

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
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M A S T E R M I N I M U M E Q U I P M E N T L I S T

NORD 262/262FM

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Highlights of Change 6

EFFECTIVE ABOVE DATE, the NORD-262 Master Minimum Equipment List has been revised. This is essentially a complete revision. Please replace all pages with Revision 6 for a complete up-to-date MMEL. Change bars have been included to aid the user in identifying any changes as a result of this revision.

Operators should compare this revision with their MEL to determine the level of change necessary for compatibility with the MMEL.

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

ABC's have been added to this revision.

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Definitions
(Effective 10/2/89)

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.

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

- 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.

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Definitions

(Effective 10/2/89)

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. Items installed that are in excess of the FAR requirements may be permitted by the operator's MEL to be inoperative if not otherwise required by the MMEL.

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

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.

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

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 which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.

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Definitions
(Effective 10/2/89)

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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Definitions
(Effective 10/2/89)

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.

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Definitions

(Effective 10/2/89)

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

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

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

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

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

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

The letter designators are inserted adjacent to Column 2.

23. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatchability will normally be at status message level (e.g., Advisory Status) or higher.

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Definitions

(Effective 10/02/89)

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

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item is 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 definition nor the use of this symbol provide authority to install or remove an item from an aircraft.

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Preamble

(Effective 6/14/89)

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.

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Preamble

(Effective 6/14/89)

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

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

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

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

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

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

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING					
1.	Cabin Pressure Control System					
	1) Automatic	C	1	0		* (0) May be inoperative provided: a) Manual cabin pressure control system operates normally, and b) Cabin altimeter and cabin differential pressure gauge operates normally.
	2) Manual	C	1	0		* (0) May be inoperative provided: a) Automatic cabin pressure control system operates normally, and b) Cabin altimeter and cabin differential pressure gauge operates normally.
		C	2	0		* Both may be inoperative provided flight is conducted in an unpressurized configuration
2.	Cabin Rate of Climb Indicator	C	1	0		* (0) May be inoperative provided: a) All other components and functions of the pressurization system operates normally. OR b) Flight is conducted in an unpressurized configuration.
		C				

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING					
3.	Cabin Altimeter	C	1	0		* (0) May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided the flight crew to convert cabin altitude to differential pressure. OR c) Flight is conducted in an unpressurized configuration.
4.	Cabin Differential Pressure Indicator	C	1	0		* (0) May be inoperative provided: a) Cabin altimeter operates normally, and b) A chart is provided the flight crew to convert cabin altitude to differential pressure. OR c) Flight is conducted in an unpressurized configuration.
5.	Cabin Temperature Control System					
	1) Automatic	C	-	0		* (0) May be inoperative provided manual control operates normally.
	2) Manual	C	-	0		* (0) May be inoperative provided automatic control operates normally.
6.	Cabin Temperature Warning Light	C	1	0		* (0) May be inoperative provided cabin temperature control operates normally.

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21	AIR CONDITIONING					
7.	Cabin Pressurization Warning Light (Passenger Entry Door)	C	-	0		* (0) May be inoperative provided: a) An acceptable procedure assures the cabin is depressurized prior to the passenger door being opened. OR b) Flight is conducted in an unpressurized configuration.
		C				
8.	Cabin Temperature Indicator	C	1	0		* (0) May be inoperative provided cabin temperature control operates normally.
9.	Cabin Overpressure and Underpressure Warning Light	C	1	0		* (0) May be inoperative for pressurized flight provided: a) Cabin altitude remains at or below 10,000 feet. OR b) Flight is conducted in an unpressurized configuration.
		C				

