



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 10
Date: 02/14/2017

Embraer EMB-120

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HIGHLIGHTS OF CHANGE			

EFFECTIVE ABOVE DATE, the Embraer EMB-120 Master Minimum Equipment List (MMEL) has been revised. The changes in this revision were made to increase flexibility and improve consistency. All changes are reflected in the highlights of change listed below and are indicated by revision bars. For any change affecting an ATA section, all pages in the associated ATA section are dated for the current revision.

PAGE NO.	EXPLANATION OF CHANGE
Throughout	Minor Editorial Change Throughout Document: Older Federal Aviation Regulation (FAR) nomenclature replaced with current Code of Federal Regulations (CFR) throughout document.
V	Definitions revised to reference the source document for definitions to avoid duplication of changes published to definitions policy letter.
VI	Preamble revised to reference the source document for Preambles, both certificated operators and Part 91 operators, to discontinue publication of duplicate MMELs for differences in the Preambles.
VII	Guidelines for updated and revised (M) and (O) procedures.
21-1	Item 23-01, Revised to add new relief for Passenger Cabin Air Conditioning Shutoff
21-1	Item 25-01, Revised to add (O) operations procedure.
21-7	Item 60-1, Revised to add (O) operations procedure.
22-1	Item 11-1, Policy Letter 101 amendment, proviso updated for dispatch clarification.
23-1	Item 11-1, Policy Letter 95 amendment, proviso updated.
23-1	Item 11-2, Policy Letter 106 amendment, proviso updated.
23-3	Item 30-1, Policy Letter 65 amendment, proviso updated.
23-6	Item 41-2 1)a), Policy Letter 9 amendment, proviso Note 1 updated.
24-1	Item 20-1, Revised to add (O) operations procedure.
24-1	Item 20-2, Revised to add (O) operations procedures
24-1	Item 30-1, Revised to correct the number required for dispatch.
24-2	Item 30-5, Revised to add (O) operations procedure.
24-2	Item 31-1, Amended relief for Auxiliary Generators.
25-1	Item 11-1, Revised to add (O) operations procedure.
25-3	Item 22-1, Policy Letter 104 amendment, proviso updated.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
25-5	Item 40-1, Policy Letter 25 amendment, added 'consecutive' calendar-days.
25-6	Item 50-1, Policy Letter 100 amendment, repair interval and proviso updated.
25-6	Item 60-1 2), Policy Letter 25 amendment, added 'consecutive' calendar-days.
25-7	Item 60-2, Removed reference to convenience items.
25-7	Item 60-3 Removed, Item moved to 35-30-3.
25-9	Item 60-6, Policy Letter 47 amendment, proviso updated.
25-9	Item 60-9, Policy Letter 73 amendment, proviso updated.
26-1	Item 15-0, Policy Letter 102 amendment, title and proviso updated.
26-1	Item 15-0, Revised to add (***) triple asterisk for Baggage Compartment Smoke Detection System.
26-3	Item 23-0, Policy Letter 102 amendment, title and proviso updated.
26-4	Item 26-2, Revised to add (***) triple asterisk for item Lavatory Fire Extinguisher.
26-4	Item 26-2, Policy Letter 24 amendment updates the entire item.
26-5	Item 26-3, Revised to add (***) triple asterisk for item Lavatory Smoke Detection System.
26-5	Item 26-3, Policy Letter 24 amendment updates the entire item.
27-1	Item 21-1, Revised to add (M) maintenance procedure.
28-1	Item 21-1, Revised to add (O) operations procedure.
30-1	Item 20-1, AFS-200 requested terminology change for all daytime references.
30-3	Item 34-1, Revised to add (M) maintenance procedure.
30-5	Item 80-1 c) and 30-80-2 c), Policy Letter 25 amendment, added 'consecutive'.
31-1	Item 32-1, Revised to add (***) triple asterisk for Flight Data Recorder (FDR) System.
31-1	Item 32-1, Policy Letter 29 amendment, provisos updated.
31-1	Item 32-1 1), Policy Letter 25 amendment, added 'consecutive' calendar-days.
31-3	Item 52-1, AFS-200 requested terminology change for all daytime references.
32-1	Item 42-2, Updated proviso.
32-1	Item 43-3, Revised to add (M) maintenance procedure.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
32-2	Item 60-1, Revised to add (O) operations procedure.
33-1	Item 11-1, Policy Letter 77 amendment, provisos updated.
33-2	Item 22-1, Policy Letter 123 amendment, entire item updated.
33-2	Item 42-1, AFS-200 requested terminology change for all daytime references.
33-3	Item 44-1, AFS-200 requested terminology change for all daytime references.
33-3	Item 47-1, Policy Letter 72 amendment, proviso updated.
33-4	Item 51-1, Updated provisos in compliance with FAA Engineering.
33-4	Item 50-1, AFS-200 requested terminology change for all daytime references.
34-1	Item 12-2, AFS-200 requested terminology change for all daytime references.
34-1	Item 13-1, Policy Letter 39 amendment, entire item updated.
34-2	Item 21-2, Policy Letter 32 amendment, proviso updated.
34-4	Item 22-1, Revised to add new relief for EADI/ADI.
34-4	Item 22-1 and 22-2, AFS-200 requested terminology change for all day references.
34-4	Item 22-2, Revised to add new relief for EHSI/HIS.
34-4 and 34-5	Items 24-1 and 27-1, Revised PL 111 wording 'Standby Attitude Indicator' and AFS-200 requested terminology change for all daytime references.
34-6	Item 27-1, AFS-200 requested terminology change for all daytime references.
34-8	Item 40-2, Revised to delete TAWS class B item.
34-8	Item 40-3, Revised to delete TAWS class C item.
34-8	Item 41-1, Revised to add (M) maintenance procedure.
34-9	Item 42-1, Revised to add (***) triple asterisk for Radio Altimeter Systems.
35-2	Item 30-3, Policy Letter 43 amendment, proviso updated.
52-1	Item 70-1, Policy letter 69 amendment, proviso updated.
56-1	Item 10-1, Policy Letter 124 amendment, relief deleted and note updated.
73-2	Item 35-1, Revised to add (M) maintenance procedure.
77-1	Item 11-5, Revised to delete N ₁ indications.

