



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

Master Minimum Equipment List (MMEL)

Revision: 1
Date: 01/07/2020

Gulfstream Aerospace GVI (G650), GVI (G650ER)

**** FOR 14 CFR PART 125 OPERATIONS ONLY ****

Thomas L. Witts, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Flight Standards Division
Transport Aircraft Long Beach Aircraft Evaluation Group
3960 Paramount Blvd., Suite 100
Lakewood, CA 90712-4137

Telephone: (562) 627-5317
Fax: (562) 627-5210
Email: 9-AVS-AFS-100@faa.gov

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

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LOG OF REVISIONS

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| HIGHLIGHTS OF CHANGE | | | |

This is Revision 1 to the Gulfstream GVI (G650), GVI (G650ER) Master Minimum Equipment List (MMEL) for Title 14 of the Code of Federal Regulations (14 CFR) part 125 operations only.

| PAGE NO. | EXPLANATION OF CHANGE |
|----------|---|
| General | Minor editorial corrections are made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion. |
| 27-2 | Item 6: Inboard Spoiler Pair, system has been deleted from revision. |

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| DEFINITIONS | | |

Refer to the current FAA MMEL Policy Letter (PL) 25, MMEL and MEL Definitions, for the most current list of definitions.

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| PREAMBLE | | |

Insert the Preamble from the current FAA PL-34, MMEL and MEL Preamble, for part 125 certificate holders.

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| GUIDELINES FOR (M) AND (O) PROCEDURES | | | |

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures Manual for the Minimum Equipment List Gulfstream Aerospace, published by the aircraft manufacturer.

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MMEL TABLE KEY

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| 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. | Cabin Altitude Indicator (Overhead Panel) | C | 1 | 0 | May be inoperative provided cabin altitude is available on EICAS Synoptic display. | |
| | | C | 1 | 0 | May be inoperative provided: a) Cabin Pressure Selector Panel is operative, and b) Pressurization is operated in AUTO mode. | |
| | | C | 1 | 0 | May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, and b) A chart is provided to crew to convert Cabin Differential Pressure to Cabin Altitude. | |
| | | C | 1 | 0 | NOTE: See AOM Section 10-01-00, Figure 10. (O) May be inoperative provided airplane is operated in unpressurized configuration. | |

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MMEL TABLE KEY

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| SYSTEM & SEQUENCE NO. | ITEM | 1. REPAIR CATEGORY | |
| | | 2. NUMBER INSTALLED | |
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21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------------|---|---|---|---|------------|
| 2. | Cabin Differential Pressure Indicator | D | 1 | 0 | May be inoperative provided cabin differential pressure is available on EICAS Synoptic display. | |
| | | C | 1 | 0 | May be inoperative provided: a) Cabin Pressure Selection Panel is operative, and b) Pressurization is operated in AUTO mode. | |
| | | D | 1 | 0 | May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) A chart is provided to crew to convert Cabin Altitude to Cabin Differential Pressure. | |
| | | C | 1 | 0 | NOTE: See AOM Section 10-01-00, Figure 10. (O) May be inoperative provided airplane is operated in unpressurized configuration. | |
| 3. | Cabin Rate of Climb Indicator | D | 1 | 0 | | |

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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 |
|--------------|---|---|---|---|--|------------|
| 4. | Automatic Pressurization Control Systems | B | 2 | 0 | (O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Manual Pressurization Control System is operative, b) Cabin Altitude and Differential Pressure Indicators are operative, c) Cabin Rate of Climb Indicator is operative, d) Autopilot is operative, and e) Airplane is operated in accordance with AFM Limitations. | |
| | | B | 2 | 0 | (O) Except for ER operations, may be inoperative provided airplane is operated in unpressurized configuration. | |
| 5. | Manual Pressurization Control System | C | 1 | 0 | May be inoperative provided both Automatic Pressurization Control Systems are operative. | |
| 6. | Semi-Auto Pressurization Control System | C | 1 | 0 | | |
| 7. | Cabin Altitude Pressure Warning System | C | 1 | 0 | May be inoperative provided: <ul style="list-style-type: none"> a) Cabin Altitude and Differential Pressure Indicators are operative, b) Cabin Oxygen On Warning System is operative, and c) Airplane is operated in accordance with AFM Limitations. | |
| | | C | 1 | 0 | (O) May be inoperative provided airplane is operated in unpressurized configuration. | |
| 8. | Pressurization Thrust Recovery Outflow Valve Position Indicator | C | 1 | 0 | May be inoperative provided all other components of the Cabin Pressure Control Panel and Cabin Pressure Indicator are operative. | |