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			3. NUMBER REQUIRED FOR DISPATCH		
22	AUTO FLIGHT				
1.	Autopilot System	C	1	0	*May be inoperative provided approach minimums do not require its use.
2.	Control Wheel Disengage Switches	C	2	1	*One may be inoperative provided autopilot is not used below 1,500 feet AGL.
		C	2	0	*Both may be inoperative provided autopilot is not used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
1.	Communications Systems (VHF, HF, UHF)	C	-	-	*As required by FAR.
2.	Service Interphone System	C	1	0	* (O)May be inoperative provided: a) PA System operates normally, and b) Alternate normal and emergency procedures are established and used.
3.	Flight Deck Speakers	C	2	0	*May be inoperative provided: a) Procedures do not require their use, and b) Headsets are installed and operate normally.
4.	Passenger Address System	A	1	0	* (O)May be inoperative provided: a) Alternate normal and emergency procedures are established and used, b) Flight Deck/Cabin Interphone function (two-way) operates normally, and c) The airplane does not exceed a maximum of 15 flight hours (Domestic) or 25 flight hours (International) before repairs are made.
5.	Voice Recorder System	B	1	0	*When required by FAR, may be inoperative provided Flight Data Recorder (FDR) operates normally.
6.	Selective Call System (SELCAL)	C	1	0	*
7.	Pre-recorded Passenger Announcement System	C	1	0	*May be inoperative provided alternate procedures are established and used.

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			3. NUMBER REQUIRED FOR DISPATCH		
23	COMMUNICATIONS				
8.	ARINC Communications Addressing and Reporting System (ACARS)	C	1	0	*
9.	Emergency Locator Transmitter (ELT)	C	1	0	*As required by FAR.

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24	ELECTRICAL POWER				
1.	Main Inverters (Nord 262)	B	2	1	*(M)One may be inoperative provided both alternators operate normally.
2.	Transformers - 26 Volts	C	4	3	*(M)One may be inoperative provided remaining transformers operate normally.
3.	DC Generators	B	2	1	*(M) (O)One engine driven generator may be inoperative provided: a) APU generator system operates normally and is used to supply busses throughout the flight, b) All generator controls units, including APU operates normally, and c) The airplane is not operated in known or forecast icing conditions.
4.	APU Driven Generator	B	1	0	*May be inoperative provided both engine driven generators operate normally.
5.	DC Voltmeter	C	1	0	*May be inoperative provided associated DC ammeter operates normally.
6.	DC Ammeters	C	2	1	*One may be inoperative provided: a) Generator overheat warning lights are installed and operate normally, and b) Associated DC voltmeter operates normally.
7.	AC Alternators	B	2	1	*(M)One may be inoperative provided both inverters operate normally.
8.	AC Voltmeter				Deleted prior to Rev. 6.
9.	Batteries				Deleted prior to Rev. 6.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
10.	Battery Temperature System	C	1	0	*(M)Warning light may be inoperative provided associated meter indicator operates normally and meets the requirements of AD-72-19-4.
11.	Starter/Generator Overheat Warning Lights				Deleted prior to Rev. 6.
12.	Inverter/ Alternator Failure Warning Lights (Nord 262)	C	4	3	*(O)One may be inoperative provided associated voltmeter operates normally.
13.	AC Inverter Failure Warning Lights (Nord 262FM)	C	2	1	*(M)One may be inoperative provided associated voltmeter operates normally.

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25	EQUIPMENT/FURNISHINGS				
1.	(Moved to 23-9)				
2.	Crewmember Shoulder Harness				Deleted Rev. 6.
3.	Passenger Seats and Seat Belts	C	- 0		* (M) May be inoperative provided: a) Affected seat does not block emergency egress to an aisle or exit, and b) Affected seat is blocked and placarded "DO NOT OCCUPY".
					NOTE 1: A seat position with an inoperative or missing lap belt is considered inoperative.
					NOTE 2: A seat with an inoperative recline mechanism is considered to be inoperative if the seat back cannot be secured in the upright position.

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

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25	EQUIPMENT/FURNISHINGS			
4.	Flight Attendant Seat Assembly (Single or position (Cont'd))			NOTE 3: The above provisos apply only to required flight attendant seats. Seat positions in excess of those required may be inoperative provided they are properly stowed or secured in the retracted position. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.
5.	"Fasten Seat Belt While Seated" Signs or Placards	C -	-	*One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
6.	Pilot(s) Seat Adjustment System	C 2	0	* (M) May be inoperative provided: a) Position of the seat(s) permits normal pilot visibility and full flight control movement, and b) Seat(s) is secured with mechanical stops.
7.	Megaphones	C -	-	*As required by FAR.
8.	Cabin Emergency Flashlight Holder/Flashlights	C -	-	*May be inoperative or missing provided the crewmember assigned to the affected position has a normally operating flashlight readily available.

