

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

Revision: ORIGINAL  
Date: 01/26/82

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

AEROSPATIALE SN 601 (CORVETTE)

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FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST  
AEROSPATIALE SN 601 (CORVETTE)

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## Definitions

## 1. System Definitions.

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

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL.

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

- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.
  - d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific airplane is listed on the applicable Type Certificate Data Sheet.
  3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. Items installed that are in excess of the FAR requirements may be permitted by the operator's MEL to be inoperative if not otherwise required by the MMEL.
  4. Asterisk \* symbol in Column 4 indicates the listed item if inoperative, must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

## Definitions

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

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

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

6. "Deleted" after a sequence number indicates the item was previously listed but is now required to be operative if installed in the aircraft.
7. "ER" refers to extended range of operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42.
8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" - a 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(S).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. Notes: In Column 4 provides additional information for crewmember or maintenance consideration. Notes are to identify applicable material which are intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

## Definitions

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

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

14. "Secured" and "Deactivated" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
15. "Time In Service" means the time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing (as defined in FAR Part 1).
16. Visual Flight Rules (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an IFR flight plan.
17. "Visual Meteorological Conditions" (VMC) - The atmospheric environment is such that would allow a flight to proceed under the

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10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(S).
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12. Notes: In Column 4 provides additional information for crewmember or maintenance consideration. Notes are to identify applicable material which are intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

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14. "Secured" and "Deactivated" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
15. "Time In Service" means the time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing (as defined in FAR Part 1).
16. Visual Flight Rules (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an IFR flight plan.
17. "Visual Meteorological Conditions" (VMC) - The atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

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#### Definitions

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

## Preamble

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

For the sake of brevity, the MEL does not include obviously required items such as wings, rudders, flaps, engines, landing gear, etc. Also, the list may not include items which do not affect the airworthiness of the aircraft, such as galley equipment, entertainment systems, passenger convenience items, etc. However, it is important to note that ALL ITEMS WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND NOT INCLUDED ON THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE.

Unless otherwise specified in the remarks column, the FAA does not define "where" or "when" an inoperative item is to be repaired or replaced; but rather indicates through approval of MELs those instruments and items of equipment that may be inoperative for certain flight conditions with the intent that no flight can take off from an airport with inoperative equipment other than that specified. The failure of instruments or items of equipment in excess of those allowed to be inoperative by the MEL causes the aircraft to be unairworthy. The FAA makes no distinction in the MEL for dispatch or operation of a flight between points of origin and termination, including intermediate stops or flights beyond the scheduled termination of the flight. The MEL was never intended to provide for continued operation of the aircraft for an indefinite period with inoperative items. The basic purpose of the MEL is to permit the operation of an aircraft with inoperative equipment within the

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Preamble

framework of a controlled and sound program of repairs and parts replacement. It is important that the owner/operator make repairs at the first airport where repairs or replacements may be made but, in any case, repair should be accomplished at the terminating airport, since additional malfunctions may require the aircraft to be taken out of service.

Owners/operators are responsible for exercising the necessary operational control to assure that no aircraft is dispatched or flown with multiple MEL items inoperative without first determining that any interface or interrelationship between inoperative systems or components will not result in a degradation in the level of safety and/or undue increase in crew workload.

The exposure to additional failures during continued operation with inoperative systems or components must also be considered in determining that an acceptable level of safety is being maintained. The MEL may not deviate from requirements of the AFM limitations section, emergency procedures or airworthiness directive unless the airworthiness directive or AFM provides otherwise.

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21	AIR CONDITIONING			
1.	Air Conditioning System	1	0	*(O)May be inoperative provided operation is limited to unpressurized flight.
2.	Bleed Air Valves	2	1	*(M)One valve may be inoperative provided the failed valve is secured in the closed position and flight is limited to 25,000 feet.
3.	Pressurization Control	1	1	*(O)Normal mode may be inoperative provided standby mode is operational.
4.	Cabin Depressurization Valve	1	0	*(O)May be inoperative provided operation is limited to 10,000 feet or unpressurized flight.
5.	Cabin Vz Indication (Rate of Climb)	1	0	*May be inoperative provided the cabin altimeter is operative.
6.	Cabin Altimeter	1	0	*(O)May be inoperative provided cabin differential pressure indicator is operative and a chart is furnished to convert cabin differential pressure to cabin altitude.
7.	Cabin Differential Pressure Indicator	1	0	*(O)Cabin Differential Pressure Indicator may be inoperative provided cabin altitude indicator is operative and a chart is provided to convert cabin altitude to differential pressure.
8.	Cabin Altitude Warning Light	1	0	*(O)May be inoperative provided flights are limited to 10,000 feet or below or flight is conducted as unpressurized flight.