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DEFINITIONS		

For the Master Minimum Equipment List Definitions addendum, refer to the current FAA MMEL Policy Letter PL-25, Policy Concerning MMEL Definitions, as found on the Flight Standards Information Management System (FSIMS) website.

[FSIMS - Publications - MMEL Policy Letters](#)

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PREAMBLE			

For the Master Minimum Equipment List Preamble addendum, as used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, as found on the Flight Standards Information Management System (FSIMS) website.

[FSIMS - Publications - MMEL Policy Letters](#)

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GUIDELINES FOR (M) AND (O) PROCEDURES			

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Dispatch Deviations Procedure Manual DDPM-120/722, published by Embraer.

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-23-01 ***	Passenger Cabin Air Conditioning Shutoff Valve	D	1	0	May be inoperative open.	
-24-01	Gasper Fan	C	1	0		
-25-01	Recirculation Fans	C	2	1		
		C	2	0	(O) May be inoperative provided associated temperature control is not set to maximum cold position when in MAN mode.	
-27-01	Electronic Bay Ventilation System (Exhaust Fan/Air Shutoff Valves)	C	2	1	One exhaust fan or one air shutoff valve may be inoperative provided temperature is below ISA +27 degrees C.	
		C	2	1	(O) One exhaust fan or one air shutoff valve may be inoperative at temperatures above ISA +27 degrees C provided radar and transponder are not turned on more than 10 minutes before takeoff.	
-28-01	Windshield Defog	C	1	0	May be inoperative provided windshield heating system operates normally and is used as required for windshield defogging.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Outflow Valves					
	1) Electro-pneumatic	C	1	0	(M) May be inoperative provided: a) Valve is secured closed, and b) Manual cabin pressure control system operates normally.	
	2) Pneumatic	C	1	0	(M) May be inoperative provided: a) Valve is secured closed, and b) Automatic cabin pressure control system operates normally.	
	3) Electro-pneumatic And Pneumatic	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Both valves are secured open.	
-31-1	Cabin Pressure Control Systems					
	1) Automatic	C	1	0	(M)(O) May be inoperative provided: a) Manual system operates normally, and b) Electro-pneumatic outflow valve is secured closed.	
	2) Manual	C	1	0	(M)(O) May be inoperative provided: a) Automatic system operates normally, and b) Pneumatic outflow valve is secured closed.	
	3) Automatic and Manual	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Both outflow valves are secured open.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar	
-31-2	Cabin Altitude Warning System	C	1	0	(O) May be inoperative provided flight remains at or below 10,000 feet MSL.		
		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) AFM limitations are complied with.		
	1) Aural Warning System	C	1	0	(M) May be inoperative provided visual warning system operates normally.		
	2) Visual Warning System	C	1	0	(M) May be inoperative provided aural warning system operates normally.		
-31-3	Pressurization Triple Indicator	1) Cabin Differential Pressure Indicator	C	1	0	(O) May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided for the flightcrew to convert cabin altitude to differential pressure.	
			C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and a) AFM limitations are complied with.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-31-3	Pressurization Triple Indicator (Cont'd)					
	2) Cabin Altitude Indicator	C	1	0	(O) May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided for the flightcrew to convert cabin differential pressure to cabin altitude.	
		C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) AFM limitations are complied with.	
	3) Cabin Rate of Change Indicator	C	1	0	May be inoperative provided: a) Automatic pressurization control operates normally, and b) Cabin differential pressure indicator and cabin altitude indicator operate normally.	
-31-4	Cockpit Door Blow-out Shear Plates				Deleted, Revision 6.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-50-1	Pack Pressure Regulator/Shutoff Valves					
	1) Shutoff Function	C	2	1	(M)(O) One may be inoperative provided: a) Associated engine bleed air shutoff valve operates normally and is verified CLOSED, b) Crossbleed valve operates normally and is verified CLOSED, c) APU bleed air shutoff valve operates normally and is verified CLOSED, and d) AFM limitations are complied with.	
		C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Engine bleed air shutoff valves operate normally and are verified CLOSED, c) APU bleed air shutoff valve operates normally and is verified CLOSED, and d) AFM limitations are complied with.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-50-2	Air Conditioning Packs	C	2	1	(O) One may be inoperative provided: a) Flight remains at or below FL 250, and b) Both recirculation fans operate normally.	
		C	2	0	(O) May be inoperative provided: a) Both recirculation fans operate normally, b) Flight is conducted in an unpressurized configuration, and c) AFM limitations are complied with.	
-51-1	Ram Air Valves	C	2	1	(M) One may be inoperative secured OPEN provided associated air conditioning pack is considered inoperative and not used.	
		C	2	0	(M)(O) May be inoperative secured OPEN provided: a) Flight is conducted in an unpressurized configuration, and b) Air conditioning packs are considered inoperative and not used.	
		C	2	0	(M) May be inoperative CLOSED provided associated air conditioning pack operates normally.	
-51-2	Ground Cooling Fans	C	2	0	May be inoperative provided associated pack(s) is used only in flight.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
-51-3	Ram Air Check Valves (Flap Valves)	C	2	0	(M)(O) May be inoperative provided: a) Associated valve(s) is verified to be in the open position before departure, and b) Associated pack is used only in flight.	
-60-1	Cockpit and Cabin Automatic Temperature Controls	C	2	0	(O) May be inoperative provided associated manual control operates normally.	
-60-2	Cockpit and Cabin Manual Temperature Controls	C	2	0	May be inoperative provided associated automatic control operates normally.	
-60-3	Cockpit and Cabin Temperature Indicators	C	2	0		