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21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|-----------|-------------------|----------|---|------------|
| 9. | Cockpit Zone Temperature Control System and Cabin Zone Temperature Control Systems | C | 3 | 2 | | |
| | | C | 3 | 1 | (O) May be inoperative provided: a) Ram Air is operative, and b) Airplane is operated in unpressurized configuration. | |
| | | 1) | Automatic Systems | C | 3 | 0 |
| 2) | Manual Systems | C | 3 | 0 | May be inoperative provided: a) Associated automatic control system is operative, and b) Associated temperature indicator is operative. | |
| 10. | Cockpit/Cabin Zone Temperature Indicators (Overhead Panel) | D | 3 | 0 | May be inoperative provided associated Automatic Temperature Control System is operative. | |
| | | D | 3 | 0 | May be inoperative provided associated zone temperature is available on EICAS Synoptic display. | |
| | | D | 3 | 0 | May be inoperative provided associated Manual Temperature Control System is operative. | |
| 11. | Duct Temperature Indicators (Overhead Panel) | D | 3 | 0 | May be inoperative provided associated duct temperature is available on EICAS Synoptic display. | |

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21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|----------|----------|----------|--|------------|
| 12. | Environmental Control System (ECS) Packs | | | | | |
| 1) | Pressurized Configuration | C | 2 | 1 | Except for ER operations, may be inoperative provided: a) Inoperative ECS Pack is selected OFF, b) Bleed Air Isolation Valve is CLOSED and OPERATIVE, and c) Airplane is operated in accordance with AFM Limitations. | |
| 2) | Unpressurized Configuration | C | 2 | 0 | Except for ER operations, may be inoperative provided: a) Thrust Recovery Outflow Valve is operative, b) Rear baggage compartment is not used (empty), and c) Internal baggage door remains OPEN. | |
| 13. | Air Conditioning System Pack Inlet Valves | C | 2 | 1 | (M) Except for ER operations, may be inoperative provided: a) Affected Valve is CLOSED and deactivated electrically, b) Associated Air Conditioning Pack is selected OFF, and c) Airplane is operated in accordance with AFM Limitations. | |

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21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 14. | Thrust Recovery Outflow Valve System (TROV) | C | 1 | 0 | (M)(O) May be inoperative provided: a) Outflow valve is positioned to full OPEN position and electrically isolated, b) Airplane is operated in unpressurized configuration, and c) Extended overwater operations are not conducted. | |
| 1) | AC Motors | C | 2 | 1 | May be inoperative provided: a) DC motor is operative, and b) Airplane is operated in accordance with AFM Limitations. | |
| 15. | Pressure Relief Valve | C | 1 | 0 | (O) May be inoperative provided: a) Cabin differential pressure and cabin altitude displays are operative, b) Selected cabin altitude is 1,000 ft higher than normal cabin altitude for the cruise flight level, and c) Flightcrew monitors actual cabin differential pressure and maintains it at or below 9.5 psi. | |
| | | C | 1 | 0 | (O) May be inoperative provided airplane is operated in unpressurized configuration. | |

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21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|----------|----------|----------|--|------------|
| 16. | Cabin Pressure Indicator and Control Panel | | | | | |
| 1) | Manual Light | C | 1 | 0 | | |
| 2) | Flight/Landing Switch (Light Function Only) | C | 1 | 0 | | |
| 3) | Fault/Manual Switch (Light Function Only) | C | 1 | 0 | | |
| 4) | Auto/Semi Switch (Light Function Only) | C | 1 | 0 | | |
| 17. | Semi Mode CPCS (SMC) | B | 1 | 0 | May be inoperative provided: a) Auto system (Cabin Pressure Control Panel) is operative, and b) Semi mode is considered inoperative. | |
| 18. | Remote Filter (Pressure Relief Valve (PRV)) | B | 1 | 0 | | |
| 19. | Cabin Pressure Acquisition Module (CPAM) | C | 1 | 0 | May be inoperative provided both auto systems are operative. | |

