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

# Master Minimum Equipment List (MMEL)

Revision: 3
Date: 10/31/2017

## Gulfstream
### G280

** FOR 14 CFR PART 91 AND 135 OPERATIONS ONLY **

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## HIGHLIGHTS OF CHANGE

This is Revision 3 to the Gulfstream G280 Master Minimum Equipment List (MMEL). It is the result of a Flight Operations Evaluation Board (FOEB) meeting held on 01/15/2016, which considered all proposals by Gulfstream and Gulfstream operators for inclusion in the MMEL.

All applicable FAA Policy Letters have been incorporated in this revision. For a complete listing of FAA Policy Letters and Global Changes, visit http://www.fsims.faa.gov.

Some terminology has been altered to meet current regulatory definitions without changing the intent of the MMEL.

| PAGE NO. | EXPLANATION OF CHANGE |
|---|---|
| GENERAL<br><br>30-1, 30-4, 33-1, 33-2, 33-3, 33-4, 34-5, 34-13 | Changes in verbiage to select provisos.<br><br>Minor editorial corrections were made throughout the document that do not affect the reliefs are not indicated with change bars. |
| ATA 23<br>COMMUNICATIONS<br><br>23-5 thru 15 | Revised to comply with Policy Letter 58. Renumbered line items. |
| ATA 24<br>ELECTRICAL POWER<br><br>24-1 | Items 1, 2, and 3: Relief was deleted. |
| ATA 25<br>EQUIPMENT/<br>FURNISHINGS<br><br>25-12 | Item 21: Relief was deleted |
| ATA 31<br>INDICATING/RECORDING<br>SYSTEMS<br><br>31-1 | Item 1: Changed number required for dispatch to comply with regulations. |
| ATA 33<br>LIGHTS<br><br>33-1, 33-2<br><br>33-2 | Items 4 and 5: Added relief for the LoPresti HID lighting system via STC #ST02893AT.<br><br>Item 6: Removed relief for Anti-Collision Strobe System. Relief was in conflict with 14 CFR part 91, §§ 91.205 and 91.209. |

HIGHLIGHTS OF CHANGE

| PAGE NO. | EXPLANATION OF CHANGE |
|---|---|
| ATA 34 NAVIGATION | |
| 34-13 | Item 23-1: Included updated relief per FAA Policy Letter PL-98. |
| ATA 38 WATER/WASTE | |
| 38-1 | Items 1 and 2: Changed to comply with Policy Letter 83. |
| ATA 45 CENTRAL MAINTENANCE SYSTEM | |
| 45-1 | Item 1: Removed remark. |
| ATA 46 INFORMATION SYSTEMS | |
| 46-2 | Item 1: Changed remarks to comply with Policy Letter 98. |
| 46-2 | Item 2: Updated reference to FAA Advisory Circular (AC) 120-76. |

DEFINITIONS

Insert the Definitions from the current revision of FAA Policy Letter PL-25.

# PREAMBLE

Insert the Preamble from the current revision of FAA Policy Letter PL-34 for part 121, 125, 129, and 135 certificate holders, or FAA Policy Letter PL-36 for part 91 operators.

# SECTION ONE

# LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Ram Air Check Valve | **C** | **1** | **0** | (O) May be inoperative OPEN provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |
| **2.** | Automatic Temperature Control Cabin | **C** | **1** | **0** | May be inoperative provided Manual Temperature Control Cabin is operative. | |
| | | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |
| **3.** | Manual Temperature Control Cabin | **C** | **1** | **0** | May be inoperative provided Automatic Temperature Control Cabin is operative. | |
| | | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |
| **4.** | Automatic Temperature Control Cockpit | **C** | **1** | **0** | May be inoperative provided Manual Temperature Control Cockpit is operative. | |
| | | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
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## 21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **5.** | Manual Temperature Control Cockpit | **C** | **1** | **0** | May be inoperative provided Automatic Temperature Control Cockpit is operative. | |
| | | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |
| **6.** | Air Conditioning Unit (Pack) | **C** | **1** | **0** | (O) May be inoperative provided airplane is operated unpressurized with the PACK switch selected OFF. | |
| **7.** | Cabin Pressurization Control System | | | | | |
| **1)** | Automatic Mode | **B** | **1** | **0** | (O) May be inoperative provided:<br>a) Manual Mode is operative,<br>b) Cabin Altitude and Differential Pressure Indicators are operative,<br>c) Cabin Rate of Climb Indicator is operative,<br>d) Autopilot is operative, and<br>e) Airplane is operated in accordance with AFM Limitations. | |
| | | **B** | **1** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |
| **2)** | Manual Mode | **B** | **1** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
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## 21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **8.** | Outflow Valve | **C** | **1** | **0** | (M)(O) Except for extended over water operations, may be inoperative OPEN provided:<br>a) Outflow valve is secured OPEN,<br>b) Airplane is operated unpressurized, and<br>c) Airplane is operated in accordance with AFM Limitations. | |
| | | **C** | **1** | **0** | (M)(O) Except for extended over water operations, may be inoperative CLOSED provided:<br>a) Safety Valve is secured OPEN,<br>b) Airplane is operated unpressurized, and<br>c) Airplane is operated in accordance with AFM Limitations. | |
| **9.** | Nose Cooling Fans | **C** | **2** | **1** | May be inoperative provided AFM time limits are observed on the ground for compartment temperatures above normal. | |
| **10.** | Manifold Pressure Regulator Shutoff Valves (MPRSOV) (Post MOD G25-10022) | **C** | **2** | **1** | (O) May be inoperative provided:<br>a) Alternate Pressurization System is operative,<br>b) Airplane is operated in icing conditions according to wing anti-ice operation with AFM single source procedures,<br>c) Airplane is operated in accordance with AFM Limitations (below 26,000 feet) when in icing conditions, and<br>d) Maximum cruise altitude is FL 410. | |
| | (Pre or Post MOD G25-10022) | **C** | **2** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
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## 21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **11.** | Pack Inlet Valve (PIV) | **C** | **1** | **0** | (O) May be inoperative provided airplane is operated unpressurized.<br><br>NOTE: Heating and cooling will not be available with the PIV failed. | |
| **12.** | High Stage Valves (HSV) | **C** | **2** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized,<br>b) Airplane is not operated in icing conditions, and<br>c) Airplane is operated in accordance with AFM Limitations. | |
| **13.** | Bleed Pressure High Warning System | **C** | **2** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
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## 21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **14.** | Cabin Duct Temp HI Warning System | **C** | **1** | **0** | (M)(O) May be inoperative provided:<br>a) PACK switch is selected OFF,<br>b) Airplane is operated unpressurized, and<br>c) Airplane is operated in accordance with AFM Limitations. | |
| **15.** | Cockpit Duct Temp HI Warning System | **C** | **1** | **0** | (M)(O) May be inoperative provided:<br>a) PACK switch is selected OFF,<br>b) Airplane is operated unpressurized, and<br>c) Airplane is operated in accordance with AFM Limitations. | |
| **16.** | Cabin Pressurization System | **B** | **1** | **0** | (O) May be inoperative provided airplane is operated unpressurized. | |
| **17.** | Cockpit/Cabin Temperature Indicators | **D** | **2** | **0** | May be inoperative provided associated Automatic or Manual Temperature Control System is operative. | |
| **18.** | Cabin Altitude Rate of Climb Indication | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Cabin Differential Pressure Indication is operative,<br>b) A chart to convert cabin differential pressure to cabin altitude is provided to the crew, and<br>c) Automatic and Manual Mode of Cabin Pressurization System (CPCS) is operative. | |
| | | **C** | **1** | **0** | (O) May be inoperative provided airplane is operated unpressurized. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
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## 21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **19.** | Cabin Altitude Indication | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Cabin Differential Pressure Indicator is operative,<br>b) A Cabin Differential Pressure Chart from the AFM is used to calculate cabin altitude, and<br>c) Calculated Cabin Altitude is monitored during flight by crewmember. | |
| | | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |
| **20.** | Cabin Differential Pressure Indication | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Cabin Altitude Indicator is operative,<br>b) A Cabin Differential Pressure Chart from the AFM is used to calculate cabin differential pressure, and<br>c) Calculated Cabin Differential Pressure is monitored during flight by crewmember. | |
| | | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
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## 21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **21.** | Cabin Altitude High Warning System | **B** | **1** | **0** | (O) May be inoperative provided:<br>a) Cabin Differential Pressure Indicator is operative,<br>b) A chart to convert cabin differential pressure to cabin altitude is provided to crew,<br>c) Automatic and Manual Pressurization Modes are operative, and<br>d) Cabin altitude is monitored during flight by crewmember. | |
| | | **B** | **1** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |
| **22.** | Safety Valve | **C** | **1** | **0** | (O) Except for extended over water operations, may be inoperative OPEN or CLOSED provided:<br>a) Outflow Valve is verified OPEN,<br>b) Airplane is operated unpressurized, and<br>c) Airplane is operated in accordance with AFM Limitations. | |
| **23.** | Defog System | **C** | **1** | **0** | May be inoperative provided windshield heating system is operative. | |
| **24.** | Defog Switch | **D** | **1** | **0** | May be inoperative provided windshield heating system is operative. | |
| **25.** | HI Flow Pushbutton | **D** | **1** | **0** | | |
| **26.** | Air Flow “HI/LO” Switch Light (Light Function Only) | **C** | **1** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **27.** | Cabin Temperature Remote Controllers | **D** | **-** | **0** | | |
| **28.** | Alternate Pressurization System | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations. | |
| **29.** | Alternate Pressurization "ALTN PRESS" Light System (Light Function Only) | **C** | **1** | **0** | | |
| **30.** | Ditch Pushbutton | **C** | **1** | **0** | May be inoperative provided the outflow valve can be controlled by Manual Cabin Pressure operation. | |
| **31.** | Dump Pushbutton | **C** | **1** | **0** | May be inoperative provided the outflow valve can be controlled by Manual Cabin Pressure operation. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Flight Director Systems | **C** | **2** | **0** | May be inoperative provided approach minimums do not require its use. | |
| **2.** | Autopilot Computers (AP1, AP2) | **A** | **2** | **1** | (O) May be inoperative provided:<br>a) Automatic Cabin Pressurization System is operative,<br>b) Contingency planned flight time with one engine inoperative does not exceed 1 hour at cruise from a suitable airport,<br>c) Landing weather minimums are not dependent upon its use,<br>d) Airplane is operated at or below FL 250,<br>e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper, and<br>f) Repairs are made within 1 flight day.<br><br>NOTE: One AP is required for MNPS, RVSM, RNP, and PRNAV operations. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **3.** | Yaw Damper System | **C** | **2** | **1** | | |
| | | **B** | **2** | **0** | May be inoperative provided airplane is operated in accordance with AFM Limitations. | |
| **4.** | MACH Trim | **C** | **2** | **1** | | |
| | | **B** | **2** | **0** | May be inoperative provided airplane is operated in accordance with AFM Limitations. | |
| **5.** | Control Wheel Autopilot Disconnect Buttons | **C** | **2** | **1** | May be inoperative on the non-flying pilot's side provided:<br>a) Autopilot is not used below 1,500 feet AGL<br>b) Airplane is piloted from the side with operative button when autopilot is engaged, and<br>c) Approach minimums do not require the use of the autopilot. | |
| | | **B** | **2** | **0** | May be inoperative provided the autopilot is not used. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **6.** | Takeoff/Go-Around (TOGA) Buttons | **C** | **2** | **1** | (O) May be inoperative provided approach minimums do not require its use. | |
| | | **C** | **2** | **0** | (O) May be inoperative provided:<br>a) Both power levers are operated manually for takeoff and go-around, and<br>b) Autopilot and Flight Director are not used below 500 feet or MDA, whichever is higher.<br><br>NOTE: Flight Director Takeoff and Go-Around Guidance are not available with both TOGA buttons inoperative. | |
| **7.** | Autothrottle System | **C** | **2** | **0** | | |
| **1)** | Autothrottle Disconnect Switches (On Forward Side of Thrust Lever Knobs) | **C** | **2** | **1** | May be inoperative provided Autothrottle Engage/Disengage Switches operate normally. | |
| | | **C** | **2** | **0** | May be inoperative provided Autothrottle is not used. | |
| **2)** | Autothrottle Engage/Disengage Switches (On Aft Side of Thrust Lever knobs) | **C** | **2** | **1** | May be inoperative provided Autothrottle Disconnect Switches operate normally. | |
| | | **C** | **2** | **0** | May be inoperative provided Autothrottle is not used. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **8.** | Pitch Synchronization Pushbutton | **C** | **2** | **0** | | |
| **9.** | Alternate Autopilot Disconnect Switches | | | | | |
| **1)** | Pitch Trim Switch Autopilot Disconnect Function | **C** | **2** | **1** | May be Inoperative provided:<br>a) Control Wheel Autopilot Disconnect Button is operative, and<br>b) Autopilot Gang Bar Disconnect is operative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **10.** | Autopilot Coupler (XFR) | | | | | |
| **1)** | Left Selection | **C** | **1** | **0** | May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed 1 hour at cruise from a suitable airport. | |
| **2)** | Right Selection | **C** | **1** | **0** | May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed 1 hour at cruise from a suitable airport. | |
| **3)** | Left and Right Selections | **A** | **2** | **0** | (O) May be inoperative provided:<br>a) Automatic Cabin Pressurization System is operative,<br>b) Contingency planned flight time with one engine inoperative does not exceed 1 hour at cruise from a suitable airport,<br>c) Landing weather minimums are not dependent upon its use,<br>d) Airplane is operated at or below FL 250,<br>e) Airplane is operated in accordance with AFM Limitations, and<br>f) Repairs are made within 1 flight day.<br><br>NOTE: Each FCC provides mach trim compensation, yaw damper, autopilot, and flight director functions independent of the other FCC. Failure of the second coupler source after dispatch would result in the complete loss of these functions, and AFM Limitations apply. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **11.** | Flight Control Panel, Altitude Guidance Modes | | | | | |
| **1)** | Vertical Navigation (VNAV) Mode Selector Switch | **C** | **1** | **0** | May be inoperative provided vertical navigation mode is considered inoperative and not used during autopilot operations. | |
| **2)** | Vertical Speed (VS) Mode Selector Switch | **C** | **1** | **0** | May be inoperative provided vertical speed mode is considered inoperative and not used during autopilot operations. | |
| **3)** | Flight Path Angle (FPA) Mode | **C** | **1** | **0** | May be inoperative provided flight path angle mode is considered inoperative and not used during autopilot operations. | |
| **4)** | Flight Level Change (FLC) Mode Selector Switch | **C** | **1** | **0** | May be inoperative provided flight level change mode is considered inoperative and not used during autopilot operations. | |
| **12.** | Flight Control Panel, Lateral Guidance Modes | | | | | |
| **1)** | BANK Mode Selector Switch | **C** | **1** | **0** | May be inoperative provided autopilot operations do not require bank selection. | |
| **2)** | Lateral Navigation (LNAV) Mode Selector Switch | **C** | **1** | **0** | May be inoperative provided LNAV mode autopilot operations are not required. | |
| **3)** | Heading/Track (HDG/TRK) Mode Switch | **C** | **1** | **0** | May be inoperative provided navigation operations do not require its use. | |
| **4)** | Approach (APPR) Mode Selector Switch | **C** | **1** | **0** | May be inoperative provided approach mode operations are not conducted. | |
| **13.** | Performance Management Systems (Performance and TOLD) | **C** | **2** | **0** | May be inoperative provided current Quick Reference Handbook is immediately available to the flightcrew. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Communication Systems (VHF and 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.<br><br>NOTE: Comm 1 is powered by the Emergency Bus. | |
| **2.** | Passenger Address (PA) System | | | | | |
| **1)** | Passenger Configuration | **B** | **1** | **0** | (O) May be inoperative provided:<br>a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and<br>b) Flight attendant alerting system (audio and visual) operates normally.<br><br>NOTE: Any station function(s) that operates normally may be used. | |
| | | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) PA not required by 14 CFR, and<br>b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used. | |
| **2)** | Lavatory Speaker | **C** | **1** | **0** | (O) May be inoperative provided alternate procedures are established and used. | |
| **3.** | Cockpit Speakers | **C** | **2** | **0** | Cockpit speakers may be inoperative provided the affected crewmember has available an operative headset. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **4.** | Flight Deck Hand Microphones | | | | | |
| | HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE | | | | | |
| **1)** | Handheld Microphones | **C** | **-** | **0** | May be inoperative provided associated boom microphone operates normally. | |
| | | **D** | **-** | **-** | Any in excess of those required by 14 CFR may be inoperative. | |
| | OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE | | | | | |
| **1)** | Handheld Microphones | **C** | **-** | **0** | May be inoperative provided associated boom microphone operates normally. | |
| | | **D** | **-** | **-** | Any in excess of those required by 14 CFR may be inoperative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **5.** | Cockpit Voice Recorder | | | | | |
| | Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed | **A** | **1** | **0** | May be inoperative provided:<br>a) Flight Data Recorder (FDR) is operative, and<br>b) Repairs are made within 3 flight days. | |
| **1)** *** | Independent Power Source | **C** | **1** | **0** | | |
| | Cockpit Voice Recorder (CVR) without Flight Data Recorder (FDR) Installed | **A** | **1** | **0** | May be inoperative provided repairs are made within 3 flight days. | |
| **1)** *** | Independent Power Source | **C** | **1** | **0** | | |
| | Cockpit Voice Recorder (CVR) Installed for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate | **A** | **1** | **0** | May be inoperative provided repairs are made in accordance with applicable 14 CFRs. | |
| **1)** *** | Independent Power Source | **C** | **1** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **6.** *** | 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. | |
| **1)** | Channels | **C** | **-** | **0** | (O) May be inoperative provided alternate procedures are established and used. | |
| | | **D** | **-** | **0** | May be inoperative provided procedures do not require its use. | |
| **7.** | Static Discharge Wicks | **C** | **-** | **-** | Maximum of two may be damaged or missing provided not more than one is damaged or missing from each flight control group surface. | |
| **8.** *** | Automatic Cabin Briefing System | **D** | **1** | **0** | (O) May be inoperative provided alternate procedures are established and used. | |
| **9.** *** | Flight Phone Systems | **D** | **-** | **-** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **10.** | Flight Deck Headsets Earphones/Headphones and Boom Microphones<br><br>HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE | | | | | \| |
| **1)** | Headset Boom Microphones | **A** | **2** | **0** | May be inoperative provided:<br>a) Associated hand microphone is installed and operates normally, and<br>b) Repairs are made within 3 flight days. | \| |
| | | **D** | **2** | **0** | Any in excess of those required by regulation may be inoperative. | \| |
| **2)** | Headset Earphones/Headphones | **C** | **2** | **1** | May be inoperative provided associated flight deck speaker operates normally. | \| |
| | | **D** | **-** | **-** | Any in excess of those required by regulation may be inoperative. | \| |
| **3)** | Active Noise Canceling/Reduction Function | **D** | **-** | **0** | | \| |
| **11.** | Flight Deck Hand Microphones<br><br>OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE | **D** | **-** | **0** | May be inoperative provided normal audio function of the headset is operative. | \| |
| | | **C** | **2** | **0** | May be inoperative provided associated boom microphone operates normally. | \| |
| | | **D** | **2** | **0** | Any in excess of those required by regulation may be inoperative. | \| |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **12.** | Flight Deck Headsets/Headphones | **D** | **2** | **0** | Any in excess of those required by regulation may be inoperative. | \| |
| **1)** | Headset Boom Microphones | **A** | **2** | **0** | May be inoperative provided:<br>a) Associated hand microphone is installed and operates normally, and<br>b) Repairs are made in accordance with applicable regulations. | \| |
| | | **D** | **2** | **0** | Any in excess of those required by regulation may be inoperative. | \| |
| **2)** | Headset Earphones/Headphones | **C** | **2** | **1** | May be inoperative provided associated flight deck speaker operates normally. | \| |
| **3)** | Active Noise Canceling/Reduction Function | **D** | **-** | **0** | May be inoperative provided normal audio function of the headset is operative. | \| |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **13.** | Flight Deck Hand Microphones | **D** | **2** | **0** | Any in excess of those required by regulation may be inoperative. | \| |
| | | **C** | **2** | **0** | May be inoperative provided associated boom microphone operates normally. | \| |
| **14.** | Headset Phone Jacks | | | | | |
| | HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE | | | | | |
| **1)** | Headset Phone Jack | **C** | **2** | **1** | May be inoperative provided associated flight deck speaker operates normally. | |
| | | **D** | **-** | **-** | Any in excess of those required by 14 CFR may be inoperative. | |
| | OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE | | | | | |
| **1)** | Headset Phone Jack | **C** | **2** | **1** | May be inoperative provided associated flight deck speaker operates normally. | |
| | | **D** | **-** | **-** | Any in excess of those required by regulation may be inoperative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **15.** | High Frequency (HF) Communications 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:<br>a) Aircraft SATVOICE system operates normally,<br>b) Alternate procedures are established and used,<br>c) SATVOICE services are available as an LRCS over the intended route of flight, and<br>d) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **16.** | Alerting System (Audio/Visual) | | | | | \| |
| **1)** | Passenger Configuration | | | | | |
| **a)** | Flight Deck Call Visual Alerting System | **B** | **1** | **0** | May be inoperative provided flight deck audio alerting system operates normally.<br><br>NOTE: Flight deck audio alerting must always be operative. | |
| **b)** *** | Flight Attendant Visual Alerting System | **B** | **1** | **0** | (O) May be inoperative provided:<br>a) PA system operates normally,<br>b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operative, and<br>c) Alternate procedures for contacting flight attendants are established and used.<br><br>NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).<br><br>NOTE 2: Any visual alerting system function(s) that is operative may be used. | |