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-10-1	Electrical Trim System					
	1) Autopilot Computer Trim Channels	C	2	1	(O) One may be inoperative provided: a) Associated autopilot is not used, and b) Manual pitch trim operates normally.	
		B	2	0	(O) May be inoperative provided: a) Associated autopilot is not used, and b) Manual pitch trim operates normally.	
	2) Pitch Trim Switches	C	2	0	(O) May be inoperative provided manual pitch trim operates normally.	
-11-1	Autopilot/Flight Director Systems					
	1) Autopilot System	C	2	1	(O) One may be inoperative provided enroute or approach minimums do not require its use.	
		B	2	0	(O) May be inoperative provided enroute or approach minimums do not require their use.	
	2) Flight Director System	C	2	1	(O) One may be inoperative provided approach minimums do not require its use	
		B	2	0	(O) May be inoperative provided approach minimums do not require their use and autopilot system is considered inoperative.	
					NOTE 1: Any mode which functions normally may be used.	
					NOTE 2: Autopilot system could be operative for respective flight director operative.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
-11-2	Autopilot Disconnect Switches				Deleted, Revision 9.	
-11-3	Yaw Dampers	C	2	1	One may be inoperative (and ILS coupled approach flow) provided: a) Inoperative yaw damper remains disengaged, and b) Autopilot associated with operative yaw damper operates normally.	
		B	2	0	(O) May be inoperative provided: a) Yaw damper remains disengaged, and b) Approach minimums do not require their use. NOTE: Autopilot will not engage with inoperative yaw dampers.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-11-1	Communications Systems (VHF, UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
	1) Memory and preset display/functions (CTL-22 VHF COM Control Panel)	D	-	0	May be inoperative provided active frequency display and active frequency select mode operate normally.	
-11-2 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-21-1 ***	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
		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.	
-22-2 ***	ACARS System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
***	1) ACARS Printer	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-30-1	Public Address System					
	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 operates normally.	
2) Cargo Configuration	D	1	0			

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-31-1 ***	Prerecorded Passenger Announcement System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-31-2	Headsets/Microphones				Deleted, Revision 4.	
-31-3	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.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-41-1	Crewmember Interphone System(s)					
	1) Passenger Configuration					
	a) Flight Deck to Ground	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
	2) Cargo Configuration					
	a) Flight Deck to Cabin, Cabin to Flight Deck	C	1	0	(O) 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.	
	b) Flight Deck to Ground	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	D	1	0	May be inoperative provided procedures do not require its use.		

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-41-2	Audio Alerting System				NOTE: The flight deck audio alerting must always be operative.	
	1) Passenger Configuration					
	a) Flight Attendant Audio Alerting System	B	1	0	(O) May be inoperative provided: a) PA System operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used.	
	2) Cargo Configuration				NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
	a) Courier/Supernumerary Audio Alerting System	B	1	0	May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.	
		D	-	0	May be inoperative provided courier/supernumerary compartment remains empty. NOTE: Any audio alerting system function(s) that operates normally may be used.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
-50-1 ***	Alternative Push to Talk (PTT) Button (on glareshield panel)	C	-	0	May be inoperative provided PTT switch on corresponding yoke operates normally.	
-70-1	Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
-80-1	Boom Microphones					
	1) Cockpit Voice Recorder Equipped To Record Boom Microphone per 14 CFR	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
***	2) Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-20-1	Inverter INOP Lights	C	2	1	(O) One may be inoperative provided associated inverter operates normally.	
-20-2	AC BUS OFF Lights	C	4	3	(O) One may be inoperative provided: a) Associated bus operates normally, and b) All other BUS OFF lights operate normally.	
-30-1	Engine Starter/ Generators					
	1) Generator Function	B	2	1	(O) One generator function may be inoperative provided: a) Associated starter operates normally, b) APU generator operates normally and is used continuously to supply power in parallel with the operating generator, c) At least one auxiliary generator operates normally, and d) Associated generator control switch remains off.	
-30-2 ***	APU Generator	C	1	0		
-30-3	Engine Starter/ Generator GEN OFF BUS Lights	C	2	1	(O) One may be inoperative provided: a) BUS TIE functions operate normally, b) CENTRAL BUS OFF light and associated BUS OFF light operate normally, and c) Associated generator voltmeter is monitored.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-30-4	APU GEN OFF BUS Light	C	1	0	(O) May be inoperative provided: a) CENTRAL BUS OFF light operates normally, and b) APU generator is monitored on the voltammeter when the APU generator is connected to the central bus.	
-30-5	CENTRAL BUS OFF Light	C	1	0	(O) May be inoperative provided BUS OFF lights and BAT OFF BUS light operate normally.	
-31-1	Auxiliary Generators	B	2	1	(M)(O) One may be inoperative provided: a) Associated generator control switch remain OFF, and b) Affected generator is either removed or verified for physical integrity and free noiseless movement of rotor shaft.	
		C	2	1	(M)(O) May be inoperative provided: a) Associated generator control switch remain OFF, b) APU generator is verified to operate normally before departure, and c) Affected generator is either removed or verified for physical integrity and free noiseless movement of rotor shaft.	
		B	2	0	(M)(O) May be inoperative provided: a) Associated generator control switches remain OFF, b) APU generator is verified to operate normally before departure, and c) Affected generator is either removed or verified for physical integrity and free noiseless movement of rotor shaft.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
-31-2	Voltammeters					
	1) Voltmeter Functions	C	2	1	Either the left or right entire voltmeter function only may be inoperative.	
-31-3	Auxiliary Generator GEN OFF BUS Lights	C	2	1		
-40-1	External Power System	C	1	0		
-40-2	GPU Available Light	C	1	0		