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------|----------|----------|----------|--|------------|
| 20. | Ram Air System | | | | | |
| 1) | Pressurized Configuration | C | 1 | 0 | May be inoperative provided: a) Automatic Pressurization Control System is operative, b) Manual Pressurization Control System is operative, c) Bleed Air Pressure Regulating and Shutoff Systems are operative, and d) Airplane is operated in accordance with AFM Limitations and Procedures. | |
| 2) | Unpressurized Configuration | C | 1 | 0 | (O) May be inoperative provided: a) Airplane is operated in unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations and Procedures. | |
| 21. | PSU Fan | C | 1 | 0 | (O) May be inoperative provided: a) Ambient temperature is 95 °F (35 °C) or cooler, b) TRU electrical loads are 50% or less, c) Right main TRU is operative, and d) Both Environmental Control System (ECS) Packs are operative. | |

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22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 1. | Autothrottle Systems | C | 2 | 0 | | |
| 2. | Performance Management Systems (SmartPerf/TOLD) | C | 2 | 0 | May be inoperative provided Performance Handbook is immediately available to the flightcrew. | |
| 3. | Control Wheel Autopilot Disconnect Buttons | C | 2 | 1 | May be inoperative provided: a) Autopilot is not utilized below 1,500 ft AGL, b) Approach minimums do not require the use of the autopilot, and c) Airplane is piloted from the side with operative button. | |
| 4. | Autothrottle Disconnect Buttons (On Thrust Lever Handles) | C | 2 | 1 | | |
| | | C | 2 | 0 | May be inoperative provided Autothrottle is not used. | |
| 5. | Autothrottle Engage/Disengage Switches (On Thrust Lever Stem) | C | 2 | 1 | | |
| | | C | 2 | 0 | May be inoperative provided Autothrottle is not used. | |
| 6. | Touch Control Steering Switches (TCS) | D | 2 | 0 | | |

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
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| 7. | Flight Guidance Computers (FGC)/Autopilots (Flight Directors) | C | 2 | 1 | (M)(O) Except for ER operations may be inoperative provided: a) Enroute operations or approach minimums do not require its use, and b) Airplane is operated in accordance with AFM Limitations. NOTE: FGC/AP is required for MNPS, RVSM, RNP, and PRNAV operations. | |
| 8. | Takeoff/Go-Around (TO/GA) Buttons (On Power Lever Handles) | C | 2 | 1 | May be inoperative provided approach minimums do not require its use. | |
| | | C | 2 | 0 | (O) May be inoperative provided: a) Both power levers are operated manually for takeoff and go-around, and b) Autopilot and Flight Director are not used below 500 ft or MDA, whichever is higher. NOTE: Flight Director Takeoff and Go-Around guidance and Autothrottle are not available with both TO/GA switches inoperative. Missed approach, if needed, must be selected via the MCDU. | |

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23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|-------------------------|-----------------------------------|----------|---|----------|--|------------|
| 1. | Communications Systems (VHF, UHF) | D | - | - | Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. NOTE: Comm 1 is powered by the Emergency Bus. | |
| 1) | VHF Communication Control Panels | | | | | |
| a) *** | Frequency Transfer Light | C | - | 0 | | |
| b) *** | Frequency Transfer Switch | C | - | 0 | | |
| c) *** | Frequency Selector Knob | C | - | 2 | | |
| d) *** | Frequency Indication | C | - | 2 | | |

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23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 2. | Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed | A | 1 | 0 | May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within 3 flight-days. | |
| 1) *** | Independent Power Source | C | 1 | 0 | | |
| | Cockpit Voice Recorder (CVR) (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 | | |
| 3. | Selective Call Systems (SELCAL) | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. | |
| 1) | Channels | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. | |

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23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------|-------------------------------------|----------|---|----------|--|------------|
| 4. | Emergency Locator Transmitter (ELT) | | | | | |
| 1) *** | Survival Type ELTs | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| 2) | Fixed ELTs | A | - | 0 | (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days. | |
| | | A | - | 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. | |

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23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|------------------|--|----------|----------|----------|---|------------|
| 5. *** | Crewmember Interphone System | C | 2 | 1 | | |
| 1) | Passenger Configuration | | | | | |
| a) | Flight Deck to Cabin, Cabin to Flight Deck Functions | B | - | - | May be inoperative provided alternate communications procedures are established and used. | |
| | | D | - | - | May be inoperative provided procedures do not require its use. | |
| 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. | |
| 6. *** | Interphone Systems | D | - | 0 | | |
| 7. | Cockpit Speakers | C | 2 | 0 | May be inoperative provided: a) Affected speaker is not required for aural warnings, and b) An operative headset is provided for each person on cockpit duty. | |