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21	AIR CONDITIONING			
9.	Isolation Valve	1	0	*(O)May be inoperative in automatic control provided the manual control and the air duct temperature gauge are operative and the valve is closed for take offs, approaches and landings.
10.	Cabin Air Duct Temperature Indicator	1	0	*May be inoperative provided the automatic control and the cabin overheat caution light are operative.
11.	Cabin Overheat Caution Light	1	0	*(O)May be inoperative provided the manual portion is operative and the cabin air duct temperature gauge is operative.
12.	Control Valve for Pilot Floor Condition Air	1	0	*May be inoperative.
13.	Aerators	-	-	*May be inoperative.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT			
1.	Auto Pilot	1	0	*May be inoperative. Any mode which functions normally may be used.
2.	Auto Pilot Disconnect Caution Light	1	0	*(O)May be inoperative provided the auto pilot is not engaged.
3.	Auto Pilot Disconnect Push Button(s)	2	0	*(O)Both may be inoperative provided the auto pilot is not engaged.
		2	1	One may be inoperative provided the auto pilot is not used at an altitude less than three times the altitude loss determined for cruise.
4.	Auto Pilot Trim Coupler Warning Light	1	0	*(O)May be inoperative provided the auto pilot is not engaged.
5.	Yaw Damper System	1	0	*May be inoperative.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			
1.	VHF Communications Transmitters & Receivers	-	-	* (0) As required by FARs.  One transmitter and two independent communications receivers required for all operations. One of the required receivers may be a VHF navigation receiver provided: (a) If Number 1 (Captain's) transmitter or receiver is inoperative, the flight shall be restricted to VFR meteorological conditions, and  (b) The aircraft shall not depart an airport where repairs or replacements can be made, and  (c) Aircraft must be repaired within 24 elapsed hours from time of the radio failure.
2.	Public Address System	1	0	* Passenger compartment portion may be inoperative provided its use is not required for emergency procedures and alternative procedures are established for briefing passengers.  Not required for all cargo operations.
3.	Cockpit Speakers	-	0	*
4.	Head Set	-	2	One required at each occupied flight crew position.

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23	COMMUNICATIONS				
5.	Microphones	-	2		One required at each occupied flight crew position.
6.	Oxygen Mask Microphones	-	2		One required at each occupied flight crew position.
7.	Cockpit Voice Recorder	1	0		*As required by FARs.  In the event of malfunctioning or failure of the cockpit voice recorder, the airplane may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.
8.	HF Radio (If Installed)	-	0		*As required by FARs.

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24	ELECTRICAL POWER			
1.	A.C. Static Inverters	2	1	*(O)One may be inoperative provided the flight is performed in VMC.
2.	A.C. Power Failure Warning Lights	2	1	*(M)One may be inoperative provided the associated inverter is determined to be operable prior to each flight.
3.	Battery	-	-	*(M)Aircraft with two batteries: One may be inoperative provided it is disconnected and both starter generators are operative.
4.	Starter Generators	2	2	
5.	D.C. Voltmeter	1	0	*May be inoperative provided both ammeters are operative.
6.	D.C. Ammeter	2	1	*One may be inoperative provided the D.C. voltmeter is operative.
7.	D.C. Generator Failure Warning Lights	2	1	*
8.	Battery Caution Lights	-	-	*One required for each battery used.
9.	Battery Overheat Light(s)	-	-	*One required for each battery used.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
1.	Pilot Seats	2	2	
2.	Crewmember Shoulder Harness	2	2	If a harness becomes inoperative, the aircraft may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made, but not to exceed 25 flight hours.
3.	Passenger Safety Belts	-	-	*As required by FARs.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				
1.	Aileron Trim System	1	1	1	*The normal trim circuit may be inoperative provided the standby trim circuit is operative, or vice versa.
2.	Rudder Trim System	1	1	1	*The normal trim circuit may be inoperative provided the standby trim circuit is operative, or vice versa.
3.	Trim Position Indicators				
	(a) Aileron	1	0	0	* (M) May be inoperative provided: (a) Aileron trim is operative. (b) Neutral aileron setting is checked prior to each takeoff. (c) Aileron trim caution light is operative.
	(b) Rudder	1	0	0	* (M) May be inoperative provided: (a) Rudder trim is operative. (b) Neutral rudder setting is checked prior to each takeoff. (c) Rudder trim caution light is operative.
	(c) Stabilizer	1	1	1	
4.	Aileron Trim Caution Light	1	0	0	* (O) May be inoperative provided: (a) Aileron trim system is operative. (b) The normal and emergency trim circuits are checked prior to each flight.