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-02-1	Crewmember Shoulder Harness (Flight Deck)				Deleted, Revision 4.	
-11-1 ***	Flightcrew Power Seat Adjustment System	D	-	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Manual seat adjustment system operates normally.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-21-1	Flight Attendant Seat Assembly	A	1	0	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected seat is not occupied, b) Flight attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat is stowed or secured in the retracted position, e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY", and f) Repairs are made within 2 flight days. <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: The above provisos apply to flight attendant seats. 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 CFR are met.</p> <p>(Continued)</p>	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-21-1	Flight Attendant Seat Assembly (Cont'd)	D	1	0	(M) May be inoperative provided: a) Flight attendant is not required by 14 CFR, b) Affected seat is not occupied, and c) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
-22-1	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/ Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-30-1	Passenger Seat(s)	D	-	-	May be inoperative provided: 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". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of flight attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
	1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full upright position.	
	2) Underseat Baggage Restraining Bars	C	-	-	(M) May be inoperative and seat occupied provided seat back is immovable in full upright position.	
		C	-	-	(O) May be inoperative provided: 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.	
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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-30-1	Passenger Seat(s) (Cont'd) 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.	
-30-2	Galley Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access 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.	
-40-1	Exterior Lavatory Door Ashtrays 1) Airplanes with more than one lavatory door ashtray installed	A	-	-	One may be missing provided it is replaced within 10 consecutive calendar-days.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-50-1	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
		C	-	-	May be inoperative, or missing such that the effect is that the item must be considered inoperative, provided cargo compartment remains empty.	
		C	-	-	May be inoperative, or missing such that the effect is that the item must be considered inoperative, provided pallet with inoperative lock(s) is removed.	
-60-1 ***	Emergency Locator Transmitter (ELT) 1) Survival Type ELTs 2) Fixed ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
		A	-	0	May be inoperative or missing provided repairs are made within 90 consecutive calendar-days.	
					Any in excess of those required by 14 CFR may be inoperative.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-60-2	Non-Essential Equipment and 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 operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	
-60-3	PBE Smoke Hoods				Moved to item 35-30-3.	
-60-4	Primary Observer Seat (Including associated equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight days.	
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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-60-4	Primary Observer Seat (Including associated equipment) (Cont'd)	A	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to an FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight days. <p>NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</p> <p>NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy observer seat.</p>	
-60-5	Flight Attendant Flashlight Holder Assemblies	C	-	-	<p>May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.</p>	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-60-6 ***	Megaphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative unit is removed from passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.	
-60-7	Flight Deck Flashlight Holder Assemblies	C	-	0	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.	
-60-8 ***	Pyrotechnic Signal Devices	C	-	-	As required by 14 CFR.	
-60-9	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 one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
-60-9	Emergency Medical Equipment (Cont'd)					
	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 cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
	3) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-60-10	"Fasten Seat Belts 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.	
-64-2	Flotation Equipment (Crew and Passenger)	D	-	-	Any in excess of that required by 14 CFR may be inoperative or missing.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-12-1	APU Fire Detection System	C	1	0	May be inoperative provided APU is not used.	
-14-1 ***	Cabin Smoke Detection System	C	1	0	May be inoperative for passenger configuration.	
-15-0 ***	Cargo Compartment Smoke Detection System	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE 1: Operator MELs should define which items are approved for inclusion in the fly away kits and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).	
-21-1	Engine/Wheelwell Fire Extinguishing Indicator Lights					
	1) ABLE Lights (Green)	C	2	0	(M) May be inoperative provided an alternate procedure is used once each flight day to verify that associated squib circuit operates normally.	
	2) INOP Lights (Amber)	C	2	1	(M) One may be inoperative provided an alternate procedure is used once each flight day to verify that associated extinguisher bottles are full.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-21-2	Engine/Wheelwell Extinguisher Bottle Thermal Discharge Discs	C	2	0	(M) May be missing provided indicator reading or an alternate procedure is used once each flight day to verify bottle is full.	
-22-1	APU Fire Extinguishing System	C	1	0	May be inoperative provided APU is not used.	
-22-2	APU Fire Extinguishing System Indicator Lights					
	1) ABLE Light (Green)	C	1	0	(M) May be inoperative provided an alternate procedure is used once each flight day to verify that associated squib circuit operates normally.	
	2) INOP Light (Amber)	C	1	0	(M) May be inoperative provided an alternate procedure is used once each flight day to verify that bottle is full.	
-22-3	APU Extinguisher Bottle Thermal Discharge Disc	C	1	0	(M) May be missing provided indicator reading or an alternate procedure is used once each flight day to verify that bottle is full.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-23-0	Cargo Compartment Fire Suppression System	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE 1: Operator MELs should define which items are approved for inclusion in the fly away kits and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).	
-26-1	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-26-2 ***	Lavatory Fire Extinguisher System					
	1) Passenger Configuration	C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided the associated Lavatory Smoke Detector system operates normally.	
		C	-	-	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
	2) Cargo Configuration	D	-	0	Any in excess of that required by 14 CFR may be inoperative.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-26-3 ***	Lavatory Smoke Detection System (ER, RT or QC model)					
	1) Passenger Configuration	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
	2) Cargo Configuration	D	-	0	Any in excess of that required by 14 CFR may be inoperative	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
-13-1	Control Disengage Warning System	C	1	0	(O) May be inoperative provided an appropriate check is made by crew before each departure.	
-21-1	Pedals Adjustment Mechanisms	C	2	0	(M)(O) May be inoperative provided associated pedal(s) is properly adjusted before takeoff.	
-34-1 ***	Fast Slow Indicators	C	2	0		
-36-2	Stall Warning Systems	A	2	1	(M)(O) One system may be inoperative provided: a) Remaining system is verified to operate normally before each departure, b) Airplane is not operated in known or forecast icing conditions, and c) Repairs are made within three flight legs.	
-50-1	Flap Position Indicator	C	1	0	May be inoperative provided light bars on Annunciator Panel operate normally.	
-50-2	Flap Warning Indication Lights (ASYMMETRY, CONTROL FAULT, DISAGREEMENT)	C	3	0	(O) May be inoperative provided light bars on the Annunciator Panel operate normally.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
-50-3	Flap Annunciator Panel Light Bars (only for flap annunciator panel version 2 equipped with dual light bars on each column)	C	14	7	In a column, one or more LEDs of the same light bar may be inoperative provided all LEDs from the opposite light bar operate normally.	
-70-1	Gust Lock	C	1	0	(M)(O) May be inoperative provided: a) System is verified to be unlocked before each departure, and b) Appropriate measures are taken to prevent damage from gusts while on the ground.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-21-1	Ejector Main Fuel Pumps	C	2	0	(O) May be inoperative provided: a) Two electric pumps in associated tank operate normally, b) One electric pump in associated tank remains on during operation, and c) AFM limitations are complied with.	
-21-2	Electric Fuel Boost Pumps 1) 2 Pump Installation 2) 4 Pump Installation	C	4	2	Deleted, Revision 2. One pump per tank may be inoperative provided remaining pumps operate normally.	
-21-3	Motive Flow Shutoff Valves	C	2	0	(M)(O) May be inoperative provided: a) Valve(s) is secured CLOSED, b) Two electric pumps in associated tank operate normally, c) One electric pump in associated tank remains on during operation, and d) AFM limitations are complied with.	
-22-1	Pressure Refueling System 1) Auto Mode 2) Manual Mode	C	1	0	(O) May be inoperative provided: a) Manual mode operates normally, and b) Vent valves are verified open.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
-23-1	APU Shutoff Valve	C	1	0	(M) May be inoperative provided: a) APU is not used, and b) Valve is secured closed.	
-24-1	Defueling Shutoff Valves	C	2	0	(M) May be inoperative closed.	
-41-1	Quantity Indicators	C	2	1	(M) One may be inoperative provided: a) Dripless stick readings are taken to verify fuel quantity in tank(s) with inoperative indicator after each refueling, b) Both fuel flow indicators operate normally, and c) Fuel used or fuel remaining function of the totalizer operates normally.	
-42-1	Direct Quantity Measuring System (Dripless Sticks)	C	1	0	(O) May be inoperative provided: a) Fuel quantity is verified by alternate means, and b) There is no evidence of leakage.	