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23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|-------------------|---|----------|----------|----------|---|------------|
| 8. *** | Passenger Address (PA) Systems | | | | | |
| 1) | Passenger Configuration | B | 1 | 0 | (O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used. | |
| a) | Lavatory Speakers | C | - | - | (O) May be inoperative provided alternate procedures are established and used. | |
| 2) | Cargo Only Configuration (Courier/Supernumerary Address System) | C | 1 | 0 | (O) May be inoperative provided alternate, normal, and emergency procedures are established and used. | |
| | | D | 1 | 0 | May be inoperative provided procedures do not require its use. | |
| a) | Lavatory Speaker | 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. | |
| 9. *** | Satellite Communication Systems | D | - | 0 | May be inoperative provided procedures do not require their use. | |
| 10. *** | Prerecorded Passenger Announcement Systems | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. | |

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23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 11. | Flight Deck Hand Microphones (Holder of an Air Carrier or Commercial Operator Certificate) | C | - | 0 | May be inoperative provided associated boom microphone operates normally. | |
| | | D | - | 0 | Any in excess of those required by regulation may be inoperative. | |
| | Flight Deck Hand Microphones (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate) | D | - | 0 | Any in excess of those required by regulations may be inoperative. | |
| | | C | - | 0 | May be inoperative provided associated boom microphone operates normally. | |

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23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|----------|---|----------|--|------------|
| 12. | Flight Deck Headsets Earphones/Headphones and Boom Microphones (Holder of an Air Carrier or Commercial Operator Certificate) | | | | | |
| 1) | Headset Boom Microphones | A | - | 0 | May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days. | |
| | | D | - | - | Any in excess of those required by regulation may be inoperative. | |
| 2) | Headset Earphones/Headphones | C | - | 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 | May be inoperative provided normal audio function of headset is operative. | |
| (Continued) | | | | | | |

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23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|----------|---|----------|--|------------|
| 12. | Flight Deck Headsets Earphones/Headphones and Boom Microphones (Cont'd) (Operator Other Than a Holder of an Air Carrier Or Commercial Operator Certificate) | D | - | - | Any in excess of those required by regulation may be inoperative. | |
| 1) | Headset Boom Microphones | A | - | 0 | May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations. | |
| | | D | - | - | Any in excess of those required by regulation may be inoperative. | |
| 2) | Headset Earphones/Headphones | C | - | 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 headset is operative. | |

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------------|--|----------|----------|----------|---|------------|
| 13. *** | Alerting Systems (Audio/Visual) | | | | | |
| 1) *** | Passenger Configuration | | | | | |
| a) *** | Flight Deck Call Visual Alerting System | D | 1 | 0 | May be inoperative provided the flight deck audio alerting system is operative. NOTE: The flight deck audio alerting must always be operative. | |
| b) *** | Flight Attendant Visual Alerting System | D | 1 | 0 | (O) May be inoperative provided: a) PA system is operative, and b) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System (excluding wheelchair accessible lavatory call system required by 14 CFR) is considered a Non-Essential Equipment and Furnishings (NEF). NOTE 2: Any visual alerting system function(s) that operates normally may be used. | |
| c) *** | Flight Attendant Audio Alerting System | C | - | 0 | (O) May be inoperative provided alternate procedures for contacting flight attendants are established and used. | |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. | |

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23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|----------|----------|----------|---|------------|
| 14. | Handset Systems | | | | | |
| 1) | Passenger Configuration | | | | | |
| a) | Flight Deck | 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. | |
| b) | Cabin | C | - | - | (O) May be inoperative provided alternate communications procedures between the flight attendant's station and cockpit are established and used. | |
| 15. | Radio Tuning Functions | | | | See item 34-36, Multi-Function Control Display Units (MCDU), for Radio Tuning Function relief. | |
| 16. | High Frequency (HF) Communication Systems | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| | | C | - | 1 | (O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used. | |
| 17. | NAV/COM Radio | C | 1 | 0 | May be inoperative provided operations do not require its use. | |