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25	EQUIPMENT/FURNISHINGS				
9.	Passenger Convenience Item(s)	-	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, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.

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26	FIRE PROTECTION				
6.	Lavatory Smoke Detection System	C	-	-	*(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> a) Lavatory fire extinguisher system operates normally. OR b) Lavatory waste receptacle is empty, c) Lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and d) Lavatory is not used for any purpose. OR e) All-cargo operations are being conducted.
		C			
		C			
					NOTE 1: These provisos are not intended to prohibit lavatory inspections by crewmembers.

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27	FLIGHT CONTROLS					
1.	Wing Flap Position Indicator	C	1	0	* (M) (O) May be inoperative provided:	
		C			a) Correct takeoff flap position is verified before each departure.	
					OR	
		C			b) Zero flap takeoff and landings are conducted in accordance with AFM performance limits.	
2.	Rudder Pedal Adjustment System	C	2	0	* (M) May be inoperative provided:	
					a) Adjustments can be secured in a position which suits individual pilot(s) requirements, and	
					b) Position of pedal(s) permits normal full flight control movement.	
3.	Gust Lock System	C	1	0	* (M) May be inoperative provided:	
					a) System is secured in the unlocked position,	
					b) Isolation valve is secured closed,	
					c) System is checked for complete retraction of all locks, and	
					d) Appropriate measures are taken to prevent damage from gusts while on the ground.	

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28	FUEL					
1.	Fuel Boost Pumps (Low Pressure Tank Mounted)	C	4	2		* (M) One may be inoperative on each side, provided both engine driven fuel pumps operate normally.
2.	Fuel Quantity Indicators (Flight Deck)	C	2	1		* (M) (O) One may be inoperative provided: a) Fuel quantity is verified by drip stick readings, or other approved means before departure, b) Fuel used counters operate normally, c) Low level fuel lights operate normally, and d) Both fuel flow indicators operate normally.
3.	Fuel Consumption Indicator(s)	C	2	0		* May be inoperative provided: a) Both fuel quantity indicators operate normally, b) Low level fuel lights operate normally, and c) Both fuel flow indicators operate normally.
4.	Fuel Flow Meters					Deleted prior to Rev. 6.
5.	Fuel Temperature Indicator(s) (Nord 262)	C	2	1		* (O) One may be inoperative provided remaining system operates normally.
		C	2	0		* (O) Both may be inoperative provided outside air temperature is above 46 degrees F (8 degrees C) for the duration of the flight.

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28	FUEL					
6.	Fuel Pressure Indicator					Deleted prior to Rev. 6.
7.	Fuel Crossfeed System					Deleted prior to Rev. 6.
8.	Low Fuel Pressure Warning Lights					Deleted prior to Rev. 6.
9.	Refueling Panel Quantity Indicator(s)	C	2	0		* (M) (O) Both may be inoperative provided: a) Flight deck indicators operate normally. OR b) Fuel quantity is verified by drip stick readings, or other accepted means before departure.
		C				