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27	FLIGHT CONTROLS			
5.	Rudder Trim Caution Light	1	0	* (O) May be inoperative provided: (a) Rudder trim system is operative. (b) The normal and emergency trim circuits are checked prior to each flight.
6.	Pitch Trim Caution Light	1	0	
7.	Pitch Trim Misalign Light	1	0	* (O) (M) May be inoperative provided: (a) Pitch trim is operative. (b) Stabilizer trim indicator is operative. (c) The setting of the adjustable stabilizer is checked prior to take-off.
8.	Stick Pusher	1	1	
9.	Stick Pusher Caution Light	1	1	
10.	Airbrakes	1	0	* (O) May be inoperative provided the flight level is limited to 25,000 feet.
11.	Airbrakes Indicating Light	1	0	* (O) May be inoperative provided the airbrakes are operative and checked in the stowed position for take-off.
12.	Wing Flaps Motors	2	1	* Motor flaps 2 may be inoperative provided motor flaps 1 is operative.
13.	Flaps Caution Lights	2	2	
14.	Flaps Position Gauge	1	1	

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28	FUEL			
1.	Main Fuel Boost Pumps Standby Boost Pumps	2	1	* (O) (M) One may be inoperative. See AFM for fuel and operational requirements.
2.	Pump Change Caution Lights	2	0	* (O) May be inoperative provided: (a) Fuel low pressure lights are operative. (b) Crossfeed is open above 30,000 feet.
3.	Fuel Gauge Units	2	1	* (O) One may be inoperative provided: (a) Both engine fuel flow indicators are operative. (b) Main fuel tanks serviced to full capacity and checked prior to each take-off.
4.	Integrating Flow Meters	2	1	* (O) One totalizer may be inoperative.
5.	Fuel Low Pressure Caution Lights	2	2	
6.	Tip Transfer Out Caution Lights	2	0	* (O) May be inoperative provided the fuel quantity gauges are operative.
7.	Pressure Refueling	1	0	* (M) May be inoperative.