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23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 18. | Datalink System (CMF) | C | 2 | 0 | (O) May be inoperative provided alternate procedures are established and used. NOTE 1: CMF is required for ADS-C and/or CPDLC operations. NOTE 2: CMF must be operative whenever flights in RNP 4 airspace are conducted. | |
| | | D | 2 | 0 | May be inoperative provided routine procedures do not require its use. NOTE 1: CMF is required for ADS-C and/or CPDLC operations. NOTE 2: CMF must be operative whenever flights in RNP 4 airspace are conducted. | |
| 19. | Modular Radio Cabinet (MRC) Power Supplies | A | 2 | 1 | May be inoperative provided: a) Associated Comm and Nav radios and opposite ATC are operative, and b) Repairs are made within 1 flight-day. NOTE: Dispatch is acceptable with an MRC 1 or MRC 2 failed and EICAS blue messages "APM Fail" and "ASCB Fail" displayed. | |
| 20. | Headsets | | | | Combined with item 23-12. | |

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| 21. *** | 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. | |

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24. ELECTRICAL POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------------|----------|----------|----------|---|------------|
| 1. | Engine Generators | B | 2 | 1 | Except for ER operations, may be inoperative provided: a) APU Generator is used for all phases of flight, b) Airplane is operated at or below FL 450, and c) RAT is operative. | |
| 2. | APU Generator | B | 1 | 0 | (M) Except for ER operations, may be inoperative provided: a) Both Engine Generators are operative, and b) RAT is operative. | |
| | | C | 1 | 0 | (M) Except for ER operations, may be inoperative provided APU is not used. | |
| 3. | Transformer - Rectifier Units (TRU) | B | 5 | 4 | May be inoperative provided: a) Both Generators are operative, b) Both essential TRUs are operative, c) Auxiliary TRU is operative, d) APU Generator is operative, e) Both Battery chargers are operative, f) Both Main Airplane Batteries are operative, g) Inoperative TRU circuit breaker on the Power Distribution Box is pulled and collared: • L MAIN TRU: LPDB, • R MAIN TRU: RPDB, and h) Alternate cabin, galley, and lavatory lighting procedures are established and used. | |

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4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------------|---|---|---|--|------------|
| 4. | Right Main Airplane Battery Charger | B | 1 | 0 | May be inoperative provided: a) Both Engine Generators are operative, b) APU Generator is operative, c) Right Main Battery Charger circuit breaker on the Power Distribution Box is pulled and collared: • R BATT CHRGR: RPDB, and d) RAT is operative. | |
| 5. | Right Main Airplane Battery | B | 1 | 0 | (O) May be inoperative provided: a) Both engine driven generators are operative, b) Right Main Battery cables are disconnected and secured, c) Right Main Battery Charger, R BATT CHRGR: RPDB, circuit breaker is pulled and collared, d) All TRUs are operative, and e) RAT is operative. NOTE: APU start in flight shall NOT be attempted prior to RAT deployment in the event both engine driven generators fail. | |
| 6. | Battery Ammeters (Overhead Panel) | C | 2 | 0 | May be inoperative provided: a) Associated voltmeter is operative, and b) Both battery charger fail messages are operative. | |
| | | C | 2 | 0 | May be inoperative provided Battery Ammeter indications are available in EICAS. | |
| 7. | Battery Voltmeters | C | 2 | 1 | May be inoperative provided associated ammeter is operative. | |
| | | C | 2 | 1 | May be inoperative provided Battery Voltmeter indication is available on EICAS. | |

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24. ELECTRICAL POWER

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|--------------|---|----------|----------|----------|--|------------|
| 8. | Electrical Power System EICAS Displays | | | | | |
| 1) | L Gen Voltmeter | C | 1 | 0 | May be inoperative if the frequency and loadmeter are operative. | |
| 2) | L Gen Frequency Meter | C | 1 | 0 | May be inoperative if the voltmeter and loadmeter are operative. | |
| 3) | L Gen Loadmeter | C | 1 | 0 | May be inoperative if the voltmeter and frequency meter are operative. | |
| 4) | R Gen Voltmeter | C | 1 | 0 | May be inoperative if the frequency and loadmeter are operative. | |
| 5) | R Gen Frequency Meter | C | 1 | 0 | May be inoperative if the voltmeter and loadmeter are operative. | |
| 6) | R Gen Loadmeter | C | 1 | 0 | May be inoperative if the voltmeter and frequency meter are operative. | |
| 7) | APU Voltmeter | C | 1 | 0 | May be inoperative if the frequency meter and loadmeter are operative. | |
| 8) | APU Frequency Meter | C | 1 | 0 | May be inoperative if the voltmeter and loadmeter are operative. | |
| 9) | APU Loadmeter | C | 1 | 0 | May be inoperative if the voltmeter and frequency meter are operative. | |
| 10) | Ext AC Pwr Voltmeter | D | 1 | 0 | May be inoperative when external power is not used. | |
| 11) | Ext AC Pwr Frequency Meter | D | 1 | 0 | May be inoperative when external power is not used. | |
| 12) | Ext AC Loadmeter | D | 1 | 0 | May be inoperative when external power is not used. | |
| 13) | Main and Essential TRU Voltmeters | C | 4 | 0 | May be inoperative if loadmeters are operative. | |
| (Continued) | | | | | | |