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29	HYDRAULIC POWER					
1.	Engine Hydraulic Pumps					Deleted prior to Rev. 6.
2.	Hydraulic Booster Pump (Nord 262)	C	1	0		*(O)May be inoperative provided associated engine pump pressures are monitored.
3.	Hydraulic System Pressure Indicator	C	1	0		*May be inoperative provided hydraulic pressure annunciator lights (if installed) operate normally.
4.	Hydraulic Pump Pressure Indicator(s)	C	2	1		*(O)One may be inoperative provided system pressure indicator operates normally.
5.	Hydraulic Low Pressure Boost Pump Warning Light	C	1	0		*(O)May be inoperative provided individual engine pump pressures are monitored.
6.	Hydraulic Low Level Warning System	C	1	0		*(M)May be inoperative providing fluid level is checked before each departure.
7.	Brake Pressure Indicator (Foot Brakes)					Deleted prior to Rev. 6.
8.	Brake Pressure Indicator Emergency (Hand Brakes)					Deleted prior to Rev. 6.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION					
1.	Windshield Heat					
	1) Nord 262	C	3	0		*May be inoperative provided: a) Appropriate AFM limitations are applied, and b) The airplane is not operated in known or forecast icing conditions.
	2) Nord 262FM	C	3	0		*May be inoperative provided the airplane is not operated in known or forecast icing conditions.
2.	Windshield Heat Regulators (Nord 262)	C	3	2		*One may be inoperative provided transfer system operates normally.
		C	3	0		*May be inoperative provided the airplane is not operated in known or forecast icing conditions.
3.	Windshield Wipers	C	2	0		*May be inoperative provided the airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
4.	Outside Air Temperature Warning System (5 Degrees Light)	C	1	0		*(O)May be inoperative provided: a) Outside air temperature is monitored and, b) Appropriate engine anti-ice AFM limitations are applied.
5.	Engine Anti-icing System	B	2	0		*May be inoperative provided airplane is not operated in known or forecast icing conditions.
6.	Propeller Anti-Icing System	C	2	0		*(O)May be inoperative provided airplane is not operated in known or forecast icing conditions.

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			3.	NUMBER REQUIRED FOR DISPATCH	
30	ICE AND RAIN PROTECTION				
7.	Airspeed Pitot Heat System	B	2	1	* (O) One may be inoperative provided: a) All other components of the pitot heat system are operating normally, and b) The airplane is not operated in known or forecast icing conditions.
8.	PX-PY Heaters	B	2	0	* May be inoperative provided ambient temperature is above +5 degrees C for the duration of the flight.
9.	Flight Recorder Pitot Heat				Deleted prior to Rev. 6.
10.	Engine/Prop Ammeter (Nord 262)	C	1	0	* May be inoperative provided the airplane is not operated in known or forecast icing conditions.
11.	Propeller Deicing Ammeter (Nord 262FM)	C	2	0	* May be inoperative provided airplane is not operated in known or forecast icing conditions
12.	Airframe De-icing System				
	1) Manual	C	1	0	* (O) May be inoperative provided the airplane is not operated in known or forecast icing conditions.
	2) Automatic	C	1	0	* (O) May be inoperative provided manual system operates normally.

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			3.	NUMBER REQUIRED FOR DISPATCH	
30	ICE AND RAIN PROTECTION				
13.	Airframe De-icing Pressure Indicator	C	1	0	*May be inoperative provided the airplane is not operated in known or forecast icing conditions.
14.	PX-PY Heat Ammeter (Nord 262FM)	B	1	0	*May be inoperative provided outside air temperature is above +5 degrees C for the duration of the flight.
15.	Stall Warning Pitot Heat System	B	1	0	*May be inoperative provided the airplane is not operated in known or forecast icing conditions.

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				3. NUMBER REQUIRED FOR DISPATCH	
31	INDICATING/RECORDING SYSTEMS				
1.	Clock	C	2	1	*One may be inoperative provided the remaining clock at either the pilot's or copilot's station operates normally.
2.	Flight Recorder	B	1	0	*If required by FAR, may be inoperative provided Cockpit Voice Recorder (CVR) operates normally.
3.	AIDS Maintenance Recorder	C	1	0	*

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32	LANDING GEAR				
1.	Gear Position Indicator Lights				Deleted prior to Rev. 6.
2.	Gear Warning Horn				Deleted prior to Rev. 6.
3.	Nose Wheel Steering				Deleted prior to Rev. 6.
4.	Ant-Skid System				
	1) Nord 262FM	C	1	0	* (O) May be inoperative provided normal brake system operates normally.
	2) Nord 262	C	1	0	* (O) May be inoperative provided appropriate AFM performance decrements are applied.
5.	Normal Brake Pressure Indicator (Foot Brakes)	C	1	0	* (M) May be inoperative provided both normal and emergency brake systems operate normally.
6.	Emergency Brake Pressure Indicator	C	1	0	* (M) May be inoperative provided normal and emergency brake systems operate normally.

