10. Fasten Seat Belt and No Smoking Signs				
1) Passenger Configuration	C	-	0	(O) May be inoperative provided procedures are established and used for notifying passengers when Seat Belts should be fastened and smoking is prohibited. NOTE: Not required for all-cargo operations unless cargo carriage requires persons to be in attendance in the Main Cargo Compartment.
11. Exterior Emergency Lighting System	C	1	0	May be inoperative provided aircraft is not operated at night.
12. Logo Light System	C	1	0	
13. Floor Proximity Emergency Escape Path Marking System Lights	C	-	-	Individual lights may be inoperative provided it is verified that the FAA Approved Minimum Acceptable Lighting Levels specified in one of the following documents are complied with: a) FAA Engineering Approval Letter, b) FAA Approved Report of the Type Design Holder, c) Limitations and Conditions Section of the applicable Supplemental Type Certificate (STC) or d) An FAA Approved Report incorporated in the Master Drawing List for the applicable STC.

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	4. REMARKS AND EXCEPTIONS			
33				
14. Cabin Emergency Lighting Systems	C	-	0	As required by FAR.
15. Pulselight System ***	D	-	0	
16. Service Lights				
1) Baggage	C	-	0	
2) Tailcone	C	-	0	
3) Maintenance	C	-	0	
17. Lavatory Vanity Lights ***	C	2	0	
18. Lavatory Reading Light ***	C	1	0	
19. Raisbeck Locker Light/Switch	C	1	0	
20. Landing Gear Position *** Indicator Lights.				
1) Nose UNSAFE/Red Lights	C	2	1	One Bulb may be inoperative provided the remaining Bulb illuminating the same nomenclature/function is operative.
2) Nose DOWN/Green Lights	C	2	1	One Bulb may be inoperative provided the remaining Bulb illuminating the same nomenclature/function is operative.
(continued)				

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	4. REMARKS AND EXCEPTIONS			
33 LIGHTS				
20. Landing Gear Position *** Indicator Lights (Continued)				
3) Left UNSAFE/Red Lights	C	2	1	One Bulb may be inoperative provided the remaining Bulb illuminating the same nomenclature/function is operative.
4) Left DOWN/Green Lights	C	2	1	One Bulb may be inoperative provided the remaining Bulb illuminating the same nomenclature/function is operative.
5) Right UNSAFE/Red Lights	C	2	1	One Bulb may be inoperative provided the remaining Bulb illuminating the same nomenclature/function is operative.
6) Right DOWN/Green Lights	C	2	1	One Bulb may be inoperative provided the remaining Bulb illuminating the same nomenclature/function is operative.

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	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
1. Radio Magnetic Indicator (RMI) Systems				
1) (Aircraft Not Equipped With EFIS)	C	2	-	As required by FAR.
2) (Aircraft Equipped With EFIS)	C	2	1	One may be inoperative provided VOR and ADF Indicators on HSI are operative.
2. Distance Measuring Equipment Systems (DME)	D	-	-	Any in excess of those required by FAR may be inoperative.
3. Weather Radar Systems				
1) Weather Display	C	-	-	As required by FAR.
2) Navigation Display	C	-	0	
3) Checklist Display	C	-	0	
4. Weather Storm Scopes ***	C	-	0	
5. Automatic Direction Finding Systems (ADF)	C	-	-	As required by FAR.
6. Marker Beacon Systems	C	-	-	(O) May be inoperative provided approach procedures do not require its use.

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34 NAVIGATION					
7. ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute 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.	
	D	-	1	Any in excess of those required by FAR may be inoperative. NOTE: For RVSM operations at least one ATC Transponder and Automatic Altitude Reporting System must be operative.	
8. VHF Navigation Systems (VOR/ILS)	C	-	-	As required by FAR.	
9. Radio Altimeter Systems	C	-	0	May be inoperative provided approach minimums and/or operational procedures do not require its use. NOTE 1: GPS may be affected. NOTE 2: One operative Radio Altimeter is required to conduct CAT II ILS approaches using Flight Directors and/or Autopilot.	
10. Flight Director Systems ***	C	-	0	May be inoperative provided: a) Command Bars will remain retracted from view and b) Approach procedures do not require its use.	
1) Mode Button Light (LR-31A)	C	1	0	May be inoperative provided flight crew verifies that the Flight Director Mode will be annunciated on the Primary Flight Display.	