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1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS	
SYSTEM & SEQUENCE NUMBERS	ITEM						
29	HYDRAULIC POWER						
1.	Landing Gear and Airbrakes Pressure Gauge	1	0				* (O) May be inoperative provided brakes normal/emergency pressure gauges are operating and the main hydraulic level caution light must be checked as operative before flights.
2.	Brake Normal Pressure Gauge	1	0				* (O) May be inoperative provided the landing gear airbrakes and brakes emergency pressure indicators are operative.
3.	Brakes Emergency Pressure Gauge	1	0				* (O) May be inoperative provided the landing gear airbrakes and brakes normal pressure indicators are operative.
4.	Hydraulic Low Pressure Caution Light	2	1				* (M) One may be inoperative provided the three pressure indicators are operative.
5.	Main Hydraulic Level Caution Lights	1	0				* (M) May be inoperative provided: (a) The three pressure indicators are operative. (b) Quantity checked prior to each flight.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION			
1.	Anti Icing System	1	0	* (O) May be inoperative provided flight not made in icing conditions.
2.	Anti Icing Fluid Tank Cells	2	1	* (O) (M) One cell may be inoperative provided: (a) The operative cell is serviced full and checked prior to each flight. (b) Crossfeed valve is closed. (c) Flight time in icing conditions limited to 35 minutes.
3.	Anti Ice Quantity Indicator System	2	1	* (O) (M) One cell indicator may be inoperative provided: (a) The tank is serviced full and checked prior to each flight. (b) Flight time in icing conditions limited to 35 minutes.
4.	Anti Ice Tank Sight Gauge	1	0	* May be inoperative provided both cells of the anti ice quantity indicator system are operative.
5.	Crossfeed Valve	1	0	* (O) May be inoperative provided: (a) If open, the flight is performed in non icing conditions. (b) If closed, circuits 1 and 2 are checked operative before flight and flight in icing conditions limited to 35 minutes.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
6.	Anti Ice Low Pressure Light System	2	1		*(M)One may be inoperative provided: (a) Anti ice quantity indicator system is operative. (b) Crossfeed valve is operative.
7.	Engine Anti Ice Systems	2	0		*(O)One or both may be inoperative provided flight not conducted in icing conditions.
8.	Pitot Heat	2	1		*(O)One system may be inoperative for flight in non icing conditions.
9.	Pitot Heat Light	2	1		*One may be inoperative provided the aircraft is not operated in icing conditions.
10.	Angle of Attack Probe Heat Systems	2	1		*(O)One may be inoperative provided flight is not conducted in icing conditions.
11.	Rain Repellant System	2	1		*(M)One circuit may be inoperative provided: (a) The operative system bottle is serviced full and checked prior to each flight. (b) The other system is checked operative prior to each flight.
12.	Windshield Anti Icing Regulators	2	1		*(O)One may be inoperative provided the other regulator is checked operative prior to each flight.
13.	Windshield Heat Caution Light	1	0		*May be inoperative.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS			
1.	Flight Recorder	-	-	*As required by FARs.  In the event of malfunction or failure of the flight recorder, the airplane may continue the flight, or series of flights, but shall not depart an airport where recorder repairs or replacements can be made, with the recorder inoperative.
2.	Clock	1	1	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH	
32	LANDING GEAR			
1.	Anti Skid System (Including Associated Lights)	1	0	* (0) May be inoperative provided operations conducted in compliance with AFM.
2.	Landing Gear Warning	1	1	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS			
1.	Instrument Panels and Crew Compartment	-	-	*Sufficient lights for lighting all instruments and controls must be available for flights.
2.	Emergency Lighting Systems	-	-	*Exterior lights may be inoperative for day light operations.
3.	Fasten Seat Belts and No Smoking Sign	1	0	*(O)May be inoperative if crew briefing procedures are developed.
4.	Navigation Lights	3	0	*May be inoperative for day operations.
5.	Landing Lights	2	0	*May be inoperative for day operations.
6.	Taxi Light	1	0	*May be inoperative for day operations. For night operations, it may be inoperative provided 2 landing lights are operative.
7.	Wing Inspection Lights	2	2	*(O)Must be operative for night operation and known or forecast icing conditions.
8.	Anti Collision	2	0	*May be inoperative for day operations.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
1.	Rate of Climb Indicator Systems	2	2	One required for each pilot station.
2.	Airspeed/Mach Indicator	2	1	*One mach indicator may be inoperative provided the flight level is limited to 22,000 feet and the audio warning is operative.
3.	Mach/Airspeed Audio Warning	1	0	*May be inoperative provided: (a) Both airspeed/mach indicator systems are operative. (b) Flight limited to 22,000 feet and below and 300 knots or less.
4.	Stall Warning Light	1	0	*May be inoperative provided the stall audio warning is operative.
5.	Flight Director System(s)	-	-	*Nor required unless weather minimums are predicated on its use.
6.	Attitude Reference System	3	2	*One unit may be inoperative for day VFR operations only provided the standby attitude indicator is operative and used as a substitute.
7.	Turn and Bank Indicator	-	-	*As required by the FARs.
8.	Stabilized Heading Indicator Systems	2	1	*(O)One system may be inoperative for VMC flight provided a compass heading indicator is available on each pilot's instrument panel.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
9.	Non-Stabilized Magnetic (Standby) Compass	1	0	<p>*May be inoperative in those latitudes where magnetic information is unreliable providing at least two stabilized directional gyro systems are installed and operative.</p> <p>*May be inoperative over domestic routes within the contiguous 48 states and Hawaii for a period not to exceed 15 flight hours provided at least two gyro compass systems are operative.</p> <p>*May be inoperative for other overland operations provided:                      (a) At least two gyro compass systems are operative, and                      (b) The aircraft shall not depart an airport where repairs or replacements can be made.</p> <p>*May be inoperative for extended overwater flights provided three gyro compass systems are installed and operative.</p>
9.	DME System	-	-	*As required by FARs.
10.	Weather Radar	-	-	*As required by FARs.
11.	ADF System	-	-	*As required by FARs.
12.	Marker Beacon Receiver (Aural & Visual)	-	-	*As required by FARs.
13.	ATC Transponder	-	-	*As required by FARs.
14.	VHF Navigation Systems	2	-	*As required by FARs.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
15.	Radio Altimeter	1	0	*As required by FARs.
16.	Altitude Alerting System	1	0	*As required by FARs.  In the event of malfunction or failure, the airplane may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.
17.	Ground Proximity Warning System	1	0	*As required by FARs.  In the event of malfunction or failure of the GPWS, the airplane may continue the flight or series of flights, but shall not depart an airport where repairs or replacements can be made.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
				3. NUMBER REQUIRED FOR DISPATCH	
35	OXYGEN				
1.	Crew and Passenger Oxygen Systems	1	1	1	*As required by FARs.  Passenger oxygen system may be inoperative provided: (a) Flight crew oxygen system is operative. (b) Flights shall not be conducted over an area where the minimum enroute altitude is above 14,000 feet MSL. (c) The air conditioning system shall be operative. (d) The aircraft shall not depart an airport where repairs or replacements can be made.
2.	First Aid Oxygen Masks	-	-	-	*As required by FARs.
3.	Oxygen Low Pressure Caution Light	1	0	0	*May be inoperative provided the pressure indicator is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74	IGNITION				
1.	Ignition Systems	2	2		*One ignitor may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING			
1.	N2 Indicator	2	1	*One may be inoperative provided the associated N1, ITT and fuel flow indicators are operative.
2.	Fuel Flow Indicator	2	1	*One fuel flow indicator may be inoperative provided N1 and N2 indicators for the affected engine are operating normally.  With an inoperative fuel flow indicator, the respective tank quantity indicating system must be operative.
3.	Oil Pressure Indicator	2	2	
4.	Oil Low Pressure Warning	2	1	*(0)One may be inoperative provided the associated oil pressure and temperature indicators are operative.