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33	LIGHTS				
1.	Landing Lights	C	2	1	*(0)One may be inoperative for night operations provided taxi light functions normally.
		C	2	0	*Both may be inoperative for day operations.
2.	Anti-Collision Lights				
1)	Nord 262	B	2	1	*One may be inoperative for night operations.
		B	2	0	*Both may be inoperative for day operations.
2)	Nord 262FM	B	1	0	*May be inoperative for night operations provided wingtip strobe lights operate normally.
		B	1	0	*May be inoperative for day operations.
3.	Wing Strobe Light System (Nord 262FM)	C	1	0	*
4.	Position Light System	C	-	0	*May be inoperative for day operations.

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33	LIGHTS					
5.	Flight Deck and Instrument Panel Lighting System	C	1	-		*Individual lights may be inoperative provided remaining lights are: a) Sufficient to make each required instrument, control and other device for which it is provided, easily readable, b) Direct rays and reflections do not impair visibility either inside or outside the aircraft, c) Lighting intensity can be controlled or preset to a satisfactory level for the expected conditions, and d) Light configuration at dispatch is acceptable to the flight crew.
6.	Wing Illumination lights	C	2	0		*May be inoperative for day operations.
		C	2	0		*May be inoperative for night operations provided: a) A portable light/lamp of adequate capacity is available for use in icing conditions. OR b) The airplane is not operated in known or forecast icing conditions.
		C				
7.	Cabin Interior Lights Illumination System	C	-	-		*May be inoperative provided sufficient lighting is operative for crewmembers to perform required duties.

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33	LIGHTS				
8.	Passenger Notice System ("No Smoking/Fasten Seat Belt")	C	-	-	* (M) (O) No passenger seat may be occupied in flight from which a "No Smoking/Fasten Seat Belt" sign is not readily legible, and that seat must be blocked.
		C	-	-	* (O) If one or more "No Smoking/Fasten Seat Belt" signs are inoperative, the affected passenger seat(s) may be occupied provided: a) Passenger Address System operates normally, and can be heard clearly throughout the cabin during flight, and b) PA system is used to notify the passengers when seat belts should be fastened, and smoking is prohibited.
9.	Interior Emergency Exit Light System	B	1	0	* May be inoperative for all-cargo operations unless carriage of cargo requires persons to be in attendance.
10.	Taxi Light	C	-	0	* May be inoperative provided both landing lights operate normally.
		C	-	0	* May be inoperative for day operations.
11.	Logo Light System	C	1	0	*

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33	LIGHTS					
12.	Floor Proximity Emergency Escape Path Marking System	C	1	-		*Individual lights may be inoperative provided FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, OR b) FAA approved report of the Type Design holder, OR 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.
13.	Compartment Lights (Nose/Tail, Cargo and Lavatory)	C	-	0	*	
14.	Runway Turn Off lights	C	-	0	*	

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34	NAVIGATION				
1.	Airspeed Indicator				Deleted prior to Rev. 6.
2.	Standby Pneumatic Altimeter	B	-	-	*May be inoperative provided one or both primary altimeters is either pneumatic or servo-pneumatic.
3.	Turn and Slip Indicators				
1)	Rate-of-Turn Indicators	B	2	-	*Turn function of one instrument may be inoperative for VMC flight.
		B	2	0	*One or both turn functions may be inoperative provided Standby Attitude Indicator operates normally.
4.	Vertical Speed Indicator	B	2	1	*One may be inoperative for day VMC only.
5.	Directional Gyro Compass System				Deleted prior to Rev. 6.
6.	Bank-and-Pitch Indicator (Artificial Horizon)				Deleted prior to Rev. 6.