(Continued)

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **16.** | Alerting System (Audio/Visual) (Cont'd) | | | | | \| |
| **c)** *** | Flight Attendant Audio Alerting System | **B** | **-** | **0** | (O) May be inoperative provided:<br>a) PA system operates normally,<br>b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operative, and<br>c) Alternate procedures for contacting flight attendants are established and used.<br><br>NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).<br><br>NOTE 2: Any visual alerting system function(s) that is operative may be used. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **17.** | Radio Push-to-Talk (PTT) Switches | **C** | **7** | **0** | May be inoperative provided an operative Handheld Microphone is available to the crewmember on the side of the failed PTT switch. | \| |
| | | **C** | **7** | **2** | May be inoperative as long as there is one operative at each cockpit crew position.<br><br>NOTE: Each cockpit crew position has three radio push-to-talk buttons; one on yoke, one on side console, and one on Cursor Control Device. The copilot has an additional PTT switch on the left horn of the yoke. | |
| **18.** | Seat Belt/No Smoke Cabin Chime | **C** | **-** | **-** | May be inoperative provided:<br>a) Seat Belt/No Smoke signs are visible to all passengers, and<br>b) A crewmember must advise passengers verbally to secure their seat belts and when smoking is permitted. | \| |
| **19.** *** | Satellite Communication System (SATCOM) | **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. | |
| **20.** *** | Yoke Mounted Microphone Holder | **C** | **2** | **0** | (O) May be damaged, torn, or missing provided affected microphone is secure or removed. | \| |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **21.** | Emergency Locator Transmitter (ELT) | | | | | \| |
| **1)** *** | Survival Type ELTs | **D** | **-** | **0** | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| **2)** | Fixed ELT | **A** | **1** | **0** | (M) May be inoperative provided:<br>a) System is deactivated, and<br>b) Repairs are made within 90 days. | |
| | | **A** | **1** | **0** | May be missing provided repairs are made within 90 days. | |
| | | **D** | **-** | **-** | (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. | |
| | | **D** | **-** | **-** | Any in excess of those required by 14 CFR may be missing. | |
| **3)** | ELT Remote Switch | **C** | **1** | **0** | (M) May be inoperative provided:<br>a) Remote switch is disconnected from the ELT, and<br>b) ELT Switch is in ARM. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **22.** *** | Crewmember Interphone System(s) | | | | | \| |
| **1)** *** | Passenger Configuration | | | | | |
| **a)** *** | Flight Deck to Cabin, Cabin to Flight Deck Functions | **B** | **-** | **-** | (O) May be inoperative provided:<br>a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and<br>b) Alternate communications procedures between the affected flight attendant station(s) are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used. | |
| **b)** *** | Cabin to Cabin Functions | **B** | **-** | **-** | (O) May be inoperative provided alternate communications procedures between the affected flight attendant station(s) are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used. | |
| | | **B** | **-** | **-** | (O) May be inoperative provided:<br>a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, and<br>b) Alternate communications procedures between the affected flight attendant station(s) are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used. | |

(Continued)

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **22.** *** | Crewmember Interphone System(s) (Cont'd) | | | | | \| |
| **1)** *** | Passenger Configuration (Cont'd) | | | | | |
| **c)** *** | Flight Deck to Ground Functions | | | | | |
| **2)** | All Other Aircraft/Operations | **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. | |
| **23.** *** | Handset System(s) | | | | | \| |
| **1)** *** | Passenger Configuration | | | | | |
| **a)** *** | Flight Deck | **C** | **-** | **0** | (O) May be inoperative provided:<br>a) Flight deck to cabin communication operates normally, and<br>b) Alternate procedures are established and used. | |
| | | **D** | **-** | **0** | May be inoperative provided procedures do not require its use. | |
| **b)** *** | Cabin | **B** | **-** | **0** | (O) May be inoperative provided:<br>a) 50% of cabin handsets operate normally, and<br>b) Alternate communications procedures between the affected flight attendant station(s) are established and used. | |

(Continued)

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **23.** *** | Handset System(s) (Cont'd) | | | | | \| |
| **1)** *** | Passenger Configuration (Cont'd) | | | | | |
| **b)** *** | Cabin (Cont'd) | | | | NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement.<br><br>NOTE 2: Any handset(s) function(s) that operates normally may be used. | |
| **24.** *** | Datalink System | **C** | **1** | **0** | (O) May be inoperative provided alternate procedures are established and used. | \| |
| | | **D** | **1** | **0** | May be inoperative provided routine procedures do not require its use. | |
| **25.** *** | Controller Pilot Data Link Communications (CPDLC) | | | | | \| |
| **1)** *** | ATN B1 (PM-CPDLC/Link 2000+) | **D** | **1** | **0** | (O) May be inoperative provided enroute operations do not require its use. | |
| **2)** *** | FANS 1/A (ADS-C/CPDLC) | **D** | **1** | **0** | (O) May be inoperative provided enroute operations do not require its use. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 24. ELECTRICAL POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Left Battery | | | | Deleted, Revision 3. | \| |
| **2.** | Left Battery Temperature Indication | | | | Deleted, Revision 3. | \| |
| **3.** | Right Battery Temperature Indication | | | | Deleted, Revision 3. | \| |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 24. ELECTRICAL POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **4.** | Left Battery Heating System | **A** | **1** | **0** | (O) May be inoperative provided:<br>a) Both generators are operative,<br>b) APU is kept operating with its generator selected ON throughout the flight,<br>c) Airplane is operated at or below FL 400, and<br>d) Repairs are made within 1 flight day.<br><br>NOTE: If APU S/G is loaded, observe altitude and electrical load limitations. | |
| **5.** | Right Battery Heating System | **A** | **1** | **0** | (O) May be inoperative provided:<br>a) Both generators are operative,<br>b) APU is kept operating with its generator selected ON throughout the flight,<br>c) Airplane is operated at or below FL 400, and<br>d) Repairs are made within 1 flight day.<br><br>NOTE: If APU S/G is loaded, observe altitude and electrical load limitations. | |
| **6.** | DC External Power System | **C** | **1** | **0** | (O) May be inoperative provided both batteries are operative. | |
| **7.** | Main Batteries Voltage Display | **C** | **2** | **1** | May be inoperative provided associated battery ammeter is operative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 24. ELECTRICAL POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **8.** | Engine Generators | **A** | **2** | **1** | May be inoperative provided:<br>a) APU is kept operating with its generator selected ON throughout the flight,<br>b) Contingency planned flight time does not exceed 1 hour from a suitable airport,<br>c) Left and right batteries and STBY battery are operative,<br>d) Inoperative generator switch is left in OFF,<br>e) Airplane is operated at or below FL 400, and<br>f) Repairs are made within 1 flight day.<br><br>NOTE: Observe APU altitude and electrical load limitations. | |
| **9.** | APU Starter/Generator | **C** | **1** | **0** | May be inoperative provided:<br>a) Both Engine Driven Generators are operative, and<br>b) Contingency planned flight time does not exceed 1 hour from a suitable airport. | |
| **10.** | 60 Hz AC Electrical Power System | **D** | **1** | **0** | (M) (O) May be inoperative provided affected 60 Hz (B1) circuit breaker is pulled and collared. | |
| **11.** *** | 50 Hz AC Electrical Power System | **D** | **1** | **0** | (M) (O) May be inoperative provided affected 50 Hz (B1) circuit breaker is pulled and collared. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 24. ELECTRICAL POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **12.** | Electrical Power System EICAS Displays | | | | | |
| **1)** | Main Generators Voltmeter | **C** | **2** | **1** | May be inoperative provided associated generator LOAD display is operative.<br><br>NOTE 1: Observe during flight that generator load is more than 0%.<br><br>NOTE 2: Observe on Synoptic electrical page associated main bus green color. | |
| **2)** | Main Generators Loadmeter | **A** | **2** | **1** | May be inoperative provided:<br>a) Associated generator voltage indications are available,<br>b) Non-affected generator and its readout are operative,<br>c) Galley and Cabin Non-essential are disconnected manually in case of right generator loadmeter failure,<br>d) Inverter 60 Hz is disconnected manually in case of left generator loadmeter failure, and<br>e) Repairs are made within 1 flight day.<br><br>NOTE: Observe during flight that generator voltage is 28.5 ± 0.5 V. | |
| **3)** | Batteries Voltmeter | **C** | **2** | **1** | May be inoperative provided associated battery ammeter indications are available.<br><br>NOTE 1: Battery Fail message is displayed.<br><br>NOTE 2: Observe during flight that affected battery current is equal to or more than 0 amps.<br><br>(Continued) | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 24. ELECTRICAL POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **12.** | Electrical Power System EICAS Displays (Cont'd) | | | | | |
| **4)** | Batteries Ammeter | **C** | **2** | **1** | May be inoperative provided associated battery voltage indications are available.<br><br>NOTE: Observe during flight that generator voltage is 28.5 ± 0.5 V. | |
| **5)** | APU Generator Voltmeter | **C** | **1** | **0** | May be inoperative provided APU generator ammeter indications are available.<br><br>NOTE 1: When APU generator is connected to left or right side instead of failed engine generator:<br>1) Observe during flight that generator load is more than 0%, and<br>2) Observe on Synoptic electrical page associated main bus GREEN color.<br><br>NOTE 2: When APU generator is operated as backup, observe on Synoptic electrical page Tie bus GREEN color. | |
| **6)** | APU Generator Loadmeter | **C** | **1** | **0** | May be inoperative provided:<br>a) Both Engine Driven Generators are operative,<br>b) Contingency planned flight time does not exceed 1 hour from a suitable airport, and<br>c) APU GCU (B19) circuit breaker is pulled and collared. | |
| **7)** | Ext DC Pwr Voltmeter | **C** | **1** | **0** | | |
| **8)** | Ext DC Pwr Loadmeter | **C** | **1** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 24. ELECTRICAL POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **13.** | APU GEN “ON/OFF” Switch Light (Light Function Only) | **C** | **1** | **0** | May be inoperative provided APU Generator operation is verified. | |
| **14.** | BATT “ON” Switch Light (Light Function Only) | **C** | **2** | **0** | May be inoperative provided battery ammeter indications are available. | |
| **15.** | GEN “ON/OFF” Switch Light (Light Function Only) | **C** | **2** | **0** | | |
| **16.** | EXT PWR “AVAIL/ON” Switch Light (Light Function Only) | **C** | **1** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Passenger Seat(s) | **D** | **-** | **-** | May be inoperative provided:<br>a) Seat does not block an Emergency Exit,<br>b) Seat does not restrict any passenger from access to the main airplane aisle, and<br>c) Affected seat(s) is blocked and placarded “DO NOT OCCUPY”.<br><br>NOTE 1: A seat with an inoperative seat belt is considered inoperative.<br><br>NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.<br><br>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent to outboard seats. | |
| **1)** | Recline Mechanism | **D** | **-** | **-** | (M) May be inoperative and seat occupied provided seat back is secured in full upright position. | |
| | | **D** | **-** | **-** | May be inoperative and seat occupied provided seat back is immovable in full upright position. | |

(Continued)

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Passenger Seat(s) (Cont'd) | | | | | |
| **2)** | Armrests | | | | | |
| **a)** | Armrests with Recline Mechanism | **D** | **-** | **-** | (M) May be inoperative or missing and seat occupied provided:<br>a) Armrest does not block an Emergency Exit,<br>b) Armrest does not restrict any passenger from access to main airplane aisle, and<br>c) If armrest is missing, seat is secured in full upright position. | |
| **b)** | Armrests without Recline Mechanism | **D** | **-** | **-** | May be inoperative or missing and seat occupied provided:<br>a) Armrest does not block an Emergency Exit, and<br>b) Armrest does not restrict any passenger from access to main aircraft aisle. | |
| **3)** *** | Swivel Mechanism | **C** | **-** | **-** | (M) May be inoperative and seat occupied provided:<br>a) Associated seat does not block an Emergency Exit,<br>b) Associated seat does not restrict any passenger from access to main airplane aisle, and<br>c) Associated seat remains in takeoff position. | |

(Continued)

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Passenger Seat(s) (Cont'd) | | | | | |
| **4)** *** | Divan High Back Seat(s) | **C** | **-** | **-** | May be inoperative and seat occupied provided:<br>a) Associated seat does not block an Emergency Exit,<br>b) Associated seat does not restrict any passenger from access to main airplane aisle, and<br>c) Associated seat remains in takeoff position. | |
| **5)** *** | Divan Berthing Mechanism | **C** | **-** | **-** | (M) May be inoperative and seat occupied provided associated seat is secured in takeoff position. | |
| **6)** *** | Electrical/Electronic Systems/Components | **C** | **-** | **-** | (M) May be inoperative and seat occupied provided associated component(s) is deactivated. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **2.** | Emergency Medical Equipment | | | | | |
| **1)** *** | Automatic External Defibrillator (AED) and/or Associated Equipment | **A** | **-** | **0** | (O) May be incomplete, missing, or inoperative provided:<br>a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and<br>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. | |
| **2)** *** | Emergency Medical Kit (EMK) and/or Associated Equipment | **A** | **-** | **0** | (O) May be incomplete, missing, or inoperative provided:<br>a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and<br>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:<br>a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and<br>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. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **3.** | Overwater Survival Equipment | **D** | **-** | **-** | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| **4.** | "Fasten Seat Belt While Seated" Sign or Placard | **C** | **-** | **-** | One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat. | |
| **5.** | Cargo Restraint Systems | **C** | **-** | **-** | (M) May be inoperative or missing provided acceptable cargo loading limits from an approved source (i.e., an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **6.** | Pilot Seats | | | | | |
| **1)** | Vertical Adjustment | **C** | **-** | **-** | (M) (O) May be inoperative provided:<br>a) Seat is secured in a position acceptable to affected crewmember, and<br>b) Seat is able to move Fore-Aft on its track. | |
| **2)** | Armrest(s) | **C** | **-** | **-** | (M) (O) May be inoperative provided:<br>a) Armrest is secured in full up position, and<br>b) Seat is acceptable to affected crewmember. | |
| **3)** | Recline Adjustment | **C** | **-** | **-** | (M) (O) May be inoperative provided:<br>a) Seat is secured in a position acceptable to the affected crewmember, and<br>b) Seat is able to move Fore-Aft on its track. | |
| **4)** | Lumbar Adjustment | **C** | **-** | **-** | May be inoperative provided the seat is acceptable to the affected crewmember. | |
| **5)** | Thigh Adjustment | **C** | **-** | **-** | May be inoperative provided the seat is acceptable to affected crewmember. | |
| **6)** | Seat Belt Inertial Reel | **C** | **-** | **-** | May be inoperative provided inertial reel lock handle engages and locks shoulder straps securely and is acceptable to affected crewmember. | |
| **7)** | Vertical Back Rest Adjustment | **C** | **-** | **-** | May be inoperative provided seat is acceptable to affected crewmember. | |
| **8)** | Fore and Aft Adjustment | **C** | **2** | **0** | (M)(O) May be inoperative provided seat is secured in a position acceptable to affected crewmember. | |
| **9)** | Headrests | **C** | **2** | **0** | May be inoperative provided seat is acceptable to affected crewmember. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

**25. EQUIPMENT/FURNISHINGS**

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **7.** | Rudder Pedal Adjustment | **C** | **-** | **-** | (M) May be inoperative provided<br>a) Rudder pedals can be secured in a position acceptable to affected crewmember, and<br>b) Position of Rudder Pedals permits full flight control movement. | |
| **8.** *** | Observer Seat | | | | | |
| **1)** | Primary Observer Seat (Including Associated Equipment) | **A** | **-** | **-** | May be inoperative provided:<br>a) A passenger seat in passenger cabin is made available to an FAA Inspector for the performance of official duties, and<br>b) Repairs are made within 2 flight days. | |
| | | **A** | **-** | **-** | May be inoperative provided:<br>a) Required minimum safety equipment (oxygen and safety belt) is available,<br>b) Seat is acceptable to FAA inspector for performance of official duties, and<br>c) Repairs are made within 2 flight days.<br><br>NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.<br><br>NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).<br><br>(Continued) | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **8.** *** | Observer Seat (Cont'd) | | | | | |
| **2)** *** | Observer Seat Not Required by 14 CFR (Including Associated Equipment) | **D** | **-** | **0** | NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). | |
| **9.** *** | Megaphones | **D** | **-** | **-** | Any in excess of those required by 14 CFR may be inoperative or missing provided:<br>a) Inoperative megaphone is removed from passenger cabin,<br>b) Associated placard is removed or obscured, and<br>c) Required distribution is maintained. | |
| **10.** *** | Crash Axe | **D** | **-** | **-** | Any in excess of those required by 14 CFR may be missing. | |
| **11.** *** | Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/ Closets | **C** | **-** | **-** | (M) May be inoperative provided:<br>a) Procedures are established to secure the affected bin, compartment, or closet in the closed position,<br>b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",<br>c) Any emergency equipment located in affected compartment is considered inoperative, and<br>d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed.<br><br>NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. | |