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| 8. | Electrical Power System EICAS Displays (Cont'd) | | | | | |
| 14) | Main and Essential TRU Loadmeters | C | 4 | 0 | May be inoperative if the voltmeters are operative. | |
| 15) | Ext DC Pwr Voltmeter | D | 1 | 0 | May be inoperative if the loadmeter is operative. | |
| | | D | 1 | 0 | May be inoperative if external DC power is not in use. | |
| 16) | Ext DC Pwr Loadmeter | D | 1 | 0 | May be inoperative if the voltmeter is operative. | |
| | | D | 1 | 0 | May be inoperative if external DC power is not in use. | |
| 17) | Battery Ammeters | C | 2 | 0 | May be inoperative provided the battery ammeters in overhead panel are operative. | |
| 18) | Battery Voltmeters | C | 2 | 0 | May be inoperative provided battery voltmeters in overhead panel are operative. | |

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|--------------|--|---|---|---|---|------------|
| 9. | Master Power Switch Lights (L GEN, R GEN, APU GEN, EXT PWR) | C | 4 | 3 | May be inoperative provided associated AC loadmeter and voltmeter are operative and selected for monitoring on the AC Synoptic. | |
| 10. *** | Battery Temperature Indicating System | D | 1 | 0 | | |
| 11. | External Power System | D | 1 | 0 | | |
| 12. | Ground Service Bus System | D | 1 | 0 | | |
| 13. | 60 Hz AC Electrical Power Systems | D | 2 | 0 | (O) May be inoperative provided: a) Affected circuit breaker is pulled and collared: • L FREQ CONV: LPDB, • R FREQ CONV: RPDB, and b) Flightcrew will brief passengers on items that are inoperative. | |

| | | |
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24. ELECTRICAL POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 14. | IRU Backup Batteries (Forward and Aft Emergency Avionics Battery) | B | 2 | 1 | (M) May be inoperative provided: <ul style="list-style-type: none"> a) Affected battery is located in the aft position (#2 IRU and #3 IRU backup battery position), b) All other components of the electrical system are operative, and c) All three IRSs and both AHRS are operational. NOTE 1: EICAS message "IRU Sec Pwr 2 - 3 Fail" will be displayed. Each MAIN AC BUS can be powered by the L GEN, R GEN, and APU. NOTE 2: IRU No. 1 is powered by the Fwd Emerg Batt or by the L ESS DC BUS. Only one IRS is required for the flight controls to remain in Normal Mode. | |
| 15. | Remote Interface Unit (RIU) Channel (SSPC Controller Fault L-R) | C | 4 | 3 | One channel of a single RIU may be failed provided: <ul style="list-style-type: none"> a) Remaining RIU (PRI or SEC SSPC) is operational, and b) All other components of the electrical system are operative. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------|---|---|---|---|------------|
| 16. | SSPC Power Tile 4 | C | 1 | 0 | (O) May be inoperative provided: <ul style="list-style-type: none"> a) Affected circuit breakers are pulled and collared: <ul style="list-style-type: none"> • Pilot 3: LPDB L MAIN AC, • Copilot 2: RPDB R MAIN AC, b) 60 Hz switch is selected OFF, c) Provisions are made for cabin and cockpit outlets loss of 60 Hz power, and d) Flightcrew will brief the passengers on the items that are inoperative with the failure of the power source for cabin entertainment. <p>NOTE: EICAS message "SSPC Pwr Tile 4 Fault" and "L-R 60 Hz Power Fail" will be displayed.</p> | |

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25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------------------------|---|---|---|---|------------|
| 1. | Overwater Equipment | D | - | - | As required by 14 CFR. | |
| 2. | Passenger Seats | D | - | - | May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. | |
| 1) | Recline Mechanism | D | - | - | (M) May be inoperative and seat occupied provided seat back is secured in the full upright position. | |
| | | D | - | - | May be inoperative and seat occupied provided seat back is immovable in full upright position. | |
| 2) *** | Underseat Baggage Restraining Bars | C | - | - | (O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bars. | |
| (Continued) | | | | | | |