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
-10-1	Electric Hydraulic Pumps					
	1) Automatic Function	C	2	0	May be inoperative provided associated pump is manually turned ON before takeoff and landing.	
-30-1	FILTER Lights	C	2	1	(M) One may be inoperative provided filter pop-up indicators are inspected once each flight day.	
-31-1	Hydraulic Pressure Indicator					
	1) Green System	C	1	0	May be inoperative provided: a) Associated MAIN PUMP LOW PRESS light operates normally, and b) Associated Hydraulic Quantity Indicator operates normally.	
	2) Blue System	C	1	0	May be inoperative provided: a) Associated MAIN PUMP LOW PRESS light operates normally, and b) Associated Hydraulic Quantity Indicator operates normally.	

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
-31-2	Hydraulic Quantity Indicator					
	1) Green System	C	1	0	(M) May be inoperative provided: a) Associated fluid quantity is verified to be normal before each departure, and b) Associated Hydraulic Pressure Indicator operates normally.	
	2) Blue System	C	1	0	(M) May be inoperative provided: a) Associated fluid quantity is verified to be normal before each departure, and b) Associated Hydraulic Pressure Indicator operates normally.	
-31-3	MAIN PUMP LOW PRESS Lights	C	2	0	May be inoperative provided associated pressure indicator operates normally.	
-31-4	Reservoir LOW LEVEL Lights	C	2	0	May be inoperative provided associated fluid quantity indicator operates normally.	
-31-5	Reservoir LOW PRESS Lights	C	2	1	(M) One may be inoperative provided reservoir pressurization system operates normally.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-10-1	Leading Edge Deicing System	B	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
-10-2	Leading Edge Failure Indicating Lights	C	11	5	(M)(O) Wing indicating lights may be inoperative provided: a) Leading edge deicing boots are verified to operate normally before departure into known or forecast icing conditions, and b) Proper operation of wing deice is visually verified while in icing conditions. NOTE: Tail indicating lights must operate normally.	
		B	11	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
-10-3	Leading Edge NORMAL Light	C	1	0	(O) May be inoperative provided all leading edge failure indicating lights operate normally.	
-20-1	Engine Air Inlet Deicing System	B	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	
		B	2	0	May be inoperative, except during night operations, provided airplane is not operated in known or forecast icing conditions.	
-20-2	Engine Air Inlet NORMAL Lights	C	2	1	(M) One may be inoperative provided associated INOP light operates normally.	
		C	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-20-3	Engine Air Inlet INOP Lights	C	2	1	(M) One may be inoperative provided: a) System is verified to operate normally, and b) Associated NORMAL lights operate normally.	
		C	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
-20-4	Deicing Systems Monitor	B	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
-20-5	Leading Edge Deicing System Timers	C	2	1		
		B	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
-31-1	Pitot-Static Heating Systems	B	3	2	One may be inoperative provided airplane is not operated in visible moisture or in known or forecast icing conditions.	
-31-2	Pitot Static Tubes INOP Lights	B	3	0	(M) May be inoperative provided: a) Remaining components of the pitot heat system operate normally, and b) Airplane is not operated in visible moisture or in known or forecast icing conditions.	
-32-1	AOA Sensor Heating Systems	B	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-33-1 ***	TAT Probe Heating System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
		B	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Omega Navigation System is not used.	
-34-1	Side Slip Sensor Heating System	C	1	0	(M) May be inoperative provided: a) Side slip sensor is verified to move freely before departure, and b) OAT is +5 degrees C or higher at the departure airport.	
-40-1	Windshield Heating Systems	C	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
-40-2	Windshield Heating ON and INOP Lights	C	4	0	(M) May be inoperative provided associated windshield heating systems are verified to operate normally before each departure. NOTE: Not required for an inoperative windshield heater.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-41-1	Windshield Wipers	C	2	0	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
	1) Low Speed	C	2	0	May be inoperative provided high operates normally.	
	2) High Speed	C	2	0	May be inoperative provided low operates normally.	
	3) Timer Mode	C	2	0		
-60-1	Propeller Deicing Systems	C	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
-60-2	Propeller Deicing System INOP Lights	C	2	0	(M) May be inoperative provided: a) Propeller deice function is verified to operate normally before departure into known or forecast icing conditions, and b) NORMAL light and master caution panel lights operate normally.	
-60-3	Propeller Deicing System NORMAL Light	C	1	0	(M) May be inoperative provided: a) Propeller deice function is verified to operate normally before departure into known or forecast icing conditions, and b) INOP and master caution panel lights operate normally.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
-60-4	Propeller Deice System Timers	C	2	1		
		B	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
-80-1	Ice Detection System	A	1	0	(O) May be inoperative provided that, whenever operating in visible moisture at temperatures below 10 degrees C (50 degrees F): a) All ice protection systems are turned on (except leading edge deicing during takeoff), b) AFM limitations and normal procedures for operating in icing conditions are complied with, and c) Repairs are made within 3 consecutive calendar-days.	
-80-2	Icing Condition Low Speed Alarm System	A	1	0	May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) If icing conditions are inadvertently encountered, disconnect the autopilot and exit icing conditions, and c) Repairs are made within 3 consecutive calendar-days.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-20-1	Clocks	C	2	1	One may be inoperative provided remaining clock operates normally.	
-32-1 ***	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight days.	
	1) FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar-days.	
	2) FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-50-1	Master WARNING Lights	C	2	1	One may be inoperative provided master warning aural alert and discrete warning lights operate normally.	
-50-2	Master CAUTION Lights	C	2	1	One may be inoperative provided master caution aural alert and discrete caution lights operate normally.	
-50-3	Alarm Cancel Switches	C	2	1		
-51-1	Multiple Alarm Panel Lights	C	-	-	Not more than three individual amber caution lights may be inoperative provided: a) Both associated master caution lights operate normally, and b) Associated discrete lights operate normally. NOTE: Individual lights not required if associated system is inoperative.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-52-1	ALARM LT Switch					
	1) Test Function	C	1	0	(M) May be inoperative provided individual alarm lights are verified to operate normally once each flight day.	
	2) Dimmer Function	C	1	0	May be inoperative except during night operations.	