(Continued)

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **11.** *** | Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/ Closets (Cont'd) | **C** | **-** | **-** | (M)(O) May be inoperative provided:<br>a) For non-retractable doors, affected door is removed,<br>b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,<br>c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed,<br>d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE",<br>e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and<br>f) Passengers are briefed that affected bin, compartment, or closet is not used.<br><br>NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.<br><br>NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use. | |
| **1)** *** | Storage Compartment Key Locks | **D** | **-** | **-** | (M) May be inoperative in the unlocked position provided doors can be secured by other means.<br><br>NOTE: Storage Compartment Key Locks pertain to interior key locks only. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **12.** *** | Galley/Cabin Waste Receptacles Access Doors/Covers | **C** | **-** | **-** | (M)(O) May be inoperative provided:<br>a) Container is empty and access is secured to prevent waste introduction into the compartment, and<br>b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight. | |
| **13.** | Exterior Lavatory Door Ashtray | **A** | **1** | **0** | May be missing or inoperative for 10 days. | |
| **14.** *** | Baggage Compartment Shelves | **D** | **-** | **-** | May be removed or inoperative provided the shelves are in the down position. | |
| **15.** | Restraint Straps (Aft Coat Closet) | **D** | **-** | **-** | May be inoperative or removed provided the shelves are not used. | |
| **16.** *** | External Camera System | **D** | **-** | **0** | | |
| **17.** *** | Emergency Vision Assurance System (EVAS) | **D** | **-** | **0** | May be inoperative or missing. | |
| **18.** | Reference Eye Locator | **C** | **1** | **0** | May be missing or damaged. | |
| **19.** *** | Passenger Under Seat Stowage Drawers | **C** | **1** | **0** | (O) May be inoperative, missing, or have broken latches provided:<br>a) Drawer does not block an Emergency Exit,<br>b) Drawer does not restrict any passenger from access to the main airplane aisle, and<br>c) Affected drawer is emptied, secured, and placarded “DO NOT USE”. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **20.** *** | Cabin Management System | **C** | **1** | **0** | (O) May be inoperative provided alternate procedures are established and used. | |
| **1)** | CabinView System | **D** | **1** | **0** | | |
| **21.** *** | Airplane Ladder | | | | Deleted, Revision 3.<br><br>NOTE: Removal will require airplane Weight and Balance considerations. | \| |
| **22.** *** | Airplane Tow Bar | **D** | **-** | **0** | May be inoperative, damaged, missing, or removed.<br><br>NOTE: Removal will require airplane Weight and Balance considerations. | |
| **23.** | Non-Essential Equipment and Furnishings (NEF) | **-** | **-** | **0** | May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual.<br><br>(M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.<br><br>NOTE: Exterior lavatory door ashtrays are not NEF items. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **24.** | Flotation Devices | **D** | **-** | **-** | Any in excess of those required by 14 CFR may be inoperative. Inoperative equipment will be removed from airplane. | |
| **25.** | Crewmember Shoulder Harnesses | **B** | **-** | **-** | Any in excess of those required by flight deck crewmembers (including official observer in observer's seat) may be inoperative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 26. FIRE PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Baggage Compartment | | | | | |
| **1)** | Baggage Compartment Smoke Detector System | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Baggage compartment is not used,<br>b) Internal baggage door remains CLOSED, and<br>c) Airplane is operated in accordance with AFM Limitations. | |
| **2)** | Baggage Compartment Dump Valve | **B** | **1** | **0** | (O) May be inoperative provided:<br>a) It is verified OPEN,<br>b) Airplane is operated unpressurized, and<br>c) Airplane is operated in accordance with AFM Limitations. | |
| **3)** | Baggage Compartment Isolation Valve (Electrical Operation) | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) It is verified OPEN,<br>b) Airplane is operated unpressurized, and<br>c) Airplane is operated in accordance with AFM Limitations.<br><br>NOTE: The valve can be operated manually. | |
| **2.** | APU Bleed Leak Detector | **C** | **1** | **0** | May be inoperative provided APU bleed air is not used. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 26. FIRE PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **3.** | Portable Fire Extinguishers | **D** | **-** | **-** | Any in excess of those required by 14 CFR may be inoperative or missing provided:<br>a) 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<br>b) Required distribution is maintained. | |
| **4.** | Fire Extinguisher Thermal Discharge Disk | **C** | **1** | **0** | May be missing provided:<br>a) Adequate charge is checked during preflight inspection,<br>b) Crew confirms EICAS message FIRE BTL 1/2 Discharged (Amber) is not displayed, and<br>c) Yellow EMPTY light is not illuminated.<br><br>NOTE: Amber FIRE BTL 1/2 DISCHARGE EICAS message occurs on the ground indicating bottle discharge. Cyan FIRE BTL 1/2 DISCHARGE EICAS message occurs in flight indicating bottle discharge. Amber FIRE BTL 1-2 DISCH EICAS message indicates low bottle pressure in flight or on the ground. | |
| **5.** | APU Fire Detection System | **C** | **1** | **0** | (M) May be inoperative provided:<br>a) APU is not used,<br>b) APU START (B9) circuit breaker is pulled and collared,<br>c) APU Master Switch set to OFF, and<br>d) Contingency planned flight time does not exceed 1 hour from a suitable airport. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 26. FIRE PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **6.** *** | Lavatory Smoke Detection System | **C** | **-** | **-** | (M)(O) Lavatory smoke detection system may be inoperative provided:<br>a) Lavatory waste receptacle is empty,<br>b) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and<br>c) Lavatory is used only by crewmembers.<br><br>NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.<br><br>NOTE 2: Lavatory smoke detection system is not required for all-cargo operations. | |
| **7.** | Wing Overheat Warning System | **C** | **2** | **0** | May be inoperative provided:<br>a) Wing Anti-Ice is not used, and<br>b) Airplane is not operated in known or forecast icing conditions. | |
| **8.** *** | Galley Smoke Detection System | **D** | **1** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 27. FLIGHT CONTROLS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Aileron Trim System | **B** | **1** | **0** | (O) May be inoperative provided:<br>a) Trim is in neutral position for takeoff, and<br>b) Rudder trim system is operative. | |
| **2.** | Aileron Trim Position Indicator | **C** | **1** | **0** | May be inoperative provided:<br>a) Aileron trim system is verified to be operative before each departure, and<br>b) Aileron trim is properly set and checked visually before each departure. | |
| **3.** | Elevator Q-Feel Unit (Or Indicator) | **C** | **1** | **0** | (M) May be inoperative provided:<br>a) Q-Feel Unit is verified in the low speed position, and<br>b) Airspeed remains at or below 250 KIAS. | |
| **4.** | Rudder Trim Position Indicator | **C** | **1** | **0** | May be inoperative provided Rudder Trim Control System operates normally. | |
| **5.** | Rudder Thrust Compensation Module (TCM) OVRD Warning Indicator (Light Function Only) | **C** | **1** | **0** | May be inoperative provided Rudder TCM OVRD is verified to be selected OFF before each flight. | |
| **6.** | Rudder Thrust Compensation Module (TCM) | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Rudder TCM switch is selected to OVRD, and<br>b) TCM is confirmed inoperative prior to takeoff. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 27. FLIGHT CONTROLS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **7.** | Horizontal Stabilizer Position Indicator | **B** | **1** | **0** | May be inoperative provided:<br>a) Horizontal Stabilizer system is operative,<br>b) Stabilizer is visually verified to be set between the two takeoff reference marks 0 degrees and 10 degrees on the vertical stabilizer before every takeoff,<br>c) Aircraft CONFIG TRIM warning system is operative, and<br>d) Aircraft CONFIG TRIM warning message is extinguished for takeoff.<br><br>NOTE: Correct takeoff trim setting may be found in Section V of the AFM in the HORIZONTAL STABILIZER TRIM SETTING FOR TAKEOFF chart. | |
| **8.** | Horizontal Stabilizer Trim Audio Signal | **C** | **2** | **1** | | |
| | | **C** | **2** | **0** | (O) May be inoperative provided:<br>a) Horizontal stabilizer trim is operative,<br>b) Aircraft CONFIG TRIM Warning is operative, and<br>c) Horizontal stabilizer position indicator is operative. | |
| **9.** | Gust Lock | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Ailerons Gust Lock handle is in “RELEASED” position, and<br>b) Ailerons have “Freedom of Movement” as verified by observation using the Flight Controls Synoptic or by visual means. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 27. FLIGHT CONTROLS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **10.** | Stick Shaker | **B** | **2** | **1** | (M) May be inoperative provided:<br>a) Remaining Stick Shaker is confirmed operative before takeoff,<br>b) Affected Stick Shaker Fail L/R message is operative,<br>c) Stick Pusher Fail message is operative, and<br>d) Respective L STK SHKR (G5) or R STK SHKR (G13) circuit breaker is pulled and collared. | |
| **11.** | Speed Brake Warning System | **B** | **1** | **0** | May be inoperative provided:<br>a) Speed Brakes are verified to be operative before takeoff,<br>b) Speed Brakes are verified retracted before takeoff, and<br>c) AIRCRAFT CONFIG SPLR warning is operative. | |
| **12.** | Ground Spoiler Warning System | **C** | **1** | **0** | May be inoperative provided:<br>a) Ground Spoilers are verified to be operative,<br>b) Ground Spoilers are confirmed retracted before takeoff, and<br>c) AIRCRAFT CONFIG SPLR warning is operative. | |
| **13.** | Ground Spoiler Inhibit (INHIB) Switch Indicator (Light Function Only) | **C** | **1** | **0** | May be inoperative provided:<br>a) Ground Spoilers are verified to be operative,<br>b) Ground Spoilers are confirmed retracted before takeoff, and<br>c) AIRCRAFT CONFIG SPLR warning is operative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 27. FLIGHT CONTROLS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **14.** | Automatic Ground Spoiler System | **C** | **1** | **0** | (O) May be inoperative provided the Speed Brake is operative.<br><br>NOTE: The following Correction Factors apply for takeoff. Apply whichever is greater:<br><br>Runway Condition — MAN Spoiler Factor<br>DRY — +7%<br>WET — (+600FT or 14%)<br>COMPACT SNOW — (+700FT or 12%)<br>ICE — (+1000FT or 15%)<br>STWTR-SLSH-WSNOW — (+500FT or +7%)<br>DRY SNOW — (+500FT or +8%)<br>(Add the Greater Correction of Xft or Y%) | |
| **15.** | Flap Control Channels | | | | | |
| **1)** | Primary Flap Channel | **B** | **1** | **0** | (O) May be inoperative provided Alternate Flap control is verified to be operative before each flight. | |
| **2)** | Alternate Flap Channel | **B** | **1** | **0** | (O) May be inoperative provided Primary Flap control is verified to be operative before each flight. | |
| **16.** | Flight Control Synoptic Display | **C** | **1** | **0** | May be inoperative provided the affected control surfaces are visually checked for full, free, and correct movement prior to each flight. | |
| **17.** | Stick Pusher | **A** | **2** | **1** | (O) May be inoperative provided:<br>a) Angle of Attack indications is available on both PFDs,<br>b) Alternate procedures are established and used,<br>c) Repairs are made within 2 flight days. | |
| **18.** | Horizontal Stabilizer Trim Switches | **C** | **2** | **1** | (O) May be inoperative provided:<br>a) Both autopilots are operative, and<br>b) Airplane is flown from the pilot position with the operative trim switch. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Wing Fuel Temperature Indication | **C** | **1** | **0** | (O) May be inoperative provided flight is conducted at a TAT at least 3 degrees C above fuel low temperature limitation.<br><br>NOTE: Refer to AFM Section 01-28-00: FUEL for different types of fuels. | |
| **2.** | Pressure Fueling System | **C** | **1** | **0** | | |
| **3.** | Wing Interconnect Valve | **C** | **1** | **0** | (M) May be inoperative provided:<br>a) Both Standby Fuel Pumps are operative,<br>b) Fuel Crossflow Valve is operative,<br>c) Fuel Quantity Indicating System is operative,<br>d) Wing Interconnect Valve is verified CLOSED and electrically deactivated, and<br>e) Fuel Jettison valves are operative. | |
| **4.** | Wing Fuel Probes | **C** | **7** | **6** | (M)(O) May be inoperative provided:<br>a) Center fuel tank has a minimum of 1,000 lbs. available for dispatch,<br>b) Associated FUEL LEVEL LOW message is operative,<br>c) All other fuel components are operative, and<br>d) Total fuel quantity is verified before departure. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **5.** | Fuselage Tanks (Forward, Center, Aft) Fuel Quantity Indicating Systems (Cockpit) | **C** | **3** | **2** | (O) May be inoperative provided:<br>a) Both Fuel Flow Indicating Systems are operative,<br>b) Fuel reserves are increased by 10 percent,<br>c) EICAS Fuel Total Indication is placarded inoperative,<br>d) Total fuel quantity is verified before departure,<br>e) Plan and record flight according to displayed quantity, and<br>f) Plan T/O and landing speed according to what remained in previous flight and refueled fuel. | |
| **6.** | Standby Fuel Pumps | **A** | **2** | **1** | (M) May be inoperative provided:<br>a) Flight is limited to FL 250,<br>b) Wing Interconnect valve is operative,<br>c) Contingency planned flight does not exceed 1 hour from a suitable airport with the Right Standby Fuel Pump inoperative, and<br>d) Repairs are made within 1 flight day.<br><br>NOTE: Do not operate APU if Right Standby Fuel Pump is inoperative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **7.** | Fuel Flow Indicating Systems | **B** | **2** | **1** | May be inoperative provided:<br>a) All other engine indications are operative,<br>b) All Fuel Quantity Indication Systems are operative, and<br>c) ITT, $N_1$, and $N_2$ Indicators are compared with those of the other engine. | |
| **8.** | Fuel Used Indicating System | **C** | **1** | **0** | May be inoperative provided:<br>a) All other engine indications are operative, and<br>b) All Fuel Tank Quantity Indication Systems are operative,<br>c) ITT, $N_1$, and $N_2$ Indicators are compared with those of the other engine. | |
| **9.** | Single Point Fueling Cap | **B** | **1** | **0** | May be missing or inoperative. | |
| **10.** | Pressure Defueling System | **C** | **1** | **0** | | |
| **11.** | Fluid Quantity Measurement Computer (FQMC) Channels Fail Warning Systems | **A** | **2** | **1** | (O) May be inoperative provided:<br>a) Both Fluid Quantity Measurement Computer (FQMC) Channels are operative before each flight, and<br>b) Repairs are made within 1 flight day. | |
| **12.** | Fuel Level Low Warning System | **B** | **1** | **0** | May be inoperative provided:<br>a) All fuel quantity systems are operative, and<br>b) Crewmembers monitor fuel quantity during flight. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **13.** | Refuel Pushbutton | **C** | **1** | **0** | | |
| **14.** | Single Point Refueling Cap Chain | **C** | **1** | **0** | May be broken or missing. | |
| **15.** | Jettison Valves | **C** | **2** | **1** | May be inoperative provided wing interconnect valve is operative. | |
| **16.** | Pressure Fueling System (Single Point Refueling) | **D** | **1** | **0** | (M) May be inoperative provided procedures are established to deactivate Pressure Refueling System. | |
| **17.** | Automatic Fueling System | **D** | **1** | **0** | NOTE: Automatic dual fuel shutoff will not be available without electrical power. Selecting Refuel Off on the SMC Fuel Synoptic Page will be required to terminate fueling. | |
| **18.** | Fuel Cap Chains | **D** | **-** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **19.** | Fuel Crossflow Valve | | | | | |
| **1)** | Failed CLOSED | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) All Fuel Standby Pumps are operative,<br>b) Wing Interconnect Valve is operative,<br>c) Fuel Quantity Indicating System is operative,<br>d) Wing Interconnect Valve is OPEN when either wing tank contains 1,000 lbs. or less fuel, and<br>e) Airplane is operated in accordance with AFM Limitations.<br><br>NOTE: Avoid uncoordinated maneuvers when Wing Interconnect Valve is OPEN. | |
| **2)** | Failed OPEN | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) All Fuel Standby Pumps are operative,<br>b) Wing Interconnect Valve is operative,<br>c) Fuel Quantity Indicating System is operative,<br>d) Wing Interconnect Valve is OPEN when either wing tank contains 1,000 lbs. or less fuel, and<br>e) Airplane is operated in accordance with AFM Limitations.<br><br>NOTE: Avoid uncoordinated maneuvers when Wing Interconnect Valve is OPEN. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **20.** | Refuel/Defuel Panel (RDP) | **C** | **1** | **0** | | |
| **21.** | APU Fuel Shutoff Valve (SOV) | **C** | **1** | **0** | (M) May be inoperative provided:<br>a) Valve is deactivated CLOSED,<br>b) APU is considered inoperative, and<br>c) Contingency planned flight time does not exceed 1 hour from a suitable airport. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 29. HYDRAULIC POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Accumulator Pressure Gauges (EICAS) | **C** | **2** | **0** | (M) May be inoperative provided accumulator pressure is verified before each flight. | |
| **2.** | Accumulator Pressure Gauges (Remote) | **C** | **2** | **0** | (O) May be inoperative provided accumulator pressure is displayed on the EICAS Summary Page or Ground Maintenance Page synoptic. | |
| **3.** | Hydraulic Pump Pressure (EDP) Warning System Indications | **C** | **2** | **1** | May be inoperative provided:<br>a) System Electric Motor Pump (EMP) is verified to be operative before each flight, and<br>b) Spoilers, rudder, elevators, and brakes are cycled simultaneously to ensure NO message is turned ON before each flight. | |
| **4.** | Electric Motor Pump (EMP) Warning Indications | **C** | **2** | **1** | May be inoperative provided:<br>a) Hydraulic Pressure Indicator is operative,<br>b) Hydraulic Quantity Indicator is operative, and<br>c) Crewmembers monitor Electric Motor Pump (EMP) operations. | |
| **5.** | Hydraulic Level Low Warning Indications | **A** | **2** | **1** | (O) May be inoperative provided:<br>a) Hydraulic system is operative,<br>b) Associated hydraulic filter bypass indicator is verified to be in the normal (recessed) position before each engine start,<br>c) Verify fluid level by visual gauge, and<br>d) Repairs are made within 1 flight day. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 29. HYDRAULIC POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **6.** | Left Hydraulic System Filter Warning Indication(s) (EDP Press, EMP Press, Left Return) | **A** | **3** | **1** | (O) May be inoperative provided:<br>a) Associated hydraulic system is operative,<br>b) All Flight Control limits checked with EMP and EDP prior to departure,<br>c) Hydraulic filter DPI confirmed in the up position,<br>d) Right Hydraulic system must be operative, and<br>e) Repairs are made within 1 flight day. | |
| | | **C** | **3** | **1** | (O) May be inoperative provided:<br>a) Associated hydraulic System is operative,<br>b) All Flight Control limits checked with EMP and EDP prior to departure, and<br>c) Hydraulic filter DPI confirmed in the normal (depressed) position after the flight. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 29. HYDRAULIC POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **7.** | Right Hydraulic System Filter Warning Indication(s) (EDP Press, EMP Press, Right Return) | **A** | **3** | **1** | (O) May be inoperative provided:<br>a) Associated hydraulic system is operative,<br>b) All Flight Control limits checked with EMP and EDP prior to departure,<br>c) Hydraulic filter DPI confirmed in the up position,<br>d) Left Hydraulic System must be operative, and<br>e) Repairs are made within 1 flight day. | |
| | | **C** | **3** | **1** | (O) May be inoperative provided:<br>a) Associated hydraulic system is operative,<br>b) All Flight Control limits checked with EMP and EDP prior to departure, and<br>c) Hydraulic filter DPI confirmed in the normal (depressed) position after the flight. | |
| **8.** | Engine Driven Pump (EDP) Press Filter Warning Indications | | | | Item 8 has been deleted and incorporated into Item 6 and Item 7 in Revision 1. | |
| **9.** | Electric Motor Pump Auto Functions | **C** | **2** | **0** | May be inoperative provided affected pump switch is selected on before each takeoff and approach/landing. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 30. ICE AND RAIN PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Forward Windshield Heating Systems | **C** | **2** | **1** | May be inoperative provided:<br>a) Windshield defogging system is operative,<br>b) Inoperative system is selected OFF, and<br>c) Airplane is not operated in known or forecast icing conditions. | |
| **1)** | High/Low Switch | **C** | **1** | **0** | One position of the switch may be inoperative provided other position of switch is operative. | |
| **2.** | Side Windows Heating Systems | **C** | **2** | **0** | May be inoperative provided:<br>a) Windshield defogging system is operative, and<br>b) Front windshield heating systems are operative. | |
| **3.** | Pitot Probe Heaters | **B** | **3** | **1** | May be inoperative provided:<br>a) Flight is conducted in other than night VMC only,<br>b) Flight is not conducted in visible moisture of any form, and<br>c) Airplane is not operated in known or forecast icing conditions. | |
| **4.** | Angle of Attack Sensor Heating System | **C** | **2** | **1** | May be inoperative provided airplane is not operated in known or forecast icing conditions. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 30. ICE AND RAIN PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **5.** | Ice Detection Systems | **C** | **2** | **0** | (O) May be inoperative provided the airplane is operated in accordance with AFM Limitations.<br><br>NOTE: Wing Anti-Icing and Engine Anti-Ice should be activated according to visual cues (visible moisture and TAT). | |
| **6.** | Windshield Surface Seal Protection Systems | **D** | **2** | **0** | May be inoperative provided airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing. | |
| **7.** | Engine Anti-Ice System(s) | | | | | |
| **1)** | Engine Anti-Ice Valves | **B** | **2** | **0** | May be inoperative CLOSED provided:<br>a) Flight is not conducted in visible moisture, precipitation, or in known or forecast icing conditions, and<br>b) Airplane is operated in accordance with AFM Limitations. | |
| | | **B** | **2** | **0** | May be inoperative OPEN provided airplane is operated in accordance with AFM Limitations. | |
| **2)** | Automatic Function | **C** | **2** | **0** | (O) May be inoperative provided airplane is operated in accordance with alternate procedures. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 30. ICE AND RAIN PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **8.** | Engine Anti-Ice TT2 Probe Heaters | **C** | **2** | **1** | May be inoperative provided:<br>a) Operations are not conducted in known or forecast icing conditions, and<br>b) One Ice Detection System is operative. | |
| **9.** | Probe Heat Warning Systems | | | | | |
| **1)** | Pitot Probe Heat Warning | **B** | **3** | **0** | May be inoperative provided airplane is not operated in known or forecast icing conditions. | |
| **2)** | Angle of Attack Sensor Heat Warning | **B** | **2** | **0** | May be inoperative provided airplane is not operated in known or forecast icing conditions. | |
| **3)** | TAT Probe Heat Warning | **B** | **1** | **0** | May be inoperative provided airplane is not operated in known or forecast icing conditions. | |
| **10.** | Drain Mast Heating System | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Associated galley service basin, ice drawer, and lavatory basin are not used,<br>b) Any ice or liquid is removed from the galley service drawer, and<br>c) Water tank is fully purged. | |
| **11.** | Anti-Ice Heater Switch Lights (Light Function Only) | **B** | **5** | **0** | (O) May be inoperative if system affected is verified operational when selected. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 30. ICE AND RAIN PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **12.** | Wing Anti-Ice Temperature Sensors | **C** | **2** | **0** | May be inoperative provided:<br>a) Wing ANTI-ICE Switch is selected OFF,<br>b) Operations are not conducted in know or forecast icing conditions, and<br>c) One Ice Detection System is operative. | |
| **13.** | TAT Sensor Heater | **B** | **1** | **0** | (M) May be inoperative provided:<br>a) Heater is deactivated,<br>b) Operations are not conducted in visible moisture (including standing water and slush) in any form,<br>c) Operations are not conducted in known or forecast icing conditions,<br>d) One Ice Detection System is operative, and<br>e) Operations are conducted in other than night VMC conditions only. | \| |
| **14.** | Probes Heat “AUTO” Switch Light (Light Function Only) | **C** | **1** | **0** | May be inoperative provided “OVRD” portion of light switch is operative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 30. ICE AND RAIN PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **15.** | Wing Anti-Ice Protection System | **C** | **1** | **0** | May be inoperative provided airplane is not operated in known or forecast icing conditions. | |
| **1)** | Automatic Functions | **C** | **2** | **0** | (O) May be inoperative provided airplane is operated in accordance with alternate procedures. | |
| **2)** | Wing Anti-Ice Crossover Valve (XOVER VLV) (Post MOD G25-10022) | **C** | **1** | **0** | (O) May be failed open provided airplane is operated in icing conditions according to wing anti-ice operation with single source procedures and AFM Limitations (below 26,000 feet). | |
| | | **C** | **1** | **0** | May be inoperative failed closed provided airplane is not operated in known or forecast icing conditions. | |
| **3)** | Wing Anti-Ice Valves (WAIV) (Post MOD G25-10022) | **C** | **2** | **1** | (O) May be inoperative provided:<br>a) Airplane is operated in icing conditions according to wing anti-ice operations with AFM single source procedures, and<br>b) Airplane is operated in accordance with AFM Limitations (below 26,000 feet). | |
| | (Pre or Post MOD G25-10022) | **C** | **2** | **0** | May be inoperative failed CLOSED provided airplane is not operated in known or forecast icing conditions. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 31. INDICATING/RECORDING SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Flight Data Recorder (FDR) System | **C** | **-** | **0** | Any in excess of those required by 14 CFR may be inoperative. | \| |
| | (Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)) | **A** | **-** | **0** | May be inoperative provided:<br>a) Cockpit Voice Recorder (CVR) is operative,<br>b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:<br>1) FDR failure occurs after pushback but before takeoff, or<br>2) FDR repair was attempted but was not successful.<br>c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished before dispatch, and<br>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:<br>a) Cockpit Voice Recorder (CVR) is operative, and<br>b) Repairs are made within 20 calendar-days. | |
| **2)** | FDR Recording Parameters Not Required by 14 CFR | **A** | **-** | **-** | May be inoperative provided repairs are made before the completion of the next heavy maintenance visit. | |
| **3)** | Flight Data Recorder (FDR) Installed for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate | **C** | **-** | **0** | Any in excess of those required by 14 CFR may be inoperative. | \| |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 31. INDICATING/RECORDING SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **2.** | Master Warning Lights System | **A** | **2** | **1** | May be inoperative provided:<br>a) All remaining warning lights and indications are operative, and<br>b) Repairs are made within 2 flight days. | |
| **3.** | Master Caution Lights System | **A** | **2** | **1** | May be inoperative provided:<br>a) All remaining warning lights, caution lights, and indications are operative, and<br>b) Repairs are made within 3 flight days. | |
| **4.** | Clocks | **C** | **2** | **1** | Any in excess of those required by 14 CFR may be inoperative. | |
| **5.** *** | Security System | **D** | **-** | **-** | | |
| **6.** | Flight hours Recorder | **C** | **1** | **0** | May be inoperative provided the flightcrew records airplane flight time. | |
| **7.** | AOA Digital Readout | **B** | **2** | **1** | (O). | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 31. INDICATING/RECORDING SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **8.** | Brake Temperature Monitoring System (BTMS) | **C** | **1** | **0** | May be inoperative provided brakes are checked to be cool to the touch prior to every takeoff. | |
| | | **C** | **1** | **0** | May be inoperative provided airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling.<br><br>NOTE: This item includes the BTMS displayed on the brakes synoptic page. | |
| **9.** | Electronic Checklists | **C** | **1** | **0** | May be inoperative provided the current AFM is carried on board the airplane. | |
| **1)** *** | Digital Voice Checklist | **D** | **1** | **0** | | |
| **10.** | Verbal Aural Warning System | **A** | **2** | **0** | May be inoperative provided:<br>a) Associated warning message is operative,<br>b) Associated aural tones are operative,<br>c) Associated visual indications are operative, and<br>d) Repairs are made within 2 flight days.<br><br>NOTE: Verbal Aural Warnings are ENGINE FIRE, APU FIRE, CONFIGURATION, and CABIN ALTITUDE. | |
| **11.** | ENGINE/FUEL DATA (Display on CDU) | **D** | **-** | **0** | Any or all parameters can be missing if available on DUs. | |
| **12.** | Plastic Guard Switch Covers | **D** | **-** | **2** | May be inoperative provided APU FIRE and EMER BUS BATT ON switch covers are installed and operative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 32. LANDING GEAR