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34 NAVIGATION				
11. Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Enroute operations do not require its use and c) Repairs are made within three flight days.
	C	-	0	May be inoperative provided it is not required by FAR. NOTE: For RVSM operations the Altitude Alerting System must be operative.
12. Long Range Navigation Systems (INS, IRS, OMEGA, LORAN, GPS, VLF, FMS, and OSS)	C	-	-	As required by FAR. NOTE: INS/IRS Navigation Function only. See Attitude and Heading Reference Sensors for INS/IRS Attitude and Heading Functions.
13. Microwave Landing *** System (MLS)	C	-	-	
14. TACAN Systems ***	C	-	-	As required by FAR.
15. Rate of Turn Indicators	B	2	0	May be inoperative provided a third Gyroscopic Bank and Pitch Indicator is installed and operative.
16. Vertical Speed Indicators	C	2	1	One may be inoperative provided aircraft is operated in day VMC only.

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34 NAVIGATION					
17. Non-Stabilized Magnetic Compass (Standby)	B	1	0		(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.
	B	1	0		(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the en route portion of the flight.
	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.
18. Ram Air Temperature Indicating System (RAT)	C	1	0		May be inoperative provided SAT/TAS System is installed and operative.
19. Static Air Temperature (SAT)/True Air Speed (TAS) System	B	1	0		(O) May be inoperative provided: a) SAT/TAS data are either available to or not required by other required Systems and b) Applicable FAR does not require SAT/TAS System for operation conducted.
					NOTE: SAT/TAS data may be required by INS, LORAN, VLF/OMEGA, FMS, or other Navigation or Air Data Systems.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
20. Traffic Collision *** Avoidance Device (TCAD)	C	1	0	
21. Traffic Alert Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.
22. 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 FAR, b) System is deactivated and secured and c) Enroute or approach procedures do not require its use.
(continued)				

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
22. Traffic Alert and Collision Avoidance System (TCAS II) (Continued)					
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side and b) TA and RA audio function is operative on the flying pilot side.	
2) Resolution Advisory (RA) Display System(s)	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.	
3) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative and b) Enroute or approach procedures do not require its use.	
4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) Airspace Selection *** Function	C	-	0		

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH				
34 NAVIGATION					
23. Symbol Generators	C	3	2		One may be inoperative provided: a) EFIS displays at pilot's and copilot's stations are operative from independent Source Switch and b) Alternate procedures are developed for operation without the associated MFD.
24. Nose Cooling Fan (LR-31A)	C	1	0		
25. Instrument Fans (LR-31A)	C	2	0		
26. Autopilot Fan (LR-31A)	C	1	0		
27. Datanav ***	C	1	0		
28. AHRS Fans (LR-31A)	C	2	0		May be inoperative provided aircraft is operated in accordance with AFM Limitations.
29. Airborne Flight *** Information System (AFIS)	C	1	0		

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
30. Multifunction Display Unit (MFD) (LR-31A)	C	1	0	(O) May be inoperative provided: a) All Symbol Generators or Display Processor Units (DPUs) are operative, b) Procedures do not require it's use and c) When Weather Radar is required by FAR at least one Radar Display operates normally.	
31. Heads-Up Display (HUD) ***	C	1	0	NOTE: Weather Radar is not operative when MFD is inoperative.	
32. 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.	
(continued)					

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
32. Terrain Awareness and Warning System (TAWS) (Continued)				
A. Class A 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) Glideslope Deviations (Mode 5)	C	-	1	
	B	-	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 callout not required by FAR and b) Alternate procedures are established and used.
				(continued)

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
32. Terrain Awareness and Warning System (TAWS) (Continued)				
A. Class A TAWS Equipment (Continued)				
1) GPWS (Continued)				
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.
2) Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) Terrain Displays	C	-	1	
	B	-	0	
4) Runway Awareness and Advisory System (RAAS) ***	C	1	0	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34 NAVIGATION				
32. Terrain Awareness and Warning System (TAWS) (Continued)				
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.
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 FAR and b) Alternate procedures are established and used.
				(continued)

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
34. NAVIGATION				
32. Terrain Awareness and Warning System (TAWS) (Continued)				
B. Class B TAWS Equipment Required (Continued)				
1) GPWS (Continued)				
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 (FSTA) and Premature Descent Alert (PDA) Functions	B	1	0	
3) Terrain Displays	C	-	0	
4) Runway Awareness & 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.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
33. Windshear Warning and *** Flight Guidance System (Reactive) INSTALLATION NOT REQUIRED BY FAR	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedure.	
34. Windshear Detection and *** Avoidance System (Predictive) INSTALLATION NOT REQUIRED BY FAR	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
34 NAVIGATION				
35. Flight Management System				
1) Navigation Databases	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.
2) CDU	B	-	-	May be inoperative provided a suitable NAV source is available and operative.
36. Navigation Management System				
1) Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight and c) Approach Navigation Radios are manually tuned and identified.