-53-1	Aural Warning Unit					
	1) Primary and Secondary Channels	C	2	1	One channel may be inoperative.	
-53-2	Aural Warning Exclusive Loudspeakers	C	2	0	(O) May be inoperative provided pilots use earphones and/or operate SPKR pushbutton on audio control panels.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
-31-1	Landing Gear Control Lever Latch System	A	1	0	(M) May be inoperative in the latched position provided: a) Override mechanism operates normally, and b) Repairs are made within 10 flight-hours.	
-42-1 ***	Autobrake System	C	1	0		
-42-2	Anti-Skid System	C	1	0	(O) May be inoperative provided: a) AFM Supplement 7, "Operation With Anti-Skid Systems Inoperative", is complied with, b) Operations are conducted in accordance with the Performance Data of the AFM, and c) Operations are not conducted on wet or contaminated runways.	
-43-1	Emergency/Parking Brake Lights	C	2	0	(M) May be inoperative provided parking brake valve operates normally.	
-43-2	Emergency/Parking Brake LOW PRESS Light	C	1	0	(M) May be inoperative provided accumulator charge is verified normal before each departure.	
-43-3	Brake Line Pressure Lights (INBOARD and OUTBOARD)	C	4	0	(M) May be inoperative provided brakes operate normally.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
-60-1	Gear Position Indicating Systems					
	1) Airplanes up through S/N 120.291	B	2	1	(O) System B lights may be inoperative provided all system A lights operate normally.	
	2) Airplanes S/N 120.292 and on	B	2	1	(M)(O) System A lights may be inoperative provided: a) All system B lights operate normally, and b) Only the system A indication function is affected.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-11-1	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting system lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
-20-1	Cabin Interior Illumination System	C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties. NOTE: Inoperative ALC (Aerospace Lighting Corporation) system components may require maintenance in accordance with AD 90-14-06.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
22-1	Passenger Lighted Information Sign	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY".	
		C	-	-	NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers. (O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.	
	1) All-Cargo, Supernumerary/ Courier Area Lighted Information Sign	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/ supernumeraries when associated sign(s) are placed on or off.	
-22-5 ***	Sterile Cockpit Light	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-30-1	Compartment Lights (Nose/Tail, Cargo, and Lavatory)	C	-	0		
-41-1	Taxi Lights	C	2	0		
-42-1	Landing Lights	C	2	1	One may be inoperative for night operations provided at least one taxi light operates normally.	
		C	2	0	May be inoperative except during night operations.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-44-1	Position Lights (Wing Tips and Tail)	C	-	4	For operations from sunset to sunrise, all except the following minimum may be inoperative: a) One stationary red wing tip light, b) One stationary green wing tip light, and c) One upper and one lower stationary white tail light.	
		C	-	0	May be inoperative except during night operations.	
-45-1	White Strobe Lights (Anti-Collision Lights)	B	3	0	May be inoperative provided red rotating beacon(s) operates normally.	
-45-2	Red Rotating Beacon(s) (Auxiliary Anti-Collision Lights)	B	-	0	(M)(O) May be inoperative provided: a) Strobe lights operate normally, and b) Precautions are taken to clear the area before engine start and while engines are running. NOTE: The rotating beacon switch should be positioned ON prior to engine start to turn the FDRS on.	
-46-1 ***	Logo Light System	D	1	0		
-47-1	Wing Inspection Lights	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
-50-1	Emergency Lighting System (Battery-Powered)					
	1) External Lights	C	1	0	May be inoperative except during night operations.	
-51-1	Floor Proximity Emergency Escape Path Marking System	A	18	9	Up to nine individual lights may be inoperative provided: a) No two consecutive white lights are inoperative at the same time, b) One red light is operative at each exit, c) At least three lamps of the EXIT signs located at each exit are operative, and d) Repairs are made within 2 flight days.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-12-1	Externally Mounted Airspeed/Altimeter Bugs	C	-	2	(O) May be inoperative, broken, or missing provided one externally mounted airspeed bug operates normally on each airspeed indicator.	
-12-2	Vertical Speed Indicators	B	2	1	One may be inoperative except during night operations.	
-12-3	True Airspeed Computer	C	1	0		
-13-1 ***	Altitude Alert System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.	
-19-1	Air Data Sensors	C B	- 3	1 2	Air Data Sensor dedicated to Flight Data Recorder System, GPWS, and Long Range Navigation System may be inoperative provided Flight Data Recorder System, GPWS, and Long Range Navigation System are considered inoperative.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-21-1	Attitude and Heading Reference Systems (AHRS)				Deleted, Revision 5.	
-21-2	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
	1) Combined Traffic Alert (TA) and Resolution Alert (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 flying pilot side, and b) TA and RA audio function is operative on 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.	
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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-21-2	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
	3) Traffic Alert 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 Functions	C	-	0		
-21-3	Windshear Detection and Guidance Systems				Deleted, Revision 7. (Included in item 34-40-1.)	
-21-4 ***	Para Visual Displays	D	-	0	May be inoperative provided procedures do not require their use.	
-21-5 ***	Microwave Landing System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-21-6	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
-22-1	EADI/ADI	B	2	1	One may be inoperative, except during night operations, provided the standby attitude indicator operates normally and is used as a substitute.	
-22-2	EHSI/HSI	C	2	1	One may be inoperative, except during night operations, provided stabilized heading indication at each pilot station operates normally.	
		C	2	1	One may be inoperative provided MFD operates normally.	
-23-1	EFIS Symbol Generators (DPU)	C	2	1	One may be inoperative provided MPU operates normally.	
-23-2	Multifunction Processor Unit (MPU)	C	1	0	May be inoperative provided both DPUs operate normally.	
-23-3 ***	Multifunction Display (MFD)	C	1	0		

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-24-1	Standby Attitude Indicator	C	1	0	May be inoperative provided not required by 14 CFR.	
		B	1	0	May be inoperative provided: a) Operations are not conducted during night, and b) Operations are not conducted into known or forecast over-the-top conditions.	
-25-1	Non-Stabilized Magnetic Compass	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 enroute portion of the flight.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and are used in conjunction with approved Free Gyro Navigation Techniques.	