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25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|------------------|--|----------|---|---|--|------------|
| 2. | Passenger Seats (Cont'd) | | | | | |
| 3) | Armrests | | | | | |
| a) | Armrests with Recline Mechanism | D | - | - | (M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main airplane aisle, and c) If armrest is missing, seat is secured in the full upright position. | |
| b) | Armrest without Recline Mechanism | D | - | - | May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main airplane aisle. | |
| 4) *** | Swivel Mechanism | D | - | - | May be inoperative and seat occupied provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to the main airplane aisle, and c) Associated seat remains in takeoff position. | |
| 5) *** | Divan High Backs | D | - | - | May be inoperative and seat occupied provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to the main airplane aisle, and c) Associated seat remains in takeoff position. | |
| 6) *** | Electrical/Electronic Systems/Components | D | - | - | (M) May be inoperative and seat occupied provided associated component(s) is deactivated. | |

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25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 3. | Crewmember Shoulder Harnesses | B | - | - | Any in excess of those required by flight deck crewmembers (including official observer in observer's seat) may be inoperative. | |
| 4. | Observer Seat(s) | | | | | |
| 1) | Primary Observer Seat (Including Associated Equipment) | A | - | - | May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days. | |
| | | A | - | - | May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within 2 flight-days. | |
| | | | | | NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the condition to be acceptable. | |
| | | | | | 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). | |
| | | | | | (Continued) | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 4. | Observer Seat(s) (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). | |
| 5. *** | Megaphones | D | - | - | | |
| 6. | Flotation Devices | D | - | - | Any in excess of those required by 14 CFR may be missing or inoperative. NOTE: Inoperative equipment will be removed from airplane. | |
| 7. *** | "Fasten Seat Belt While Seated" Signs or Placards | C | - | - | One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat. | |
| 8. *** | Storage Bins/ Cabin, Galley, and Lavatory Storage Compartment/Closets | C | - | - | (M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. | |
| (Continued) | | | | | | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|------------------|--|----------|---|----------|---|------------|
| 8. *** | Storage Bins/ Cabin, Galley, and Lavatory Storage Compartment/Closets (Cont'd) | C | - | - | (M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that affected bin, compartment, or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. 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 | - | 0 | (M) May be inoperative in unlocked position provided doors can be secured by other means. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|-------------------|---|----------|----------|----------|---|------------|
| 9. *** | Cargo Restraint System | A | - | - | (M) May be inoperative or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit. | |
| | | C | - | - | May be inoperative or missing provided cargo compartment remains empty. | |
| 10. *** | Flight Attendant Seat Assembly (With Only One Flight Attendant Seat) | D | 1 | 0 | (M) May be inoperative provided: a) Flight Attendant is not required by 14 CFR, b) Affected seat is not occupied, and c) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. | |
| 1) | All Cargo Configuration | D | - | - | May be inoperative provided affected seat or seat assembly is not occupied. | |

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25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 11. *** | Galley/Cabin Waste Receptacles Access Doors/Covers | C | - | - | (M)(O) May be inoperative provided: a) Container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight. | |
| 12. | Exterior Lavatory Door Ashtrays | | | | | |
| 1) | Airplanes with Multiple Exterior Lavatory Door Ashtrays Installed | A | - | - | Up to and including 50% may be missing or inoperative for 10 days. | |
| | | A | - | - | More than 50% may be missing or inoperative for 3 days. | |
| | | | | | NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count. | |
| 2) | Airplanes with Only One Exterior Lavatory Door Ashtray Installed | A | 1 | - | May be missing or inoperative for 10 days. | |
| 13. *** | External Camera System | D | 1 | 0 | | |
| 14. | Emergency Vision Assurance System (EVAS) | C | 2 | 0 | May be inoperative or removed. | |

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25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------|----------|---|---|--|------------|
| 15. | Pilot Seat(s) | | | | | |
| 1) | Vertical Adjustment | C | - | - | (M) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-Aft adjustment is operative. | |
| 2) | Armrest | C | - | - | (M) May be inoperative provided: a) Affected armrest is in the upright position or removed, and b) Seat is acceptable to the affected crewmember. | |
| 3) | Recline Adjustment | C | - | - | (M) May be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move full Fore-Aft on its track. | |
| 4) | Lumbar Support | C | - | - | May be inoperative provided seat is acceptable to the affected crewmember. | |
| 5) | Thigh Support | C | - | - | May be inoperative provided seat is acceptable to the affected crewmember. | |
| 6) | Fore-Aft Adjustment | B | - | - | (M)(O) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Seat position permits full rudder pedal movement. | |