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	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
34 NAVIGATION					
37. Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.	
				Note: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
1) Link and Display Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other Aircraft Systems may be used.	
2) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.	
3) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set and b) Screen display is acceptable to the flight crew.	
4) Data Link Transmitter(s)	D	-	0		
5) Data Link Receivers	D	-	0		

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
34. NAVIGATION				
38. Control Wheel IDENT *** Switch	C	-	-	May be inoperative provided the IDENT Button on the Transponder Control Head operates normally.
39. Inclinator (Slip-Skid Indicator)	B	2	1	
40. Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.
	B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only and b) Operations are not conducted into known or forecast over-the-top conditions.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY				
	2. NUMBER INSTALLED				4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH				
35 OXYGEN					
1. Oxygen System (Cabin Only)					
1) Passenger Configuration	B	1	-		As required by FAR.
2) Cargo Only Configuration	C	1	0		May be inoperative provided no persons are carried in the Cabin.
3) Passenger Oxygen Masks and Stowage	C	-	0		(O) May be inoperative or missing provided affected Seats are blocked and placarded -"DO NOT OCCUPY".
2. Portable Oxygen Dispensing Units	B	-	-		As required by FAR.
3. Flight Crew Mask Box Doors	B	2	0		(M) May be inoperative or missing provided: a) Associated Mask is secured in Storage Box and b) Quick donning capability is not affected.
4. Protective Breathing Equipment (PBE)	D	-	-		Any in excess of those required by FAR may be inoperative.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE				
1. Potable Water Systems	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 a 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 Waste Systems	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 a System which operates normally may be used.
(continued)				

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			
38 WATER/WASTE 2. Lavatory Waste Systems (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 a Lavatory unusable and c) Associated Lavatory Door(s) is placarded "LAVATORY INOPERATIVE". <p>NOTE: These provisions are not intended to prohibit inspections by crewmembers.</p>

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
52 DOORS				
1. Cabin Door Warning Light Systems	C	-	0	(O) May be inoperative provided: a) Crewmember verifies by visual inspection before each flight that the door is CLOSED and LOCKED and b) FASTEN SEAT BELT Sign remains on for the entire flight.
2. Keyable Door Locks	D	-	0	May be inoperative provided the affected Door opens and closes normally and can be secured CLOSED.
3. Lower Cabin Door *** Dampener	C	1	0	May be inoperative provided: a) Upper and Lower Cabin Doors are verified to operate normally and b) Crewmember assists in Door opening and closing.
4. Raisbeck Locker/Latch	C	1	0	(M) May be inoperative provided Locker is verified secured in the CLOSED position and Compartment remains empty.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
73 ENGINE FUEL & CONTROL				
1. Fuel Flow Indicating Systems	B	2	1	(O) One may be inoperative provided: a) Fuel Used Counter System is operative and b) Operations procedures do not require use of affected Fuel Flow Indicating System.
2. Engine Synchronizer *** System	C	1	0	May be inoperative provided System is secured or deactivated to ensure no interference with Engine Speed Control.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
74 IGNITION				
1. Ignition Light	B	2	1	May be inoperative provided: <ul style="list-style-type: none"> a) All other indications during Engine start are normal and b) Generator functions normally after Engine start.

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
77 ENGINE INDICATING				
1. N1 Digital Indicators ***	B	2	0	May be inoperative provided associated Analog Pointer is operative.
2. N2 Digital Indicators ***	B	2	0	May be inoperative provided associated Analog Pointer is operative.
3. ITT Digital Indicators ***	B	2	0	May be inoperative provided associated Analog Pointer is operative.

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SYSTEM SEQUENCE & NUMBERS	1. REPAIR CATEGORY			
	2. NUMBER INSTALLED			4. REMARKS AND EXCEPTIONS
	3. NUMBER REQUIRED FOR DISPATCH			
78 ENGINE EXHAUST				
1. Thrust Reverser System ***	C	2	0	<p>(M) (O) One or both may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected Thrust Reverser(s) is secured in the forward thrust position, b) AFM and/or FMS procedures are used for operating with reduced, asymmetric, or no reverse thrust and c) Dry, hard surfaced runway is used for single Thrust Reverser operation. <p>NOTE: Refer to the appropriate Maintenance Manual for procedures to deactivate and secure Thrust Reverser.</p>

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	4. REMARKS AND EXCEPTIONS			
79 ENGINE OIL				
1. Optional Red L & R Low *** Oil Pressure Lights	C	2	0	
2. Engine Chip Detector *** Lights (Left & Right)	C	2	0	