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Sequence No.	Item	1	2	3	4	Change Bar	
-27-1 ***	Turn and Bank Indicators	B	-	0	May be inoperative provided standby attitude indicator operates normally.		
		B	-	0	May be inoperative, except during night operations, in VMC conditions only.		
-30-1	Microwave Landing System				Deleted, Revision 4. (Duplicate of item 34-21-5.)		
-40-1	Class A TAWS Equipment Required						
		1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 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 2 flight days.	
		b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
		c) Glideslope Deviation Mode(s) (Mode 5)	C	-	1		
		B	-	0			
(Continued)							

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-40-1	Class A TAWS Equipment Required (Cont'd)					
	1) GPWS (Cont'd)					
	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 out required by 14 CFR, and b) Alternate procedures are established and used.	
***	e) Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
	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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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
-40-2	Class B TAWS Equipment Required				Deleted, Revision 10.	
-40-3	Class C TAWS Equipment Required				Deleted, Revision 10.	
-41-1	Weather Radar System	C	1	-	As required by 14 CFR.	
	1) Stabilization Function	B	1	0	(M) May be inoperative provided: a) Antenna sweep is parallel to aircraft pitch axis, and b) Antenna tilt operates normally.	
***	2) Windshear Detection and Avoidance System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System operates normally.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
-41-2 ***	Stormscope	D	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
-42-1 ***	Radio Altimeter Systems	A	-	0	May be inoperative provided: a) Dispatch deviation for ground proximity warning system (if operative) is observed, b) Approach minimums or operating procedures do not require their use, and c) Repairs are made within 3 flight days.	
-50-1 ***	Long Range Navigation System				Deleted, Revision 5. (Combined with item 34-60-1.)	
-51-1	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-52-1	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
	2) Memory function (CTL-92 ATC Control Panel)	D	-	0	May be inoperative provided active code display and active code select mode operate normally.	

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Sequence No.	Item	1	2	3	4	Change Bar
-52-2	Altitude Encoder	C	1	0	As required by 14 CFR.	
-53-1	ADF Systems	C	-	-	As required by 14 CFR.	
	1) Memory and preset display/functions (CTL-62 ADF Control Panel)	D	-	0	May be inoperative provided active frequency display and active frequency select mode operate normally.	
-53-2	Radio Magnetic Indicators (RMI)	C	-	0		
-55-1	VOR/ILS Systems	C	2	-	As required by 14 CFR.	
	1) Memory and preset display/functions (CTL-32 NAV Control Panel)	D	2	0	May be inoperative provided active frequency display and active frequency select mode operate normally.	
-56-1	Marker Beacon System	C	-	-	May be inoperative provided approach minimums do not require its use.	
-57-1 ***	Category II Indicator Lights	C	2	0	May be inoperative provided approach minimums do not require their use.	
-60-1 ***	Long Range Navigation Systems (GPS, INS, Omega, Loran)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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Sequence No.	Item	1	2	3	4	Change Bar
-60-2 ***	Area Navigation System (RNAV)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
-60-3 ***	Navigation Management System	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) 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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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-10-1	Crew Oxygen System				Deleted, Revision 2.	
-10-2	Crew Oxygen Pressure Indicator	C	1	0	(M) May be inoperative provided a procedure is used to verify oxygen supply is above the minimum required for flight.	
-10-3	Crew Oxygen Low Pressure Warning Light (CREW OXY)	C	1	0	(O) May be inoperative provided the crew oxygen pressure indicator operates normally.	
-20-1	Passenger Oxygen System	C	1	1	(M) The automatic presentation system may be inoperative provided: a) Manual deployment system operates normally, and b) Flight remains at or below FL 250.	
		B	-	-	(M)(O) One or more passenger service units (PSUs) may be inoperative without flight altitude restriction provided: a) Associated seats are blocked and placarded to prevent occupancy, and b) Units operate normally at all usable lavatory and flight attendant locations.	
		B	1	0	(O) May be inoperative provided: a) Flight is not conducted where the minimum enroute altitude is above 14,000 feet MSL, b) All air conditioning packs operate normally, c) All other components of the pressurization system operate normally, d) Flight altitude remains at or below FL 250, e) Portable Oxygen units are provided for 10% of the passengers, and f) Passengers are appropriately briefed.	

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
-30-2	Portable Oxygen Dispensing Units (Bottle and Mask)	C	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.	
-30-3	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
-10-1	Crossbleed Valve	C	1	0	(M) May be inoperative provided valve is secured closed.	
-10-2 ***	Pneumatic Deicing Bleed Shutoff Valves	C	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
-10-3 ***	Pneumatic Deicing CLOSED DEICE Lights	C	2	0	(M) May be inoperative provided associated pneumatic deicing shutoff valve operates normally.	
-21-1	Engine Bleed DUCT LEAK Lights	C	2	1	(O) One may be inoperative provided: a) Crossbleed valve remains closed, and b) Associated engine bleed shutoff valve remains closed.	
-21-2	APU Bleed DUCT LEAK Light	C	1	0	(O) May be inoperative for single right air conditioning pack operation provided: a) APU bleed shutoff, crossbleed, and left engine bleed shutoff valves remain closed, b) Flight remains at or below FL 250, and c) Both recirculation fans operate normally.	
		C	1	0	(M)(O) May be inoperative for twin air conditioning pack operation provided: a) APU bleed shutoff valve remains closed, and b) APU bleed check valve is verified to operate normally and is verified closed before departure.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
-10-0	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
-30-0	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) The Pilot-in-Command will determine if flight duration is acceptable with a FWD Deck lavatory unusable, and c) Associated lavatory door(s) is secured closed and placarded, "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
-11-1 ***	Electronic Flight Bag Systems (EFBs)					
***	1) Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	2) Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	3) Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	4) Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