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Nose Landing Gear (NLG) Towing Adapter | **D** | **1** | **0** | (M) Must be removed before takeoff if bent or damaged. | |
| **2.** | Parking Brake Warning System | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Crewmembers confirm operation of Parking Brake before each flight, and<br>b) Crewmembers will ensure Parking Brake is released before taxi, takeoff, and landing.<br><br>NOTE: The Parking Brake is not meant to take the place of wheel chocks for maintaining the airplane in its parked position. | |
| **3.** | Wheel De-Spin System | **D** | **1** | **0** | (O) May be inoperative provided appropriate AFM procedures are used. | |
| **4.** | Rudder Pedal Steering | **B** | **1** | **0** | May be inoperative provided:<br>a) All takeoff and landings are made from the left seat,<br>b) Nose Wheel Steering Switch is ON, and<br>c) Operational runway conditions:<br>1) Crosswind component does not exceed 10 knots for a DRY runway condition, and<br>2) Crosswind component does not exceed 5 knots for a WET runway condition. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 32. LANDING GEAR

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **5.** | Automatic Brake System | **C** | **1** | **0** | May be inoperative provided system is left in OFF position. | |
| **6.** | Emergency Extension Bottle Pressure Gauge | **C** | **1** | **0** | (M) May be inoperative provided bottle pre-charge pressure is verified before each flight. | |
| | | **C** | **1** | **0** | (O) May be inoperative provided pre-charge bottle pressure is displayed on the EICAS Summary Page or Ground Maintenance Page synoptic. | |
| **7.** | Brake Accumulator Pressure Gauge | **C** | **2** | **0** | (M) May be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge. | |
| | | **C** | **2** | **0** | (O) May be inoperative provided pre-charge bottle pressure is displayed on the EICAS Summary Page, Ground Maintenance Page or Hydraulics Page synoptic. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System | **C** | **-** | **-** | Individual lights may be inoperative provided remaining lights are:<br>a) Not an emergency bus,<br>b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,<br>c) Positioned so that direct rays are shielded from flightcrew members' eyes, and<br>d) Lighting configuration and intensity is acceptable to the flightcrew.<br><br>NOTE 1: Individual button/switch lights and/or annunciation/indications are excluded from this relief.<br><br>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters. | |
| **2.** | Cabin Interior Lights | **C** | **-** | **-** | May be inoperative provided lighting configuration is acceptable to flightcrew. | |
| **3.** | Baggage Compartment Lighting System (Interior/Exterior Pylon) | **C** | **2** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **4.** | Landing Lights | **C** | **2** | **1** | May be inoperative between sunset and sunrise provided taxi lights are operative. | \| |
| | | **C** | **2** | **0** | May be inoperative for other than night operations. | \| |
| *** | LoPresti Boom Beam HID Landing Light (STC #ST02893AT) | **C** | **2** | **0** | May be inoperative for other than night operations. | \| |
| *** | LoPresti Boom Beam HID Landing Light Ballasts (STC #ST02893AT) | **C** | **6** | **3** | May be inoperative provided all factory installed taxi lights are operative. | \| |
| *** | LoPresti Boom Beam HID Landing Lighting Ballasts with LoPresti Boom Beam Taxi Lights Installed (STC #ST02893AT) | **C** | **6** | **0** | May be inoperative provided Boom Beam taxi lights are operative. | \| |
| **1)** | Pulse Light Function | **D** | **1** | **0** | May be inoperative provided both Landing Lights are operative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **5.** | Taxi Lights | **C** | **2** | **0** | May be inoperative between sunset and sunrise provided both landing lights are operative. | \| |
| | | **C** | **2** | **0** | May be inoperative for other than night operations. | \| |
| ******* | LoPresti Boom Beam HID Taxi Light (STC #ST02893AT) | **C** | **2** | **1** | | \| |
| | | **C** | **2** | **0** | May be inoperative between sunset and sunrise provided landing lights are operative. | \| |
| **6.** | Strobe Lights (White) | **B** | **3** | **0** | May be inoperative for other than night operations provided the Beacon is operative. | \| |
| **7.** | Wing Inspection Lights | **C** | **2** | **0** | (O) May be inoperative provided:<br>a) A portable lamp/light of adequate capacity for wing inspections is available for night operations in icing conditions, and<br>b) Ground deicing procedures do not require their use. | |
| **8.** ******* | Exterior Emergency Lighting System | **C** | **1** | **0** | May be inoperative for other than night operations. | \| |
| **9.** ******* | Logo Lights | **D** | **2** | **0** | | |
| **10.** | Pylon Light | **D** | **1** | **0** | | |
| **11.** | Exterior Service Door Lights | **D** | **-** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **12.** | Dome/Floodlight(s) | | | | | |
| **1)** | Pedestal Floodlight | **C** | **1** | **0** | | |
| **2)** | Dome Lights | **C** | **2** | **0** | May be inoperative for other than night operations. | \| |
| | | **C** | **2** | **1** | For night operation, the left dome light must be operative. | |
| **3)** | Map Lights | **C** | **2** | **0** | | |
| **13.** | Entry Lights | **C** | **-** | **0** | | |
| **14.** | Boarding Lights | **C** | **-** | **0** | | |
| **15.** | Lavatory Lights | **C** | **-** | **0** | | |
| **16.** | Vanity Lights | **C** | **-** | **0** | | |
| **17.** | Reading Lights | **C** | **-** | **0** | | |
| **18.** | Crewmember Flashlight Holder/Charger Assemblies (Including Flashlight) | **D** | **-** | **0** | May be inoperative or missing provided each crewmember has a flashlight readily available that meets the requirements of 14 CFR, if applicable. | |
| **1)** | Holder/Charger Assembly | **D** | **-** | **0** | May be inoperative or missing. | |
| **2)** | Flashlight | **D** | **-** | **0** | Any in excess of the requirements of 14 CFR may be inoperative, damaged, or missing. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **19.** | Wingtip Navigation Light Elements | **C** | **10** | **6** | Up to two LED elements may be inoperative per wingtip assembly provided:<br>a) Only one of the three forward (inboard) LED elements is inoperative, and<br>b) The most outer one of the two aft (outboard) LED elements is inoperative. | |
| | | **C** | **10** | **0** | All LED elements may be inoperative provided airplane is not operated between sunset and sunrise. | \| |
| **20.** | Tail Navigation Light Elements | **C** | **2** | **0** | May be inoperative provided airplane is not operated between sunset and sunrise<br><br>Deleted, Revision 3. | \|<br>\|<br>\|<br><br>\| |
| **21.** | Beacon (Recognition Light) | **C** | **1** | **0** | May be inoperative provided the position lights and strobe lights are operative. | \|<br>\| |
| **22.** | Floor Accent Lighting System | **D** | **2** | **0** | | |
| **23.** | Airstair Lights | **D** | **5** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **24.** | Passenger Lighted Information Signs | **C** | **-** | **-** | (M) May be inoperative provided:<br>a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and<br>b) Associate seat or lavatory is blocked and placarded "DO NOT OCCUPY".<br><br>NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers. | |
| | | **C** | **-** | **-** | (O) May be inoperative and associated passenger seat or lavatory occupied provided:<br>a) PA system operates normally, and<br>b) PA system is used to notify passengers and cabin crew when associated sign(s) is placed on or off. | |
| **1)** | All Cargo, Supernumerary/Courier Area Lighted Information Signs<br><br>The following pertains only to operations involving aircraft certified with 19 or less passenger seats, wherein certification or operating rules do not require a public address system or flight attendant | **C** | **-** | **-** | (O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated signs are placed on or off. | |
| **2)** | Passenger Lighted Information Signs | **C** | **-** | **-** | (O) May be inoperative provided alternate procedures are established and used to notify cabin occupants. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **25.** | Refuel/Defuel Access Door Light | **D** | **1** | **0** | | |
| **26.** | Refuel/Defuel Control Panel Light | **D** | **1** | **0** | | |
| **27.** | Water Service Panel Light | **D** | **1** | **0** | | |
| **28.** | Waste Service Panel Light | **D** | **1** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | VMO/MMO Aural Warning | **B** | **2** | **1** | May be inoperative provided both Mach/Airspeed Indicators are operative. | |
| **2.** | Airspeed Warning Clacker | **C** | **2** | **1** | | |
| **3.** *** | Flight Information System | **C** | **-** | **0** | | |
| **4.** | Altitude Alerting System | **A** | **-** | **0** | (O) May be inoperative provided:<br>a) Autopilot with altitude hold and altitude capture operates normally,<br>b) Enroute operations (i.e., RVSM) do not require its use,<br>c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and<br>d) Repairs are made within 3 flight days. | |
| | | **C** | **-** | **1** | | |
| **1)** | Aural Alert | **C** | **-** | **0** | May be inoperative provided:<br>a) Visual alert operates normally, and<br>b) Autopilot with altitude hold and altitude capture operates normally. | |
| **2)** | Visual Alert | **C** | **-** | **0** | May be inoperative provided:<br>a) Aural alert operates normally, and<br>b) Autopilot with altitude hold and altitude capture operates normally. | |
| **5.** | Navigation Systems (VOR/ILS, ADF) | **D** | **-** | **-** | Any in excess of those required by 14 CFR may be inoperative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **6.** | Long Range Navigation System (IRS, GPS, and GNSSU) | **C** | **-** | **-** | May be inoperative except where enroute operations or approach minimums require the use of GPS or GNSSU. | |
| | | **C** | **-** | **-** | As required by 14 CFR. | |
| **1)** | GNSSU (Wide Area Augmentation System (WAAS) or Satellite-Based Augmentation System (SBAS)) Function | **D** | **2** | **0** | WAAS function may be inoperative provided enroute and approach procedures do not require its use. | |
| **7.** | Distance Measuring Equipment (DME) | **D** | **-** | **-** | Any in excess of those required by 14 CFR may be inoperative. | \| |
| **8.** | Weather Radar System | **C** | **-** | **-** | As required by 14 CFR. | |
| **9.** *** | Storm Scope | **C** | **-** | **0** | | |
| **1)** *** | Lightning Detector | **C** | **1** | **0** | | |
| **10.** | Radio Altimeter System | **A** | **-** | **0** | May be inoperative provided:<br>a) Approach minimums are not dependent on its use, and<br>b) Repairs are made within 2 flight days.<br><br>NOTE: Inoperative Radio Altimeter will affect the Terrain Awareness and Warning System (TAWS) and Traffic Collision and Avoidance System (TCAS) and Autothrottle RETARD function during landing with failure of remaining operative Radio Altimeter. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **11.** | ATC Transponders and Automatic Altitude Reporting Systems | **B** | **-** | **0** | May be inoperative provided:<br>a) Operations do not require its use, and<br>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:<br>a) Operations do not require its use, and<br>b) Repairs are made prior to completion of the next heavy maintenance visit. | |
| **2)** *** | ADS-B Squitter Transmissions | **D** | **-** | **0** | May be inoperative provided operations do not require its use. | |
| | | **C** | **-** | **0** | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any ADS-B Out function that operates normally may be used. | |
| **12.** | Automatic Direction Finding Equipment (ADF) | **D** | **-** | **-** | Any in excess of those required by 14 CFR may be inoperative. | |
| **13.** | Marker Beacon Receivers | **C** | **-** | **-** | May be inoperative provided approach minimums do not require its use. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **14.** | Adaptive Flight Display Units (DUs) | **C** | **3** | **2** | Center AFD may be inoperative provided:<br>a) Both Standby Multifunction Controllers (SMC) are operative, and<br>b) Two Control Display Units (CDUs) are operative. | |
| **1)** | ILS/VOR Deviation Indicator | **C** | **2** | **0** | May be inoperative provided approach minimums do not require its use. | |
| **2)** | DH Set | **C** | **2** | **0** | May be inoperative provided approach minimums do not require its use. | |
| **3)** | Selected Heading | **C** | **2** | **0** | | |
| **a)** | Heading Bug | **C** | **4** | **0** | | |
| **b)** | Heading Readout | **C** | **4** | **1** | May be inoperative provided selected heading readout is displayed on at least one Display Unit. | |
| **4)** | Selected Course Readout | **C** | **2** | **0** | May be inoperative provided navigation does not require its use. | |
| **5)** | Bearing Indicators | **C** | **4** | **2** | May be inoperative provided each bearing indicator (#1 and #2 needles) can be displayed on at least one DU. | |
| **6)** | Groundspeed/ Time to Go | **C** | **2** | **0** | | |
| **7)** | Elapsed Time | **C** | **2** | **0** | | |
| **8)** | TAS Indications | **C** | **2** | **0** | | |
| **9)** | Speed Trend Vector | **C** | **2** | **0** | May be inoperative provided trend information is not displayed. | |