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				3. NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
7.	Non-Stabilized Magnetic	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 are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on the en route portion of the flight.
		C	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, operative and used in conjunction with approved free gyro navigation techniques.
8.	Navigation Systems (VOR/ILS, Loran, Omega/VHF, VLF, INS, Doppler)	C	-	-	*As required by FAR.
9.	Glide Slope Receiver	C	-	-	*As required by FAR.
10.	Marker Beacon	C	-	0	*May be inoperative provided approach minimums do not require their use.
11.	Radio Compass (ADF) System	C	-	-	*As required by FAR.

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34	NAVIGATION						
12.	Distance Measuring Equipment (DME)	C	-	-	-		*As required by FAR.
13.	Weather Radar	C	-	-	-		*As required by FAR.
14.	ATC Transponder/ Automatic Altitude Reporting System	C	-	-	-		*As required by FAR.
15.	Ground Proximity Warning System (GPWS)	B	1	0	0		*Any modes in excess of those required by FAR may be inoperative.
16.	Radio Altimeter System	C	-	0	0		*May be inoperative provided approach minimums do not require its use.
17.	Flight Director Systems	C	2	0	0		*May be inoperative provided approach minimums do not require their use.
18.	Stall Warning Horn						Deleted prior to Rev. 6.

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				3. NUMBER REQUIRED FOR DISPATCH	
34	NAVIGATION				
19.	MACH/Airspeed Warning System	B	1	0	* (0) May be inoperative provided: a) The airplane remains at least 15 KIAS below V _{mo} , and b) If the overspeed warning system malfunctions during flight by sounding earlier than scheduled, continue operation at a speed below that point at which the aural warning sounds, but do NOT deactivate and placard as inoperative.
20.	Outside Air Temperature	C	1	0	* May be inoperative provided the Outside Warning System (5 degrees Warning Light) operates normally.
21.	Instrument Comparator	C	1	0	* May be inoperative provided approach minimums do not require its use.
22.	Microwave Landing System	C	-	-	* As required by FAR.
23.	RMI				
	1) Heading Indication	C	2	1	* One may be inoperative provided stabilized heading indication on the associated pilot's panel operates normally.
	2) VOR Pointer Function	C	-	0	* May be inoperative provided associated VOR systems operate normally.
24.	Traffic Alert Collision Avoidance System (TCAS)	C	1	0	* Until required by FAR, may be inoperative provided system is deactivated and secured.
25.	Altitude Alerting System	B	-	1	*

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			3.	NUMBER REQUIRED FOR DISPATCH	
35	OXYGEN				
1.	Oxygen Pressure Indicator	C	1	0	* (M) May be inoperative provided an accepted procedure is established and used to verify oxygen supply is adequate for the flight.
2.	Passenger Oxygen (Portable Bottles)	C	-	-	* Any in excess of those required by FAR may be inoperative. NOTE: Bottles not properly serviced are considered inoperative and should be removed.

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38	WATER/WASTE				
1.	Potable Water System	C	-	0	*

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49 AIRBORNE AUXILIARY POWER						
1.	Auxiliary Power Unit (APU)	C	1	0		*May be inoperative provided procedures do not require its use.
2.	APU Ammeter	C	1	0		*May be inoperative provided: a) Electrical Control Unit and overspeed protection system operates normally, and b) APU generator is restricted to ground use only.
3.	APU Tachometer Indicator	C	1	0		*May be inoperative provided: a) All remaining APU system components operate normally, and b) APU generator is restricted to ground use only.
4.	APU EGT Indicator	C	1	0		*May be inoperative provided: a) All remaining APU system components operate normally, and b) APU generator is restricted to ground use only.
5.	APU Bleed Air System	C	1	0		*May be inoperative provided both engine air bleed systems operate normally.

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				3. NUMBER REQUIRED FOR DISPATCH	

52	DOORS				
1.	Door Warning Light System	C	1	0	* (M) May be inoperative provided it is verified by visual inspection that the associated door(s) is closed and locked before each departure.