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49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
-00-1	Auxiliary Power Unit	C	1	0	(M) May be inoperative provided unit is deactivated and secured.	
-50-1	Fuel LOW PRESS Light	C	1	0		
-52-1	APU Bleed Air System	C	1	0	(M) May be inoperative provided APU bleed shutoff valve is deactivated closed.	
-70-1	Hour Meter/Cycle Counter	C	1	0	(M) May be inoperative provided alternate procedures are used to accomplish hour meter/cycle counter function.	
-72-1	RPM Indication System 1) Indicator Function	C	1	0	(M) May be inoperative provided: a) EGT indicator is monitored during start, and b) Electronic Control Unit and overspeed protection system operate normally.	
-90-1	OIL LOW PRESS Light	C	1	0	May be inoperative provided APU is used during ground operations only.	
-90-2	OIL HIGH TEMP Light	C	1	0	May be inoperative provided APU is used during ground operations only.	
-90-3	Maintenance Indication System	C	1	0		

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
-10-1	Forward Door Hydraulic Actuation System	C	1	0	(M) May be inoperative provided damper function operates normally.	
-70-1	Door Warning Indication Lights					
	1) FORWARD ACTUATOR Light	C	1	0	(M) May be inoperative provided: a) Main cabin door is verified to open and close normally, b) FORWARD ACTUATOR Light on overhead panel is deactivated or masked, and c) Master warning system operates normally for remaining doors and systems.	
	2) FORWARD, CARGO, and SERVICE Lights	C	3	0	(M)(O) May be inoperative provided: a) Associated door(s) is verified closed and locked before each departure b) Push against inward opening access doors to verify that they are closed and locked, c) Associated door warning light (i.e., FORWARD, CARGO, or SERVICE) on overhead panel is deactivated or masked, and d) Master warning system operates normally for remaining doors and systems.	

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56. WINDOWS

Sequence No.	Item	1	2	3	4	Change Bar
-10-1	Cockpit Windshields				Deleted, Revision 10. NOTE: Refer to Aircraft Maintenance Manual (AMM), Structural Repair Manual (SRM), or other approved documentation.	

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61. PROPELLERS

Sequence No.	Item	1	2	3	4	Change Bar
-24-1	Synchrophaser	C	1	0	(M) May be inoperative provided system is deactivated and secured.	

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73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
-21-1	Electronic Engine Controls (EEC)	C	2	0	May be inoperative provided: a) Both EECs are selected to MAN, and b) AFM limitations are complied with.	
-23-1	HMU Enrich Solenoid Valves	C	2	0	(M)(O) May be inoperative provided: a) Valve(s) is verified not locked in the energized position, b) Both EECs are selected to MAN, and c) Flight remains at or below FL 250 with both engine bleeds open, and at or below FL 200 with at least one engine bleed closed.	
-32-1	Fuel Flow Indicators	B	2	1	One may be inoperative provided: a) Associated NH, torque, and T6 indicators operate normally, and b) Both fuel tank quantity indicators operate normally.	
-32-2	Fuel Totalizer Indicator	C	1	0	(M) May be inoperative provided: a) Fuel flow and fuel quantity indicators operate normally, and b) Fuel quantity is verified by other means.	
-33-1	Fuel FILTER Lights	B	2	1	(M) One may be inoperative provided: a) Associated fuel LOW TEMP light operates normally, b) Both fuel flow indicators operate normally, and c) The malfunction is verified to be in the indication system.	

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73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
-34-1	Fuel LOW TEMP Lights	C	2	1	(M) One may be inoperative provided: a) Associated FILTER light operates normally, b) Both fuel flow indicators operate normally, and c) The malfunction is verified to be in the indication system.	
-35-1	Fuel LOW PRESS Lights	B	2	1	(M) One may be inoperative provided at least one electric boost pump in associated tank operates normally and is used continuously.	

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75. BLEED AIR

Sequence No.	Item	1	2	3	4	Change Bar
-32-1	High Stage Bleed Valve Control Systems	C	2	1	(M)(O) One valve may be inoperative in the open position provided: a) Engine bleed shutoff valve is secured closed, and b) AFM limitations are complied with.	
		C	2	0	(M)May be inoperative closed.	
-32-2	Engine Bleed Shutoff Valves	C	2	1	(M)(O) One may be inoperative provided: a) Valve is secured closed, and b) AFM limitations are complied with.	
		C	2	0	(M)(O) May be inoperative provided: a) Valves are secured closed, b) Flight is conducted in an unpressurized configuration, and c) AFM limitations are complied with.	
		C	2	0	(M)(O) May be inoperative provided: a) Valves are secured closed, b) APU is used for pressurization, and c) AFM limitations are complied with.	

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76. ENGINE CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
-11-1 ***	Secondary Flight Idle Stop (SFIS) System Alarm Lights	A	2	0	(M) May be inoperative provided: a) SFIS system is verified to operate normally prior to each departure, and b) Repairs are made within 3 flight days.	

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77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
-11-1	Torque Bugs				Deleted, Revision 4.	
-11-2	Torque Indicators					
	1) Digital Indications	C	2	0		
-11-3	Np Indicators					
	1) Digital Indications	C	2	0		
-11-4	Nh Indicators					
	1) Digital Indications	C	2	0		
-11-5	NI Indicators				Deleted, Revision 10.	
-20-1	T6 Indicators					
	1) Digital Indications	C	2	0		

AIRCRAFT:
Embraer EMB-120

REVISION NO. 7
DATE: 10/18/2001

PAGE NO.
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MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
-32-1	Low OIL PRESS Alarm Lights	C	2	1	(M) One may be inoperative provided: a) Associated oil pressure indicator operates normally, and b) Oil quantity is verified adequate before departure.	
-33-1	Chip Detection Systems	C	2	0		