(Continued)

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **14.** | Adaptive Flight Display Units (DUs) (Cont'd) | | | | | |
| **10)** | Mach Indicators | **C** | **2** | **1** | (M) May be inoperative provided:<br>a) Associated Mach information is removed from the display, and<br>b) Both VMO/MMO Aural Warnings are operative. | |
| **11)** | Vertical Speed Indications | **C** | **2** | **1** | May be inoperative for other than night VMC operations only. | |
| **12)** | Altitude Trend Vector | **C** | **2** | **0** | | |
| **13)** *** | Graphical Weather | **C** | **-** | **0** | | |
| **14)** | Map Data Menu Options (Airways, VORs, SUA, Etc.) | **C** | **-** | **0** | | |
| **15)** | Flight Path Vector | **C** | **2** | **0** | May be inoperative provided HUD flight director is not used. | |
| **16)** | AFD Databases | **A** | **-** | **0** | May be inoperative provided:<br>a) Operations do not require its use,<br>b) It is not used in a primary navigation system required by 14 CFR,<br>c) Alternate procedures are developed and used,<br>d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and<br>e) It is repaired within 10 flight days.<br><br>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. | \| |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **15.** | Traffic Alert and Collision Avoidance System II (TCAS II) | **B** | **-** | **0** | (M) May be inoperative provided:<br>a) System is deactivated and secured, and<br>b) Enroute or approach procedures do not require its use. | |
| | | **C** | **-** | **0** | (M) May be inoperative provided:<br>a) Not required by 14 CFR,<br>b) System is deactivated and secured, and<br>c) Enroute or approach procedures do not require its use. | |
| **1)** *** | Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s) | **C** | **2** | **1** | May be inoperative on the non-flying pilot side provided:<br>a) TA and RA visual display is operative on the flying pilot side, and<br>b) TA and RA audio function is operative on the flying pilot side. | |
| **2)** | Resolution Advisory (RA) Display System(s) | **C** | **2** | **1** | May be inoperative on the non-flying pilot side. | |
| | | **C** | **-** | **0** | (O) May be inoperative provided:<br>a) Traffic Alert (TA) visual display and audio functions are operative,<br>b) TA only mode is selected by the crew, and<br>c) Enroute or approach procedures do not require its use. | |
| **3)** | Traffic Alert Display System(s) | **C** | **-** | **0** | (O) May be inoperative provided:<br>a) RA visual display and audio functions are operative, and<br>b) Enroute or approach procedures do not require its use. | |
| **4)** | Audio Function | **B** | **1** | **0** | May be inoperative provided enroute or approach procedures do not require use of TCAS. | |
| **5)** *** | Airspace Selection Function | **C** | **-** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **16.** | Terrain Awareness and Warning System (TAWS)<br><br>Class A TAWS Equipment Required | | | | | |
| **1)** | GPWS | **A** | **-** | **0** | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within 2 flight days. | |
| **a)** | Modes 1–4 | **A** | **4** | **0** | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within 2 flight days. | |
| **b)** | Test Mode | **A** | **1** | **0** | May be inoperative provided:<br>a) GPWS is considered inoperative, and<br>b) Repairs are made within 2 flight days. | |
| **c)** | Glideslope Deviation (Mode 5) | **C** | **-** | **1** | | |
| | | **B** | **-** | **0** | | |

(Continued)

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **16.** | Terrain Awareness and Warning System (TAWS) (Cont'd)<br><br>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:<br>a) Advisory callout not required by 14 CFR,<br>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.<br><br>NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. | |
| | | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Windshear Detection and Avoidance System (Predictive) is operative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **16.** | Terrain Awareness and Warning System (TAWS) (Cont'd)<br><br>Class A TAWS Equipment Required (Cont'd) | | | | | |
| **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)<br><br>Class B TAWS Equipment Required | **C** | **1** | **0** | | |
| **1)** | GPWS | **A** | **1** | **0** | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within 2 flight days. | |
| **a)** | Modes 1 and 3 | **A** | **2** | **0** | (O) May be inoperative provided:<br>a) Alternate procedures are established and used, and<br>b) Repairs are made within 2 flight days. | |
| **b)** | Test Mode | **A** | **1** | **0** | May be inoperative provided:<br>a) GPWS is considered inoperative, and<br>b) Repairs are made within 2 flight days. | |

(Continued)

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **16.** | Terrain Awareness and Warning System (TAWS) (Cont'd)<br><br>Class B TAWS Equipment Required (Cont'd) | | | | | |
| **1)** | GPWS (Cont'd) | | | | | |
| **c)** *** | Modes 2, 4, and 5 | **C** | **3** | **0** | | |
| **d)** | Advisory Callouts | **B** | **-** | **0** | (O) May be inoperative provided alternate procedures are established and used. | |
| | | **C** | **-** | **0** | (O) May be inoperative provided:<br>a) Advisory callout not required by 14 CFR, and<br>b) Alternate procedures are established and used. | |
| **e)** *** | Windshear Mode (Reactive) | **C** | **1** | **0** | (O) May be inoperative provided alternate procedures are established and used. | |
| **2)** | Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions | **B** | **1** | **0** | | |
| **3)** *** | Terrain Displays | **C** | **-** | **0** | | |
| **4)** *** | Runway Awareness and Advisory System (RAAS) | **C** | **1** | **0** | | |

(Continued)

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **16.** | Terrain Awareness and Warning System (TAWS) (Cont'd)<br><br>Class C TAWS Equipment | | | | | |
| **1)** *** | TAWS/GPWS | **C** | **1** | **0** | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE: Any mode that is operative may be used. | |
| **17.** *** | Automatic Dependent Surveillance – Broadcast (ADS-B) System | **D** | **-** | **0** | May be inoperative provided it is not required by 14 CFR.<br><br>NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment. | |
| **1)** *** | Cockpit Display and Traffic Information (CDTI) | **D** | **-** | **0** | NOTE: Cockpit Display Traffic Information (CDTI) display of data from other airplane systems may be used. | |
| **2)** *** | (CDTI) Control Panel | **D** | **-** | **0** | May be inoperative provided:<br>a) Flight ID can be set, and\<br>b) Screen display is acceptable to the flightcrew. | |
| **3)** *** | Data Link Transmitter(s) | **D** | **-** | **0** | NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section. | |
| **4)** *** | Data Link Receivers | **D** | **-** | **0** | | |
| **5)** *** | ADS-B Applications | **D** | **-** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **18.** | Integrated Standby Instrument (ISI) | **C** | **2** | **1** | May be inoperative on copilot side. | |
| | | **C** | **2** | **0** | May be inoperative provided not required by 14 CFR. | |
| | | **B** | **-** | **0** | May be inoperative provided:<br>a) Operations are conducted in other than night VMC only, and<br>b) Operations are not conducted into known or forecast over the top conditions. | \| |
| **1)** | Remote Sensing Electronics (RSE) (Attitude and Air Data Function) | **B** | **1** | **0** | May be inoperative provided:<br>a) Airplane is operated in other than night VMC,<br>b) RSE CB (P1) is PULLED and COLLARED, and<br>c) Flaps are selected to 20 degrees for takeoff.<br><br>NOTE: With inoperative RSE, the loss of an additional air data source, with flaps not set at 20 degrees, will result in reduced rudder authority. | \| |
| **2)** | Heading Sensing Unit (HSU) (Standby Heading Source) | **C** | **1** | **0** | May be inoperative provided both Heading Reference Systems are operative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **19.** *** | Attitude Heading and Reference Systems (AHRS and IRS) | **C** | **3** | **2** | | |
| **1)** | Attitude Heading and Reference Systems (AHRS) | **A** | **2** | **1** | (O) May be inoperative provided:<br>a) Airplane is operated in VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative, and<br>c) Repairs are made within 1 flight day. | |
| **2)** *** | Inertial Reference System (IRS) (Third Attitude Heading Reference System) | **C** | **1** | **0** | May be inoperative provided:<br>a) Affected system is not required for attitude or heading data, and<br>b) 14 CFR does not require system for operations conducted.<br><br>NOTE: With one operational AHRS and Standby data available, the AP and YD will remain operational. | |
| **20.** *** | Data Loader | **D** | **1** | **0** | | |
| **21.** | Display Control Panel (DCP) | **A** | **2** | **1** | May be inoperative provided:<br>a) Integrated Standby Instrument display is available on the operative DCP side,<br>b) CCD on the failed DCP side is operative, and<br>c) Repairs are made within 1 flight day. | |
| **22.** | Display Select Panel (DSP) | **B** | **2** | **1** | May be inoperative provided:<br>a) Standby/Menu button is operative on the failed DSP side, and<br>b) CCD on the failed DSP side is operative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **23.** | Flight Management Systems (FMS) (CDU and Nav Computer Only) | **B** | **-** | **0** | May be inoperative provided:<br>a) Affected system is not required for AHRS or IRS alignment,<br>b) Long Range Navigation is not dependent on its use,<br>c) Procedures do not require its use, and<br>d) Both Radio Tuning Controls on the DUs are operative.<br><br>NOTE 1: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, only require a single FMS.<br><br>NOTE 2: Performing WASS LPV approach is not authorized when only one FMS is operating or selected as NAV source. | |
| **1)** | Navigation Database | **A** | **-** | **0** | May be inoperative provided:<br>a) Operations do not require its use,<br>b) It is not used in a primary navigation system required by 14 CFR,<br>c) Alternate procedures are developed and used,<br>d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and<br>e) It is repaired within 10 flight days.<br><br>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. | \| |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **24.** *** | Airborne Flight Information System (AFIS) (VHF and Satellite) | **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. | |
| **25.** | Cursor Control Devices (CCD) | **C** | **2** | **0** | Any or all functions may be inoperative provided inoperative function is available via other means such as the CDUs, SMCs, and other push-to-talk buttons. | |
| **26.** | Charts Function | **D** | **-** | **0** | May be inoperative provided current aeronautical charts are carried on board and are available to flightcrew. | |
| **1)** | Charts Databases | **A** | **-** | **0** | May be inoperative provided:<br>a) Operations do not require its use,<br>b) It is not used in a primary navigation system required by 14 CFR,<br>c) Alternate procedures are developed and used,<br>d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and<br>e) It is repaired within 10 flight days.<br><br>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. | \| |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **27.** *** | Head-Up Display System | **C** | **1** | **0** | May be inoperative provided landing weather minimums or operating procedures do not require its use. | |
| **28.** *** | Enhanced Vision System (EVS) | **D** | **1** | **0** | | |
| **1)** *** | EVS Window Heat | **D** | **1** | **0** | | |
| **2)** *** | Secondary (Non-HUD) EVS Display Repeater | **D** | **1** | **0** | May be inoperative provided procedures are not dependent on its use. | |
| **29.** *** | Synthetic Vision System | **D** | **-** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **30.** *** | Non-Stabilized Magnetic Compass | **B** | **1** | **0** | May be inoperative provided any combinations of three Gyro or INS (IRU) Stabilized Compass Systems are operative. | |
| | | **B** | **1** | **0** | May be inoperative provided:<br>a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems are operative, and<br>b) Airplane is operated with Dual Independent Navigation Capability and under Position Radar Control ATC on the enroute portion of the flight. | |
| | | **B** | **1** | **0** | May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operative, and used in conjunction with accepted Free Gyro Navigation Techniques. | |
| **31.** *** | Cockpit Printer | **D** | **1** | **0** | | |
| **32.** *** | Video Function | **D** | **1** | **0** | May be inoperative provided alternate procedures are established for the use of the Enhanced Vision System (EVS) display function. | |
| **33.** | Terrain Server Function | **C** | **-** | **0** | NOTE: Synthetic Vision PFD synthetic terrain will not be available with a Terrain Server failure, but the SV PFD display, if installed, may be used without restriction. | |
| **34.** | Control Display Units (CDU) | **C** | **-** | **1** | (M) May be inoperative provided:<br>a) FMS functions and Radio Tuning functions are operative on the remaining CDU, and<br>b) RTSA is operative.<br><br>NOTE: If 3 CDUs are installed, an inoperative CDU must be in the #3 position. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 35. OXYGEN

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Passenger Oxygen System | **C** | **1** | **0** | As required by 14 CFR. | |
| **1)** | Automatic Oxygen Deployment System | **C** | **1** | **0** | May be inoperative provided:<br>a) Manual deployment operates normally,<br>b) Flight is conducted at or below FL 250, and<br>c) Oxygen is available as required by 14 CFR. | |
| **2)** | Manual Oxygen Deployment System | **C** | **1** | **0** | May be inoperative provided:<br>a) Automatic deployment operates normally,<br>b) Flight is conducted at or below FL 250, and<br>c) Oxygen is available as required by 14 CFR. | |
| **3)** | Personal Service Units (PSU) | **C** | **1** | **0** | May be inoperative provided:<br>a) Associated seats are BLOCKED and placarded "DO NOT OCCUPY",<br>b) Units are operative at all lavatory and flight attendant locations, and<br>c) Oxygen is available as required by 14 CFR. | |
| **2.** | Therapeutic Oxygen | **C** | **-** | **-** | As required by 14 CFR. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 35. OXYGEN

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **3.** | Lavatory Oxygen Drop Out Panel | **C** | **-** | **0** | May be inoperative provided lavatory is BLOCKED and placarded "DO NOT OCCUPY". | |
| **4.** *** | 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. | |
| **5.** | Oxygen Service Panel Pressure Gauge | **C** | **-** | **0** | (M)(O) May be inoperative provided Oxygen Pressure Indication on EICAS is operative and monitored. | |
| **6.** | Passenger Oxygen ON Warning Light | **C** | **1** | **0** | May be inoperative provided pilot visually verifies passenger oxygen supply. | |
| | | **C** | **1** | **0** | May be inoperative provided airplane is operated unpressurized. | |
| **7.** | Oxygen Cylinder Service Adaptor | **D** | **1** | **0** | May be inoperative, damaged, or missing. | |
| **8.** *** | Portable Oxygen Dispensing Units (Bottle and Mask) | **B** | **-** | **-** | Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained throughout the airplane.<br><br>NOTE: Any bottle not properly serviced is considered inoperative and should be removed. | |
| **9.** | EICAS Oxygen Quantity Low Warning | **C** | **1** | **0** | May be inoperative provided associated EICAS Oxygen pressure indication is operative and monitored. | |
| **10.** | EICAS Oxygen Pressure Indications | **C** | **-** | **0** | (M)(O) May be inoperative provided:<br>a) Oxygen Service Panel Pressure Gauge is operative and checked before dispatch,<br>b) OXYGEN QUANTITY LOW EICAS warning is operative, and<br>c) OXY MASK PRESS LOW EICAS warning is operative. | |
| **11.** | Oxygen Blow Out Disc | **C** | **1** | **0** | (O) May be damaged or missing. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 36. PNEUMATIC