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61	PROPELLERS					
1.	Auto Feather System (Nord 262)	C	1	0		* (O) May be inoperative provided AFM gross weight restrictions are applied.
2.	Auto Feather System					Deleted prior to Rev. 6.
3.	Propeller Pitch Stop Warning Lights (Nord 262)	C	4	2		* (M) One may be inoperative on each propeller provided remaining lights operate normally.
4.	Auto Feather Pitot Heat (Nord 262)	C	3	0		* (O) May be inoperative provided: a) The airplane is not operated in known or forecast icing conditions. OR b) Auto Feather System is disarmed, and c) AFM gross weight restrictions are applied.
5.	Beta Lights (Nord 262FM)					Deleted prior to Rev. 6.
6.	Synchronization System	C	1	0		* (M) May be inoperative provided system is deactivated and secured.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH	
73	ENGINE FUEL & CONTROL				
1.	Fuel Flow Indicators	B	2	1	*(0)One may be inoperative provided: <ul style="list-style-type: none"> a) Associated fuel tank quantity indicator is operative, and b) Acceptable monitoring procedures are established and used.
2.	Fuel Pressure Indicators	C	2	1	*(0)One may be inoperative provided: <ul style="list-style-type: none"> a) Both fuel boost pump low pressure warning lights operate normally, and b) Associated fuel flow indicator operates normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING				
1.	EGT (T4) (Nord 262)				Deleted prior to Rev. 6.
2.	ITT Indicators	C	2	2	*Digital counter(s) may be inoperative.
3.	Ng Indicators	C	2	2	*Digital counter(s) may be inoperative.
4.	Tachometer (NG) (Nord 262FM)				Deleted Prior to Rev. 6.
5.	Propeller RPM (NF) (Nord 262FM)				Deleted prior to Rev. 6.
6.	Oil Pressure Indicator				Deleted prior to Rev. 6.
7.	Oil Temperature Indicator				Deleted prior to Rev. 6.
8.	Torque Indicators (Nord 262)	C	2	0	*(O)May be inoperative provided: a) Pneumatic differential pressure auto-feather system is installed and operates normally, b) Water methanol is not used, and c) All remaining engine instruments operate normally.
9.	Torque Pressure Indicator (Nord 262FM)				Deleted prior to Rev. 6.
10.	(Moved to 79-1)				
11.	Airborne Vibration Monitor (Nord 262)				Deleted prior to Rev. 6.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
79	ENGINE OIL				
1.	Oil Pressure Warning Light(s)	C	2	0	*(M)Both may be inoperative provided engine oil pressure and temperature indicators operate normally.
2.	Oil Quantity Gauges	C	2	1	*(M)One may be inoperative provided: a) The oil tank is filled to maximum recommended capacity during each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Low pressure warning, oil temperature and pressure indicators operate normally.

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SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
82 WATER INJECTION						
1.	Water Methanol System	C	2	0		* (O) May be inoperative provided AFM performance does not require its use.
2.	Water Methanol Quantity Indicator	C	1	0		* (M) (O) May be inoperative provided: a) Water Methanol is not used, and b) AFM decrements for dry operations are applied. OR c) Tank is filled and checked by an approved means before each departure.
3.	Water Methanol Pump					
	1) Nord 262	C	2	1		* One pump may be inoperative provided remaining pump and pressure indicator light operates normally.
	2) Nord 262FM	C	1	0		* May be inoperative provided: a) Water Methanol system is not used, and b) AFM decrements for dry operations are applied.
4.	(Moved to 82-3)					
5.	Water Methanol Flowmeter(s) Nord 262)	C	2	0		* (O) May be inoperative provided: a) Water Methanol system is not used, and b) AFM decrements for dry operations are applied.
6.	Water Methanol Pump Light(s) (Nord 262)	C	2	0		* May be inoperative provided Flowmeter(s) operate normally.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
82	WATER INJECTION				
7.	Water Methanol Flow Valve Lights (Nord 262)	C	2	0	*May be inoperative provided: a) Associated Torquemeter Indicators operate normally, and b) Associated Flowmeter Indicators operate normally.
8.	Water Methanol Pressure Indicator (Nord 262FM)	C	1	0	*May be inoperative provided: a) Water Methanol system is not used, and b) AFM decrements for dry operations are applied.