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Isolation Valve | **C** | **1** | **0** | (M) May be inoperative provided:<br>a) Both Bleed Air Systems are operative,<br>b) Environmental Control System pack is operative,<br>c) ALTN PRESS is operative,<br>d) Isolation Valve is electrically deactivated,<br>e) Isolation Valve is verified CLOSED, and<br>f) Airplane is operated in accordance with AFM Limitations.<br><br>NOTE: Isolation valve will have to be manually opened for engine start. | |
| **2.** | Bleed Air System Switch Capsule Lights | **C** | **6** | **0** | (O) May be inoperative provided Bleed Air System Indications are available on the Synoptic display. | |
| **3.** | Bleed Air Leak Detection System | | | | | |
| **1)** | Aft Compartment Environmental Control System Leak Detection Sensors | **B** | **10** | **0** | (O) May be inoperative provided:<br>a) Bleed Valves are selected CLOSED,<br>b) Pylon Leak Detection Loops are operative,<br>c) PACK Valve is selected OFF,<br>d) APU bleed is used for engines start only,<br>e) Cross-Bleed Start procedure is not used for engine start in flight and on ground,<br>f) Outflow Valve is verified fully OPEN, and<br>g) Airplane is operated unpressurized.<br><br>NOTE: Selecting PACK Valve OFF opens RAM AIR Valve.<br><br>(Continued) | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 36. PNEUMATIC

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **3.** | Bleed Air Leak Detection System (Cont'd) | | | | | |
| **2)** | Wing Anti-Ice Ducts Leak Detection Sensors | **B** | **4** | **0** | (O) May be inoperative provided:<br>a) Wing Anti-Ice switches are selected OFF,<br>b) Airplane is not operated into known or forecast icing conditions, and<br>c) One Ice Detection System is operative. | |
| **3)** | Wing Root Bleed Leak Detection Sensors | **B** | **2** | **0** | (O) May be inoperative provided:<br>a) Wing Anti-Ice switches are selected OFF,<br>b) Airplane is not operated into known or forecast icing conditions, and<br>c) One Ice Detection System is operative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 38. WATER/WASTE

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Potable Water Systems | **C** | **-** | **-** | (M) Individual components may be inoperative provided:<br>a) Associated components are deactivated or isolated, and<br>b) Associated system components are verified not to have leaks.<br><br>NOTE: Any portion of system which operates normally may be used. | \| |
| | | **C** | **-** | **-** | (M) May be inoperative provided:<br>a) System is drained, and<br>b) Procedures are established to ensure that system is not serviced. | |
| **2.** | Lavatory Waste Systems | **C** | **-** | **-** | (M) Individual components may be inoperative provided:<br>a) Associated components are deactivated or isolated, and<br>b) Associated system components are verified not to have leaks.<br><br>NOTE: Any portion of the system which operates normally may be used. | \| |
| | | **C** | **-** | **-** | (M) Associated lavatory system may be inoperative provided:<br>a) Associated components are deactivated or isolated to prevent leaks, and<br>b) Associated lavatory door is secured closed and placarded "INOPERATIVE – DO NOT ENTER".<br><br>NOTE: These provisions are not intended to prohibit inspections by crewmembers. | \| |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 38. WATER/WASTE

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **3.** | Lavatory External Service Cap | **C** | **1** | **0** | May be inoperative or missing provided:<br>a) Waste Dump Valve and Waste Drain Valve are verified CLOSED before each flight, and<br>b) No leakage can be detected after each servicing. | |
| **4.** | External Water Service Cap | **C** | **1** | **0** | May be inoperative or missing provided:<br>a) Water valve is verified CLOSED before each flight, and<br>b) No leakage can be detected after each servicing. | |
| **5.** | Lavatory Dump/Drain System | **C** | **-** | **0** | (M) May be inoperative provided:<br>a) Waste Dump Valve and Waste Drain Valve are secured CLOSED and in LOCKED position, and<br>b) System is checked for leaks before every flight. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 45. CENTRAL MAINTENANCE SYSTEM

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Onboard Maintenance System (OMS) | **D** | **1** | **0** | | \| |
| **2.** *** | Quick Access Recorder (QAR) | **D** | **1** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 46. INFORMATION SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** *** | Electronic Flight Bag (EFB) Systems | | | | | |
| **1)** *** | Class 3 EFBs | **C** | **-** | **-** | (O) May be inoperative provided alternate procedures are established and used.<br><br>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** | **-** | **1** | (O) May be inoperative provided alternate procedures are established and used. | |
| | | **D** | **-** | **0** | (O) May be inoperative provided procedures do not require its use. | |
| **3)** *** | Power Connection (Class 1 and 2) | **C** | **-** | **1** | (O) May be inoperative provided alternate procedures are established and used. | |
| | | **D** | **-** | **0** | (O) May be inoperative provided procedures do not require its use. | |
| **4)** *** | Mounting Device (Class 2) | **C** | **-** | **0** | (M)(O) May be inoperative provided:<br>a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and<br>b) Alternate procedures are established and used. | |
| | | **D** | **-** | **0** | (M) May be inoperative provided:<br>a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and<br>b) Procedures do not require its use. | |

(Continued)

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 46. INFORMATION SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** *** | Electronic Flight Bag (EFB) Systems (Cont'd) | | | | | |
| **5)** *** | Charts Database | **A** | **-** | **0** | May be inoperative provided:<br>a) Operations do not require its use,<br>b) It is not used in a primary navigation system required by 14 CFR,<br>c) Alternate procedures are developed and used,<br>d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and<br>e) It is repaired within 10 flight days.<br><br>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. | |
| **2.** *** | Integrated Flight Information System (IFIS) File Server Units (FSU) | **C** | **-** | **-** | (O) May be inoperative provided alternate procedures are established and used.<br><br>NOTE 1: Any function, program, or document which operates normally may be used.<br><br>NOTE 2: Two File Server Units are required to meet the operational requirements of the current edition of FAA Advisory Circular (AC) 120-76 for paperless charts. | |
| **3.** | Integrated Management System (IMS) | **D** | **1** | **0** | May be inoperative. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 49. AIRBORNE AUXILIARY POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Auxiliary Power Unit (APU) | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Both engine driven generators are operative, and<br>b) Contingency planned flight time does not exceed 1 hour from a suitable airport. | |
| **2.** | APU Air Inlet Door Actuator | **C** | **1** | **0** | (O)(M) May be inoperative provided:<br>a) APU Air Inlet Door is verified fully CLOSED,<br>b) APU DOOR (10P R DC Box Baggage Compartment) circuit breaker is OPENED and collared,<br>c) Contingency planned flight time does not exceed 1 hour from a suitable airport, and<br>d) Both engine driven generators are operative. | |
| | | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) APU Air Inlet Door is fully OPEN,<br>b) EICAS APU RPM and EGT are displayed prior to start,<br>c) APU is operated throughout entire flight, and<br>d) Airplane is operated in accordance with AFM Limitations. | |
| **3.** | APU Bleed Shutoff Valve | **B** | **1** | **0** | May be inoperative provided:<br>a) APU is operated for electrical power only, and<br>b) Repairs are made within 3 flight days. | |
| **4.** | APU Bleed Air “ON” Switch Light (Light Function Only) | **C** | **1** | **0** | (O) May be inoperative provided APU parameters are monitored during switch select/deselect. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 49. AIRBORNE AUXILIARY POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **5.** | APU Starter/Generator | **B** | **1** | **0** | (M) May be inoperative for electrical generation provided:<br>a) Starter portion of the APU starter/generator is functional,<br>b) Integrity of the starter/generator is determined safe for operation,<br>c) APU generator switch is OFF,<br>d) APU GCU (B19) circuit breaker is pulled and deactivated, and<br>e) Contingency planned flight time does not exceed 1 hour from a suitable airport. | |
| | | **B** | **1** | **0** | (M) May be inoperative for APU Start provided:<br>a) Both engine driven generators are operative,<br>b) APU Master Switch is selected OFF,<br>c) APU START (B9) circuit breaker is OPEN, and<br>d) Contingency planned flight time does not exceed 1 hour from a suitable airport. | |
| **6.** | APU External Fire Warning Horn | **C** | **1** | **0** | May be inoperative provided APU operation is monitored from the cockpit. | |
| **7.** | APU START Indicator Light | **C** | **1** | **0** | May be inoperative provided APU start is monitored. | |
| **8.** | APU Hour Meter | **C** | **1** | **0** | May be inoperative provided APU hours are logged manually. | |
| **9.** | APU Cycle Counter | **C** | **1** | **0** | May be inoperative provided APU cycles are logged manually. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 49. AIRBORNE AUXILIARY POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **10.** | APU Master "ON" Light | **C** | **1** | **0** | | |
| **11.** | APU EGT and RPM Indications | **C** | **1** | **0** | May be inoperative on ground. | |
| | | **C** | **1** | **0** | May be inoperative in flight provided:<br>a) APU is considered inoperative,<br>b) Both engine driven generators are operative, and<br>c) Contingency planned flight time does not exceed 1 hour from a suitable airport. | |
| **12.** | "APU Maintenance Required" Message | **C** | **1** | **0** | May be inoperative in flight provided:<br>a) APU is considered inoperative,<br>b) Both engine driven generators are operative, and<br>c) Contingency planned flight time does not exceed 1 hour from a suitable airport. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 52. DOORS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Main Entry Door Hydraulic Operating System | **C** | **1** | **0** | (O) May be inoperative provided alternate procedures are used. | |
| **2.** | Main Entry Door Hand Rail | **C** | **1** | **0** | May be inoperative provided it does not interfere with normal door operations. | |
| **3.** | Service Door Indication | **C** | **1** | **0** | May be inoperative provided a crewmember verifies by visual inspection before each departure that associated system door is CLOSED, LATCHED, and LOCKED (if lockable). | |
| **4.** | External Baggage Door Warning System | **C** | **1** | **0** | (O) May be illuminated provided before each departure:<br>a) Door is CLOSED, latched, and LOCKED,<br>b) The “acknowledge” switch changes the indication from amber to white, and<br>c) Internal baggage door is closed during the entire flight. | |
| **5.** | Main Entry Door Warning System | **B** | **1** | **0** | May be inoperative provided:<br>a) Latching and LOCKING marks are aligned,<br>b) Inner handle is securely LOCKED,<br>c) ACK DOOR switch is activated, and<br>d) Main Entry Door CAS message is verified to be white. | |
| **6.** | Emergency Exit Window Warning System | **C** | **1** | **0** | (O) May be inoperative provided a crewmember ensures Emergency Exit is secured before each flight. | |
| **7.** | Refueling Door Warning System | **B** | **1** | **0** | (O) May be inoperative provided a crewmember checks door is secure and LOCKED (if lockable) before each departure. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 52. DOORS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **8.** | External Baggage Compartment Door Seal | **C** | **1** | **0** | (M)(O) May be inoperative provided:<br>a) Airplane is operated unpressurized, and<br>b) Airplane is operated in accordance with AFM Limitations.<br><br>NOTE: Pressure sensitive cargo is not carried in the baggage compartment. | |
| **9.** | Main Entry Door Seals | | | | | |
| **1)** | Main Entry Door, Primary Door Seal | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) The primary seal does not interfere with the door operation,<br>b) Airplane is operated unpressurized, and<br>c) Airplane is operated in accordance with AFM Limitations. | |
| **2)** | Main Entry Door, Secondary Door Seal | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) The secondary seal does not interfere with the door operation,<br>b) Airplane is operated unpressurized, and<br>c) Airplane is operated in accordance with AFM Limitations. | |
| **10.** | Main Entry Door, Acoustic Seal Curtain | **D** | **1** | **0** | | |
| **11.** | Hinged Door Flapper-Sill | **D** | **1** | **0** | Flightcrew must verify flapper is CLOSED before entering or exiting the airplane. | |
| **12.** *** | Keyed Door, Panel, and Compartment Locks | **C** | **-** | **-** | (O) May be inoperative, damaged, or missing provided the associated door, compartment, or cover is verified to be secured before each departure. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 52. DOORS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **13.** | Internal Baggage Door Warning System | **C** | **1** | **0** | (O) May be inoperative provided:<br>a) Door is confirmed to be CLOSED and LOCKED by a crewmember after each use, and<br>b) Door is placarded "DO NOT ENTER at or above 40,000 feet". | |
| **14.** | Main Entry Door Telescopic Tie Rods | **C** | **2** | **1** | (O) May be inoperative or missing provided only one person is allowed to stand on the door. | |
| **15.** | Lavatory Door | **D** | **-** | **-** | May be inoperative provided the affected door is secured OPEN or CLOSED for taxi, takeoff, and landing.<br><br>NOTE: Includes pop-up panels, latches, locks, and handles. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 71. POWERPLANT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Automatic Power Reserve (APR) System | **C** | **1** | **0** | May be inoperative provided:<br>a) APR is not armed, and<br>b) AFM takeoff limitations and performance for APR OFF are observed. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 73. ENGINE FUEL AND CONTROL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Fuel Flow EICAS Indicators | **B** | **2** | **1** | May be inoperative provided:<br>a) Associated $N_1$ and $N_2$ Indicating Systems are operative,<br>b) Fuel Quantity Indicating Systems are operative, and<br>c) Fuel Flow Indications are verified on the Flight Management System (FMS). | |
| **2.** | Fuel Pressure Low Warning Systems | **B** | **2** | **1** | (O) May be inoperative provided:<br>a) Associated fuel boost pumps are operative, and<br>b) Airplane is operated below FL 250. | |
| **3.** | Fuel Filter Impending Bypass Indication Systems | **C** | **2** | **1** | (M) May be inoperative provided fuel filter element on affected engine is replaced before the next flight and every 20 flight-hours thereafter. | |
| **4.** | Fuel Temperature Indicating System | **C** | **-** | **-** | May be inoperative provided the Fuel Tank Temperature Low Warning system is operative. | |
| | | **C** | **-** | **-** | May be inoperative provided:<br>a) SAT gauge is operative and is used as a reference for fuel temperature, and<br>b) Flight altitude is planned so as to remain above the freeze point of the fuel type used. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 73. ENGINE FUEL AND CONTROL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **5.** | Fuel Used Indicating System | **C** | **2** | **0** | May be inoperative provided fuel remaining indications are operative. | |
| **6.** | Engine FADEC System | | | | | |
| **1)** | System Faults | **A** | **-** | **-** | (O) May be dispatched with system faults provided repairs are made in accordance with the times established in either the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5).<br><br>NOTE: The repair time for Long-Term Dispatch messages (cyan L-R Engine MAINT LTD) is 500 hours. The repair time for Short-Term Dispatch messages (cyan L-R ENG Minor Fault) is 125 hours. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 74. IGNITION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Automatic Ignition Systems | **C** | **2** | **1** | May be inoperative provided Manual Ignition is operative. | |
| **2.** | Ignition (IGN) Indications | **C** | **2** | **1** | May be inoperative provided:<br>a) Automatic Ignition System is operative during engine start, and<br>b) Crew monitors engine start for normal indications. | |
| **3.** | Engine Ignition Systems Channels | **A** | **4** | **2** | May be inoperative provided:<br>a) One ignition channel is inoperative as indicated by the L or R Engine IGN Fault CAS message, and<br>b) Repairs are made within 3 flight days. | |
| **4.** | CONT Ignition (IGN) “ON” Switch Light (Light Function Only) | **C** | **1** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 76. ENGINE CONTROL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Engine Synchronizer | **C** | **1** | **0** | | |
| **2.** | FADECs Automatic Engine Control Functions | | | | | |
| **1)** | SYNC Functions | **C** | **1** | **0** | | |
| **2)** | MACH HOLD Function | **C** | **1** | **0** | | |
| **3.** | Engine Manual APR ON Switch Light (Light Function Only) | **C** | **1** | **0** | | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 77. ENGINE INDICATING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | ITT Digital Indications | **C** | **2** | **1** | May be inoperative provided:<br>a) All other engine indications are operative, and<br>b) Associated analog display is operative. | |
| **2.** | Engine Vibration Monitors | **C** | **2** | **1** | May be inoperative provided all other engine indications are operative. | |
| | | **C** | **2** | **0** | May be inoperative provided:<br>a) All other engine indicators are operative, and<br>b) Operations are not conducted in known or forecast icing conditions. | |
| **3.** | Engine Event Recording System | **C** | **1** | **0** | (O) May be inoperative provided alternate procedures are established and used. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 78. ENGINE EXHAUST

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Thrust Reverser System | **D** | **2** | **0** | (M)(O) May be inoperative provided:<br>a) Affected Thrust Reverser is deactivated, stowed, and LOCKED in forward thrust position, and<br>b) Airplane is operated in accordance with AFM Limitations and Procedures.<br><br>NOTE: Dispatch with one or both thrust reversers inoperative on an icy runway is prohibited. See AFM Supplement No. 8, CONTAMINATED RUNWAY OPERATIONS. | |

**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 |
|---|---|---|---|---|---|---|
| **1.** | Engine Oil Level Low Warning Systems | **C** | **2** | **0** | (O) May be inoperative provided engine oil levels are verified adequate before each flight. | |
| **2.** | Oil Filter Impending Bypass Indication Systems | **A** | **2** | **0** | (M) May be inoperative provided:<br>a) Affected oil filter element is replaced, and<br>b) Repairs are made within 3 flight days. | |
| **3.** | Remote Oil Level Indications (Refuel/Defuel Panel) | **C** | **2** | **0** | Any or all may be inoperative provided associated oil tank sight gauge is used to determine oil level. | |

**MMEL TABLE KEY**

| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | 2. NUMBER INSTALLED | 3. NUMBER REQUIRED FOR DISPATCH | 4. REMARKS OR EXCEPTIONS |
|---|---|---|---|---|---|

## 80. STARTING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---|---|---|---|---|---|---|
| **1.** | Engine Start/Crank Switch Lights (Light Function Only) | **C** | **3** | **0** | | |
| **2.** | Starter Air Valves | **C** | **2** | **1** | (M)(O) May be inoperative provided:<br>a) Valve is deactivated, and<br>b) Alternate starting procedures are established and used to start affected engine. | |

# SECTION 2

# CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

STATEMENT PAGE

Two-section MMELs are authorized by FAA Policy Letter PL-119.

Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment.

1. Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:
   a) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
   b) Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
   c) Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY<br>2. DISPATCH CONSIDERATION |
|---|---|---|

## CAS MESSAGES

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| 60 HZ Inverter Fail<br>(Cyan – Advisory) | **D** | (O) Airplane may be dispatched with message displayed provided:<br>a) 60 HZ (B1) or AC PWR (B1) circuit breaker is pulled and collared, and<br>b) Passengers are briefed on inoperative items.<br><br>NOTE: Circuit breaker label may be either 60 HZ or AC PWR based on airplane serial number. | |
| A/T 1 Fail<br>(Cyan – Advisory) | **C** | Airplane may be dispatched provided affected A/T is confirmed disengaged. | |
| A/T 2 Fail<br>(Cyan – Advisory) | **C** | Airplane may be dispatched provided affected A/T is confirmed disengaged. | |
| A/T 1-2 Fail<br>(Amber – Caution) | **C** | Airplane may be dispatched with message displayed provided both A/Ts are confirmed disengaged. | |
| A/T 1-2 Fail – TQA<br>(Amber – Caution) | **C** | (O) Airplane may be dispatched with message displayed provided:<br>a) TQA (O1) circuit breaker is pulled and collared, and<br>b) A/Ts are considered inoperative. | |
| AC Inverter Fail<br>(Cyan – Advisory) | **D** | Airplane may be dispatched with message displayed provided:<br>a) AC PWR (B1) circuit breaker is pulled and collared, and<br>b) Passengers are briefed on inoperative items. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

## CAS MESSAGES

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| ACS Fail<br>(Amber – Caution) | **A** | (O) Airplane may be dispatched provided:<br>a) Automatic Cabin Pressurization System is operative,<br>b) Airplane is operated at or below FL 250,<br>c) ALTN PRESS is selected ON,<br>d) PACK switch is selected OFF, and<br>e) Repairs are made within 1 flight day.<br><br>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position. | |
| | **B** | (O) Airplane may be dispatched provided:<br>a) Airplane is operated unpressurized as follows:<br>1) Select CPCS MAN Mode,<br>2) Slew Outflow Valve full open,<br>3) Both Engine Bleeds ON,<br>4) PACK switch OFF, and<br>5) If heat is desired, select ALTN PRESS.<br>b) Monitor cabin differential to be nominally zero PSID.<br><br>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position. | |
| ACS Maintenance REQD<br>(Cyan – Advisory) | **B** | Airplane may be dispatched provided the flightcrew reviews the OMS for active fault messages and logs faults in the maintenance log. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY<br>2. DISPATCH CONSIDERATION |
|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| ACS Pack TEMP Low<br>(Amber – Caution) | **A** | (O) Airplane may be dispatched provided:<br>a) Automatic Cabin Pressurization System is operative,<br>b) Airplane is operated at or below FL 250,<br>c) ALTN PRESS is selected ON,<br>d) PACK switch is selected OFF, and<br>e) Repairs are made within 1 flight day.<br><br>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position. | |
| | **B** | (O) Airplane may be dispatched provided:<br>a) Airplane is operated unpressurized as follows:<br>1) Select CPCS MAN Mode,<br>2) Slew Outflow Valve full open,<br>3) Both Engine Bleeds ON,<br>4) PACK switch OFF, and<br>5) If heat is desired, select ALTN PRESS.<br>b) Monitor cabin differential to be nominally zero PSID.<br><br>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY<br>2. DISPATCH CONSIDERATION |
|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| ACS Pack Turbine Hot<br>(Amber – Caution) | **A** | (O) Airplane may be dispatched provided:<br>a) Automatic Cabin Pressurization System is operative,<br>b) Airplane is operated at or below FL 250,<br>c) ALTN PRESS is selected ON,<br>d) PACK switch is selected OFF, and<br>e) Repairs are made within 1 flight day.<br><br>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position. | |
| | **B** | (O) Airplane may be dispatched provided:<br>a) Airplane is operated unpressurized as follows:<br>1) Select CPCS MAN Mode,<br>2) Slew Outflow Valve full open,<br>3) Both Engine Bleeds ON,<br>4) PACK switch select OFF, and<br>5) If heat is desired, select ALTN PRESS.<br>b) Monitor cabin differential to be nominally zero PSID.<br><br>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position. | |
| ADF Fail<br>(Cyan – Advisory) | **C** | Airplane may be dispatched provided system is not required by 14 CFR. | |
| ADF 1 Fail<br>(Cyan – Advisory) | **C** | Airplane may be dispatched provided system is not required by 14 CFR. | |
| ADF 2 Fail<br>(Cyan – Advisory) | **C** | Airplane may be dispatched provided system is not required by 14 CFR. | |
| ADF 1-2 Fail<br>(Cyan – Advisory) | **C** | Airplane may be dispatched provided system is not required by 14 CFR. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| AFT Fuel QTY DGRAD<br>(Cyan – Advisory) | **B** | (O) Airplane may be dispatched provided:<br>a) Forward and Center fuel quantity indicators are operative,<br>b) Both Fuel Flow Indicating Systems are operative,<br>c) Fuel reserves are increased by 10%,<br>d) EICAS Fuel Total Indication is placarded inoperative,<br>e) Total fuel quantity is verified before departure,<br>f) Plan and record flight fuel usage during flight on Fuel Synoptic and Summary Page,<br>g) Plan T/O speed according to what remained in previous flight and refueled fuel, and<br>h) Plan landing speed as if Aft tank is full. | |
| AHS 1 Fail<br>(Cyan – Advisory) | **A** | Airplanes without a third operative AHS (IRS) installed may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 2 is operative, and<br>d) Repairs are made within 1 flight day. | \| |
| | **B** | Airplane may be dispatched provided AHS 2 and AHS 3 are operative. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| AHS 2 Fail<br>(Cyan – Advisory) | **A** | Airplanes without a third AHS (IRS) installed may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 1 is operative, and<br>d) Repairs are made within 1 flight day. | \| |
| | **B** | Airplane may be dispatched provided AHS 1 and AHS 3 are operative. | |
| AHS 3 Fail<br>(Cyan – Advisory) | **B** | Airplane may be dispatched provided:<br>a) Affected system is not required for attitude or heading data, and<br>b) 14 CFR does not require system for operations conducted. | |
| AHS 1 Fail<br>(Amber – Caution) | **A** | Airplanes without a third AHS (IRS) installed may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 2 is operative, and<br>d) Repairs are made within 1 flight day. | \| |
| | **B** | Airplane may be dispatched provided AHS 2 and AHS 3 are operative. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| AHS 2 Fail<br>(Amber – Caution) | **A** | Airplanes without a third AHS (IRS) installed may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 1 is operative, and<br>d) Repairs are made within 1 flight day. | \| |
| | **B** | Airplane may be dispatched provided AHS 1 and AHS 3 are operative. | |
| AHS 1-2 Fail<br>(Amber – Caution) | **A** | Airplane may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 3 is operative, and<br>d) Repairs are made within 1 flight day. | \| |
| AHS 1-3 Fail<br>(Amber – Caution) | **A** | Airplane may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 2 is operative, and<br>d) Repairs are made within 1 flight day. | \| |
| AHS 2-3 Fail<br>(Amber – Caution) | **A** | Airplane may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 1 is operative, and<br>d) Repairs are made within 1 flight day. | \| |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| AHS 1 SEC PWR Fail (Cyan – Advisory) | **A** | Airplane may be dispatched provided only one AHS/IRS is on Secondary Power and repairs are made within 1 flight day. | |
| | **A** | Airplane may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 2 is operative, and<br>d) Repairs are made within 3 flight days. | \| |
| AHS 2 SEC PWR Fail (Cyan – Advisory) | **A** | Airplane may be dispatched provided only one AHS/IRS is on Secondary Power and repairs are made within 1 flight day. | |
| | **A** | Airplane may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 1 is operative, and<br>d) Repairs are made within 3 flight days. | \| |
| AHS 3 SEC PWR Fail (Cyan – Advisory) | **A** | Airplane may be dispatched provided only one AHS/IRU is on Secondary Power and repairs are made within 1 flight day. | |
| | **B** | Airplane may be dispatched provided AHS 1 or AHS 2 is operative. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

## CAS MESSAGES

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| AHS 1-2 SEC PWR Fail<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative, and<br>c) Repairs are made within 1 flight day. | \| |
| AHS 1-3 SEC PWR Fail<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 2 is operative, and<br>d) Repairs are made within 1 flight day. | \| |
| AHS 2-3 SEC PWR Fail<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 1 is operative, and<br>d) Repairs are made within 1 flight day. | \| |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| AHS 1 Secondary Power (Cyan – Advisory) | **A** | Airplane may be dispatched provided only one AHS/IRS is on Secondary Power and repairs are made within 1 flight day. | |
| AHS 2 Secondary Power (Cyan – Advisory) | **A** | Airplane may be dispatched provided only one AHS/IRS is on Secondary Power and repairs are made within 1 flight day. | |
| AHS 3 Secondary Power (Cyan – Advisory) | **A** | Airplane may be dispatched provided only one AHS/IRS is on Secondary Power and repairs are made within 1 flight day. | |
| AHS 1-2 Secondary PWR (Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative, and<br>c) Repairs are made within 1 flight day. | \| |
| AHS 1-3 Secondary PWR (Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 2 is operative, and<br>d) Repairs are made within 1 flight day. | \| |
| AHS 2-3 Secondary PWR (Cyan – Advisory) | **A** | (O) Airplane may be dispatched provided:<br>a) Airplane is operated in other than night VMC conditions,<br>b) Standby Attitude and Standby Compass Systems are operative,<br>c) AHS 1 is operative, and<br>d) Repairs are made within 1 flight day. | \| |
| AHS SEC Power Fail (Cyan – Advisory) | **A** | Airplane may be dispatched provided only one AHS/IRS is on Secondary Power and repairs are made within 1 flight day. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY<br>2. DISPATCH CONSIDERATION |
|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| ALTN PRESS Fail Close<br>(Amber – Caution) | **A** | (O) Airplane may be dispatched provided:<br>a) Automatic Cabin Pressurization System is operative,<br>b) Airplane is operated at or below FL 250, and<br>c) Repairs are made within 1 flight day. | |
| | **B** | (O) Airplane may be dispatched provided:<br>a) Airplane is operated unpressurized as follows:<br>1) Select CPCS MAN Mode,<br>2) Slew Outflow Valve full open,<br>3) Both Engine Bleeds ON, and<br>4) PACK switch select OFF.<br>b) Monitor cabin differential to be nominally zero PSID. | |
| ALTN PRESS Fail Open<br>(Amber – Caution) | **A** | (O) May be displayed provided:<br>a) Automatic Cabin Pressurization System is operative,<br>b) Airplane is operated at or below FL 250,<br>c) ALTN PRESS is selected ON, and<br>d) Repairs are made within 1 flight day.<br><br>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position. | |
| | **B** | (O) Airplane may be dispatched provided:<br>a) Airplane is operated unpressurized as follows:<br>1) Select CPCS MAN Mode,<br>2) Slew Outflow Valve full open,<br>3) Both Engine Bleeds ON, and<br>4) PACK switch select OFF.<br>b) Monitor cabin differential to be nominally zero PSID.<br><br>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| APU Bleed Loop Fail (Amber – Caution) | **B** | Airplane may be dispatched provided APU bleed air is not used. | |
| APU Fire Loop Fail (Amber – Caution) | **B** | Airplane may be dispatched provided APU is considered inoperative. | |
| APU GCU Fail (Amber – Caution) | **B** | Airplane may be dispatched provided:<br>a) APU generator is SELECTED OFF,<br>b) Both engine driven generators are operative,<br>c) Contingency planned flight time does not exceed 1 hour from a suitable airport, and<br>d) Flightcrew pulls and collars APU GCU (B19) circuit breaker.<br><br>NOTE: APU may be operated as a bleed air source. If APU GCU fails prior to engine start, external power must be used to provide electrical power for engine start. | |
| APU Maintenance REQD (Cyan – Advisory) | **C** | Airplane may be dispatched. | |
| APU Oil Level Low (Cyan – Advisory) | **B** | (O) Airplane may be dispatched provided APU oil level is verified before the first start of the day. | |
| BAS MAINT REQD, L (Cyan – Advisory) | **B** | Airplane may be dispatched. | |
| BAS MAINT REQD, R (Cyan – Advisory) | **B** | Airplane may be dispatched. | |
| BAS MAINT REQD, L-R (Cyan – Advisory) | **B** | Airplane may be dispatched. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| BATT Feeder Fail, L<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Both generators are operative,<br>b) Left and right batteries and STBY battery are operative,<br>c) Contingency planned flight time does not exceed 1 hour from a suitable airport,<br>d) Airplane is operated at or below FL 400, and<br>e) Repairs are made within 1 flight day.<br><br>NOTE: L BATT Feeder Fail on the ground will prevent starting of the APU unless a ground power car is used. | |
| BATT Feeder Fail, R<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Both generators are operative,<br>b) APU is used for ground operations only,<br>c) Left and right batteries and STBY battery are operative,<br>d) Contingency planned flight time does not exceed 1 hour from a suitable airport,<br>e) Airplane is operated at or below FL 400, and<br>f) Repairs are made within 1 flight day. | |
| BCS Maintenance REQD<br>(Cyan – Advisory) | **B** | Airplane may be dispatched.<br><br>NOTE: Normal braking is available. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY<br>2. DISPATCH CONSIDERATION |
|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| Cabin Call<br>(Cyan – Advisory) | **C** | Airplane may be dispatched provided:<br>a) Passengers are advised the function is inopreative,<br>b) PA System is operative, and<br>c) Flight attendant or designated passenger(s) will alert flightcrew if assistance in the cabin is needed. | |
| | **C** | Airplane may be dispatched provided:<br>a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and<br>b) Alternate communications procedures between the affected flight attendants station(s) are established and used.<br><br>NOTE: Any station function(s) that operates normally may be used. | |
| Check Fuel Quantity<br>(Amber – Caution) | **B** | Airplane may be dispatched provided:<br>a) Both Fuel Flow Indicating Systems are operative,<br>b) Fuel reserves are increased by 10%,<br>c) EICAS Fuel Total Indication is placarded inoperative,<br>d) Total fuel quantity is verified before departure,<br>e) Plan and record flight according to displayed quantity,<br>f) Plan T/O and landing speed according to what remained in previous flight and refueled fuel,<br>g) Wing and feed tank fuel quantities are operative, and<br>h) At least two of the fuselage tank quantities are operational. | |
| Check OMS<br>(Cyan – Advisory) | **D** | Airplane may be dispatched. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| CTR Fuel QTY DGRAD<br>(Cyan – Advisory) | **B** | Airplane may be dispatched provided:<br>a) Forward and Aft fuel quantity indicators are operative,<br>b) Both Fuel Flow Indicating Systems are operative,<br>c) Fuel reserves are increased by 10%,<br>d) EICAS Fuel Total Indication is placarded inoperative,<br>e) Total fuel quantity is verified before departure,<br>f) Plan and record flight fuel usage during flight according to the Fuel Synoptic Page or Summary Page,<br>g) Plan T/O speed according to what remained in previous flight and refueled fuel, and<br>h) Plan landing speed as if the center tank is full. | |
| ENG A/I Fail On, L<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Right engine anti-ice is selected ON for takeoff,<br>b) Takeoff performance is calculated with engine anti-ice selected ON,<br>c) Airplane is operated in accordance with AFM Limitations, and<br>d) Repairs are made within 2 flight days. | |
| ENG A/I Fail On, R<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Left engine anti-ice is selected ON for takeoff,<br>b) Takeoff performance is calculated with engine anti-ice selected ON,<br>c) Airplane is operated in accordance with AFM Limitations, and<br>d) Repairs are made within 2 flight days. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| ENG A/I Fail On, L-R<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Left and right engine anti-ice is selected ON for takeoff,<br>b) Takeoff performance is calculated with engine anti-ice selected ON,<br>c) Airplane is operated in accordance with AFM Limitations, and<br>d) Repairs are made within 2 flight days. | |
| Engine IGN Fault, L<br>(Cyan – Advisory) | **A** | (O) Airplane may be dispatched provided:<br>a) Confirm left igniter is operative, and<br>b) Repairs are made within 3 flight days. | |
| Engine IGN Fault, R<br>(Cyan – Advisory) | **A** | (O) Airplane may be dispatched provided:<br>a) Confirm right igniter is operative, and<br>b) Repairs are made within 3 flight days. | |
| Engine IGN Fault, L-R<br>(Cyan – Advisory) | **A** | (O) Airplane may be dispatched provided:<br>a) Confirm left and right igniter are operative, and<br>b) Repairs are made within 3 flight days. | |
| Engine MAINT LTD, L<br>(Cyan – Advisory) | **A** | (O) Airplane may be dispatched provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5).<br><br>NOTE: The repair time for Long-Term Dispatch messages (cyan L-R Engine MAINT LTD) is 500 hours. | |
| Engine MAINT LTD, R<br>(Cyan – Advisory) | **A** | (O) Airplane may be dispatched provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5).<br><br>NOTE: The repair time for Long-Term Dispatch messages (cyan L-R Engine MAINT LTD) is 500 hours. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| Engine MAINT LTD, L-R<br>(Cyan – Advisory) | **A** | (O) Airplane may be dispatched provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5).<br><br>NOTE: The repair time for Long-Term Dispatch messages (cyan L-R Engine MAINT LTD) is 500 hours. | |
| ENG Fault, L<br>(Cyan – Advisory) | **A** | (O) Airplane may be dispatched provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5).<br><br>NOTE: The repair time for Short-Term Dispatch messages (cyan L-R Engine Minor Fault) is 125 hours. | |
| ENG Fault, R<br>(Cyan – Advisory) | **A** | (O) Airplane may be dispatched provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5).<br><br>NOTE: The repair time for Short-Term Dispatch messages (cyan L-R Engine Minor Fault) is 125 hours. | |
| ENG Fault, L-R<br>(Cyan – Advisory) | **A** | (O) Airplane may be dispatched provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5).<br><br>NOTE: The repair time for Short-Term Dispatch messages (cyan L-R Engine Minor Fault) is 125 hours. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| Flap Maintenance REQD<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided flightcrew ensures that Primary and Alternate Flap control is operative before each flight. | |
| FMS 1 Fail<br>(Cyan – Advisory) | **B** | Airplane may be dispatched provided FMS 2 and FMS 3 are operative. | |
| | **B** | Airplane may be dispatched provided:<br>a) Enroute operations or approach minimums do not require its use,<br>b) Affected system is not required for AHS or IRS alignment,<br>c) Long Range Navigation is not dependent on its use,<br>d) Procedures do not require its use, and<br>e) Both Radio Tuning Controls on the DUs are operative.<br><br>NOTE 1: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, require a single FMS.<br><br>NOTE 2: Performing WASS LPV approach is not authorized when only one FMS is operating or selected as NAV source. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY<br>2. DISPATCH CONSIDERATION |
|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| FMS 2 Fail<br>(Cyan – Advisory) | **B** | Airplane may be dispatched provided FMS 1 and FMS 3 are operative. | |
| | **B** | Airplane may be dispatched provided:<br>a) Enroute operations or approach minimums do not require its use,<br>b) Affected system is not required for AHS or IRS alignment,<br>c) Long Range Navigation is not dependent on its use,<br>d) Procedures do not require its use, and<br>e) Both Radio Tuning Controls on the DUs are operative.<br><br>NOTE 1: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, require a single FMS.<br><br>NOTE 2: Performing WASS LPV approach is not authorized when only one FMS is operating or selected as NAV source. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| FMS 3 Fail<br>(Cyan – Advisory) | **B** | Airplane may be dispatched provided FMS 1 and FMS 2 are operative. | |
| | **B** | Airplane may be dispatched provided:<br>a) Enroute operations or approach minimums do not require its use,<br>b) Affected system is not required for AHS or IRS alignment,<br>c) Long Range Navigation is not dependent on its use,<br>d) Procedures do not require its use, and<br>e) Both Radio Tuning Controls on the DUs are operative.<br><br>NOTE 1: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, require a single FMS.<br><br>NOTE 2: Performing WASS LPV approach is not authorized when only one FMS is operating or selected as NAV source. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| FMS 1-2 Fail<br>(Cyan – Advisory) | **B** | Airplane may be dispatched provided FMS 3 is operative.<br><br>NOTE 1: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, require a single FMS.<br><br>NOTE 2: Performing WASS LPV approach is not authorized when only one FMS is operating or selected as NAV source. | |
| | **B** | Airplane may be dispatched provided:<br>a) Enroute operations or approach minimums do not require its use,<br>b) Affected system is not required for AHS or IRS alignment,<br>c) Long Range Navigation is not dependent on its use,<br>d) Procedures do not require its use, and<br>e) Both Radio Tuning Controls on the DUs are operative. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| FMS 1-3 Fail<br>(Cyan – Advisory) | **B** | Airplane may be dispatched with message displayed provided FMS 2 is operative.<br><br>NOTE 1: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, only require a single FMS.<br><br>NOTE 2: Performing WASS LPV approach is not authorized when only one FMS is operating or selected as NAV source | |
| | **B** | Airplane may be dispatched provided:<br>a) Enroute operations or approach minimums do not require its use,<br>b) Affected system is not required for AHS or IRS alignment,<br>c) Long Range Navigation is not dependent on its use,<br>d) Procedures do not require its use, and<br>e) Both Radio Tuning Controls on the DUs are operative. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| FMS 2-3 Fail<br>(Cyan – Advisory) | **B** | Airplane may be dispatched provided FMS 1 is operative.<br><br>NOTE 1: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, only require a single FMS.<br><br>NOTE 2: Performing WASS LPV approach is not authorized when only one FMS is operating or selected as NAV source | |
| | **B** | Airplane may be dispatched provided:<br>a) Enroute operations or approach minimums do not require its use,<br>b) Affected system is not required for AHS or IRS alignment,<br>c) Long Range Navigation is not dependent on its use,<br>d) Procedures do not require its use, and<br>e) Both Radio Tuning Controls on the DUs are operative. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| FMS 1-2-3 Fail<br>(Cyan – Advisory) | **B** | Airplane may be dispatched provided:<br>a) Enroute operations or approach minimums do not require its use,<br>b) Affected system is not required for AHS or IRS alignment,<br>c) Long Range Navigation is not dependent on its use,<br>d) Procedures do not require its use, and<br>e) Both Radio Tuning Controls on the DUs are operative. | |
| FQMS Maintenance REQD<br>(Cyan – Advisory) | **B** | Airplane may be dispatched. | |
| Fuel QTY COMP Fail<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) All fuel tank quantity indications are operative,<br>b) All other fuel components are operative,<br>c) Total fuel quantity is verified before departure,<br>d) Fuel reserves are increased by 10%, and<br>e) Repairs are made within 2 flight days. | |
| FWD EQUIP Fan Fail, R<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) CKPT TEMP CONTROL is selected to MAN,<br>b) CKPT TEMP is selected FULL COLD, and<br>c) Repairs are made within 2 flight days. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| FWD Fuel QTY DGRAD<br>(Cyan – Advisory) | **B** | Airplane may be dispatched provided:<br>a) Aft and Center fuel quantity indicators are operative,<br>b) Both Fuel Flow Indicating Systems are operative,<br>c) Fuel reserves are increased by 10%,<br>d) EICAS Fuel Total Indication is placarded inoperative,<br>e) Total fuel quantity is verified before departure on Fuel Synoptic Page or Summary Page,<br>f) Plan and record flight fuel usage during flight,<br>g) Plan T/O speed according to what remained in previous flight and refueled fuel, and<br>h) Plan landing speed as if FWD tank is full. | |
| GCU Fail, L<br>(Amber – Caution) | **A** | (O) Airplane may be dispatched provided:<br>a) APU is kept operating with its generator selected ON throughout the flight,<br>b) Contingency planned flight time does not exceed 1 hour from a suitable airport,<br>c) Left and right batteries and STBY battery are operative,<br>d) Inoperative generator switch is selected OFF,<br>e) Flightcrew pulls and collars L GEN GCU (A3) circuit breaker,<br>f) Airplane is operated at or below FL 400, and<br>g) Repairs are made within 1 flight day.<br><br>NOTE: Observe APU altitude and electrical load limitations. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| GCU Fail, R<br>(Amber – Caution) | **A** | (O) Airplane may be dispatched provided:<br>a) APU is kept operating with its generator selected ON throughout the flight,<br>b) Contingency planned flight time does not exceed 1 hour from a suitable airport,<br>c) Left and right batteries and STBY battery are operative,<br>d) Inoperative generator switch is selected OFF,<br>e) Flightcrew pulls and collars R GEN GCU (A13) circuit breaker,<br>f) Airplane is operated at or below FL 400, and<br>g) Repairs are made within 1 flight day.<br><br>NOTE: Observe APU altitude and electrical load limitations. | |
| GFCI Fault<br>(Cyan – Advisory) | **C** | Airplane may be dispatched provided:<br>a) 60 Hz switch is selected OFF, and<br>b) 60 Hz Inv circuit breaker (B1) is pulled and collared. | |
| Ice Detector Fail, L<br>(Amber – Caution) | **B** | (O) Airplane may be dispatched provided airplane is operated in accordance with AFM procedures for flight into icing conditions.<br><br>NOTE: Wing Anti-Icing and Engine Anti-Ice should be activated according to visual cues (visible moisture and TAT). | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| Ice Detector Fail, R<br>(Amber – Caution) | **B** | (O) Airplane may be dispatched provided airplane is operated in accordance with AFM procedures for flight into icing conditions.<br><br>NOTE: Wing Anti-Icing and Engine Anti-Ice should be activated according to visual cues (visible moisture and TAT). | |
| Ice Detector Fail, L-R<br>(Amber – Caution) | **B** | (O) Airplane may be dispatched provided:<br>a) Airplane is operated in accordance with AFM Limitations for flight into icing conditions, and<br>b) Wing and Engine Anti-Ice switches are not selected to AUTO.<br><br>NOTE: Wing Anti-Icing and Engine Anti-Ice should be activated according to visual cues (visible moisture and TAT). | |
| IMS Fail<br>(Cyan – Advisory) | **D** | Airplane may be dispatched. | |
| INBD Brake ACCUM Low<br>(Amber – Caution) | **A** | (O) Airplane may be dispatched provided:<br>a) Accumulator pressure is within normal hydraulic system limits with either the EMPs or engines operating and verified on the EICAS Summary Page, Ground Maintenance Page, or Hydraulics Page synoptic,<br>b) OUTBD Brake ACCUM Low message is not displayed, and<br>c) Repairs are made within 1 flight day. | |
| Internal Baggage Door<br>(Cyan – Advisory) | **C** | Airplane may be dispatched provided passengers will be briefed and advised inflight by the crew when baggage compartment may be entered. | |
| Mach Trim Fail<br>(Amber – Caution) | **B** | Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| NAV 1 Fail (Cyan – Advisory) | **B** | Airplane may be dispatched provided only navigation systems in excess of those required by 14 CFR are inoperative. | |
| NAV 2 Fail (Cyan – Advisory) | **B** | Airplane may be dispatched provided only navigation systems in excess of those required by 14 CFR are inoperative. | |
| NAV 3 Fail (Cyan – Advisory) | **B** | Airplane may be dispatched provided only navigation systems in excess of those required by 14 CFR are inoperative. | |
| NAV 1-2 Fail (Cyan – Advisory) | **B** | Airplane may be dispatched provided only navigation systems in excess of those required by 14 CFR are inoperative. | |
| NAV 1-3 Fail (Cyan – Advisory) | **B** | Airplane may be dispatched provided only navigation systems in excess of those required by 14 CFR are inoperative. | |
| NAV 2-3 Fail (Cyan – Advisory) | **B** | Airplane may be dispatched provided only navigation systems in excess of those required by 14 CFR are inoperative. | |
| NAV 1-2-3 Fail (Cyan – Advisory) | **B** | Airplane may be dispatched provided only navigation systems in excess of those required by 14 CFR are inoperative. | |
| No DU X/FMS Y GFP (Cyan – Advisory) | **B** | Airplane may be dispatched provided interface with the indicated FMS is available through any CDU. | |
| Nose Fan Fail, L (Cyan – Advisory) | **B** | (O) Airplane may be dispatched provided AFM time limits are observed on the ground for compartment temperatures above normal. | |
| Nose Fan Fail, R (Cyan – Advisory) | **B** | (O) Airplane may be dispatched provided AFM time limits are observed on the ground for compartment temperatures above normal. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| Nose Temperature High<br>(Cyan – Advisory) | **B** | (O) Airplane may be dispatched provided:<br>a) Nose blowers are checked, and<br>b) Airplane is climbed to 20,000 feet within 30 minutes of message appearance. | |
| Obstacle Fail<br>(Cyan – Advisory) | **B** | Airplane may be dispatched. | |
| OUTBD Brake ACCUM Low<br>(Amber – Caution) | **A** | (O) Airplane may be dispatched provided:<br>a) Accumulator pressure is within normal hydraulic system limits with either the EMPs or engines operating and verified on the EICAS Summary Page, Ground Maintenance Page, or Hydraulics Page synoptic,<br>b) INBD Brake ACCUM Low message is not displayed, and<br>c) Repairs are made within 1 flight day. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| Pack Bleed Leak<br>(Amber – Caution) | **A** | (O) Airplane may be dispatched provided:<br>a) Automatic Cabin Pressurization System is operative,<br>b) Airplane is operated at or below FL 250,<br>c) ALTN PRESS is selected ON<br>d) PACK switch selected OFF,<br>e) “Pack Bleed Leak” CAS message is not displayed, and<br>f) Repairs are made within one flight.<br><br>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position. | |
| | **A** | (O) Airplane may be dispatched provided:<br>a) Airplane is operated unpressurized as follows:<br>1) Select CPCS MAN Mode,<br>2) Slew Outflow Valve full open,<br>3) Both Engine Bleeds ON,<br>4) PACK switch OFF,<br>5) “Pack Bleed Leak” CAS message is not displayed, and<br>6) If heat is desired, select ALTN PRESS.<br>b) Monitor cabin differential to be nominally zero PSID, and<br>c) Repairs are made within 1 flight day.<br><br>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| Pack Bleed Loop Fail<br>(Amber – Caution) | **A** | (O) Airplane may be dispatched provided:<br>a) Automatic Cabin Pressurization System is operative,<br>b) Airplane is operated at or below FL 250,<br>c) ALTN PRESS is selected ON<br>d) PACK switch selected OFF,<br>e) “Pack Bleed Loop Fail” CAS message is not displayed, and<br>f) Repairs are made within one flight.<br><br>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position. | |
| | **A** | (O) Airplane may be dispatched provided:<br>a) Airplane is operated unpressurized as follows:<br>1) Select CPCS MAN Mode,<br>2) Slew Outflow Valve full open,<br>3) Both Engine Bleeds ON,<br>4) PACK switch OFF,<br>5) “Pack Bleed Loop Fail” CAS message is not displayed, and<br>6) If heat is desired, select ALTN PRESS.<br>b) Monitor cabin differential to be nominally zero PSID, and<br>c) Repairs are made within 1 flight day.<br><br>NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position. | |
| POL Boundaries Fail<br>(Cyan – Advisory) | **C** | Airplane may be dispatched. | |
| Printer Fault<br>(Cyan – Advisory) | **D** | Airplane may be dispatched. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY<br>2. DISPATCH CONSIDERATION |
|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| RAD ALT 1 Fail<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Approach minimums are not dependent on its use, and<br>b) Repairs are made within 2 flight days.<br><br>NOTE: Inoperative Radio Altimeter will affect the Terrain Awareness and Warning System (TAWS), Traffic Collision and Avoidance System (TCAS), and Autothrottle RETARD function during landing with failure of remaining operative Radio Altimeter. | |
| RAD ALT 2 Fail<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Approach minimums are not dependent on its use, and<br>b) Repairs are made within 2 flight days.<br><br>NOTE: Inoperative Radio Altimeter will affect the Terrain Awareness and Warning System (TAWS), Traffic Collision and Avoidance System (TCAS), and Autothrottle RETARD function during landing with failure of remaining operative Radio Altimeter. | |
| RAD ALT 1-2 Fail<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Approach minimums are not dependent on its use, and<br>b) Repairs are made within 2 flight days.<br><br>NOTE: Inoperative Radio Altimeter will affect the Terrain Awareness and Warning System (TAWS), Traffic Collision and Avoidance System (TCAS), and Autothrottle RETARD function during landing. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY<br>2. DISPATCH CONSIDERATION |
|---|---|---|

## CAS MESSAGES

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| RAD ALT Fail<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Approach minimums are not dependent on its use, and<br>b) Repairs are made within 2 flight days.<br><br>NOTE: Inoperative Radio Altimeter will affect the Terrain Awareness and Warning System (TAWS), Traffic Collision and Avoidance System (TCAS), and Autothrottle RETARD function during landing with failure of remaining operative Radio Altimeter. | |
| RSE SSEC Disabled<br>(Amber – Caution) | **A** | Airplane may be dispatched provided:<br>a) Flightcrew reviews Section 5 of the AFM, Pitot-Static Position Error Calibration, for familiarity of the amount of standby altimeter error expected in flight, and<br>b) Repairs are made within 1 flight day. | |
| Rudder TCM Fail<br>(Cyan – Advisory) | **B** | (O) Airplane may be dispatched provided Rudder TCM switch is selected to OVRD. | |
| Rudder Trim SW Fail<br>(Cyan – Advisory) | **B** | (O) Airplane may be dispatched. | |
| SATCOM Fail<br>(Cyan – Advisory) | **C** | Airplane may be dispatched provided alternate procedures are established and used by performing VHF Datalink, VHF, and HF radio checks prior to departure as required. | |
| | **D** | Airplane may be dispatched provided procedures do not require its use. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| Service Door<br>(Cyan – Advisory) | **B** | Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that associated system door(s) is CLOSED, LATCHED, and LOCKED (if lockable).<br><br>NOTE: The following doors, if not secured, will cause the Service Door EICAS message to display:<br>1) L/R Avionics Bay,<br>2) Refuel Access/Control,<br>3) Hydraulic Service,<br>4) R BATT/Water Service,<br>5) Lavatory Service,<br>6) ATS Access,<br>7) Tail Compartment,<br>8) L BATT/EXT Power, and<br>9) APU Service Door. | |
| SUA Fail<br>(Cyan – Advisory) | **C** | Airplane may be dispatched. | |
| SVS Obstacle Fail<br>(Cyan – Advisory) | **D** | Airplane may be dispatched. | |
| TAWS Fail<br>(Cyan – Advisory) | **A** | Airplane may be dispatched provided:<br>a) Pilot Monitoring (PM) monitors flight progress with reference to radio altimeter data and situational awareness,<br>b) PM advises Pilot Flying (PF) of adverse situations,<br>c) Airplane is operated in accordance with AFM Limitations, and<br>d) Repairs are made within 2 flight days. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| TERM Charts Fail<br>(Cyan – Advisory) | **C** | (O) Airplane may be dispatched provided current aeronautical charts are carried onboard and are available to the crew.<br><br>NOTE: Any function, program, or document which operates normally may be used. | |
| TERM Charts 1 Fail<br>(Cyan – Advisory) | **C** | (O) Airplane may be dispatched provided current aeronautical charts are carried onboard and are available to the crew.<br><br>NOTE: Any function, program, or document which operates normally may be used. | |
| TERM Charts 2 Fail<br>(Cyan – Advisory) | **C** | (O) Airplane may be dispatched provided current aeronautical charts are carried onboard and are available to the crew.<br><br>NOTE: Any function, program, or document which operates normally may be used. | |
| TERM Charts 1-2 Fail<br>(Cyan – Advisory) | **C** | (O) Airplane may be dispatched provided current aeronautical charts are carried onboard and are available to the crew.<br><br>NOTE: Any function, program, or document which operates normally may be used. | |
| Terrain Fail<br>(Cyan – Advisory) | **B** | (O) Airplane may be dispatched provided alternate procedures are established and used by reviewing Terminal and Enroute Aeronautical Charts. | |
| TFR Fail<br>(Cyan – Advisory) | **C** | Airplane may be dispatched provided alternate procedures are established and used by reviewing NOTAMS and checking with ATC. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| WAI Loop Fail, L<br>(Amber – Caution) | **B** | Airplane may be dispatched provided:<br>a) Wing Anti-Ice is not used, and<br>b) Airplane is not operated in known or forecast icing conditions. | |
| WAI Loop Fail, R<br>(Amber – Caution) | **B** | Airplane may be dispatched provided:<br>a) Wing Anti-Ice is not used, and<br>b) Airplane is not operated in known or forecast icing conditions. | |
| WAI Loop Fail, L-R<br>(Amber – Caution) | **B** | Airplane may be dispatched provided:<br>a) Wing Anti-Ice is not used, and<br>b) Airplane is not operated in known or forecast icing conditions. | |
| WAI System Fail, L<br>(Amber – Caution) | **B** | Airplane may be dispatched provided airplane is not operated in known or forecast icing conditions. | |
| WAI System Fail, R<br>(Amber – Caution) | **B** | Airplane may be dispatched provided airplane is not operated in known or forecast icing conditions. | |
| WAI System Fail, L-R<br>(Amber – Caution) | **B** | Airplane may be dispatched provided airplane is not operated in known or forecast icing conditions. | |
| Wing TEMP Low, L<br>(Amber – Caution) | **A** | Airplane may be dispatched provided:<br>a) Wing Anti-Ice is not used,<br>b) Airplane is not operated in known or forecast icing conditions, and<br>c) Repairs are made within 2 flight days. | |
| Wing TEMP Low, R<br>(Amber – Caution) | **A** | Airplane may be dispatched provided:<br>a) Wing Anti-Ice is not used,<br>b) Airplane is not operated in known or forecast icing conditions, and<br>c) Repairs are made within 2 flight days. | |

**MMEL TABLE KEY**

| SEQUENCE NO. | CAS MESSAGE | 1. REPAIR CATEGORY | 2. DISPATCH CONSIDERATION |
|---|---|---|---|

**CAS MESSAGES**

| CAS Message Sequence | 1 | 2 | Change Bar |
|---|---|---|---|
| Wing TEMP Low, L-R<br>(Amber – Caution) | **A** | Airplane may be dispatched provided:<br>a) Wing Anti-Ice is not used,<br>b) Airplane is not operated in known or forecast icing conditions, and<br>c) Repairs are made within 2 flight days. | |
| Yaw Damper 1 Fail<br>(Amber – Caution) | **A** | Airplane may be dispatched provided repairs are made within 2 flight days. | |
| Yaw Damper 2 Fail<br>(Amber – Caution) | **A** | Airplane may be dispatched provided repairs are made within 2 flight days. | |
| Yaw Damper 1-2 Fail<br>(Amber – Caution) | **A** | Airplane may be dispatched provided:<br>a) Airplane is operated in accordance with AFM Limitations, and<br>b) Repairs are made within 2 flight days.<br><br>NOTE: One Autopilot is required for MNPS, RVSM, RNP, and PRNAV operations. | |