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25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 16. | Rudder Pedal Adjustment | C | 2 | 0 | (M) May be inoperative provided: a) Adjustments can be secured in a position that suits individual pilot(s), and b) Position of pedal(s) permits normal full flight control movement. | |
| 17. | Keyed Locks | D | - | 0 | May be inoperative provided the associated access panel, door, compartment, or cap is verified secure before each departure. | |
| 18. | Airplane Ladders | C | - | 0 | (O) May be inoperative or removed. | |
| 1) | Ladder Hardware (Pip Pins, Lanyards, etc.) | D | - | 0 | | |
| 19. *** | Baggage Compartment Shelves | | | | | |
| 1) *** | Shelf Stowage Straps | D | - | 0 | May be inoperative or removed provided the shelves remain in the down position. | |
| 2) *** | Shelf Support Straps | D | - | 0 | May be inoperative or removed provided the shelves remain in the stowed (up) position and are not used. | |
| 20. | Crewmember Flashlight Holder Assemblies (Including Flashlight) | C | - | 0 | May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available. | |

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25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 21. | Non-Essential Equipment and Furnishings (NEF) | | - | 0 | May be inoperative, damaged, or missing provided item(s) is deferred in accordance with operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in appropriate operator's document. NOTE: Exterior lavatory door ashtrays are not considered NEF items. | |
| 22. *** | Automatic External Defibrillator (AED) and/or Associated Equipment | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. | |
| 23. *** | Emergency Medical Kit (EMK) and/or Associated Equipment | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. | |
| 24. | First Aid Kit (FAK) and/or Associated Equipment | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. | |

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25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--------------------------------------|----------|-----------|----------|---|------------|
| 25. | Cabin Management System | D | 1 | 0 | | |
| 1) *** | Cabin Power Bus Controller (043A1) | D | 1 | 0 | | |
| 2) *** | Advanced Cabin Server (428A4, 428A5) | D | 2 | 0 | | |
| 3) *** | GCMS Controllers (179A5, 179A6) | D | 2 | 0 | | |
| 4) *** | I/O Concentrators (178A1, 178A2) | D | 2 | 0 | | |
| 5) *** | Aft I/O Concentrators (178A3, 178A4) | D | 2 | 0 | | |
| 6) *** | AVDS Nodes | D | 6 | 0 | | |
| 7) *** | Galley Touch Screen (502S2) | D | 1 | 0 | | |
| 8) *** | Vestibule Touch Screen (482S1) | D | 1 | 0 | | |
| 9) *** | Maintenance Server | D | 1 | 0 | | |
| 10) *** | Switching Nodes | D | 25 | 0 | | |

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25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 26. *** | Flightcrew Sleeping Facilities – Crew Seat (Includes Crew Seat Recline Mechanism, Berthing Mechanism, Armrests, Swivel Mechanism, and Electrical/Electronic Systems/Components) | C | - | 0 | (M)(O) May be inoperative provided crew seat is secured in a position acceptable to the crewmember(s) who will occupy the crew seat. NOTE: All other equipment in the flightcrew sleeping facilities is covered by the NEF program. | |
| | | D | - | 0 | (O) May be inoperative provided: a) Crew seat is not occupied, and b) Crew Rest is placarded "INOPERATIVE – DO NOT USE". | |

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26. FIRE PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------|---|---|---|--|------------|
| 1. | Portable Fire Extinguishers | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing provided: 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 b) Required distribution is maintained. | |
| 2. | Wing Overheat Warning Systems | C | 2 | 0 | Except for ER operations, may be inoperative provided: a) Wing Anti-Ice is not used, and b) Airplane is not operated in known or forecast icing conditions. | |
| 3. | APU Fire Detection System | C | 1 | 0 | Except for ER operations, may be inoperative provided: a) APU is not used, b) Both engine driven generators are operative, c) RAT is operative, and d) Appropriate circuit breakers are pulled and collared: • APU CTRL 1: POP, E-6, and • APU CTRL 2: CPOP, E-6. | |

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26. FIRE PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 4. | Rear Baggage Compartment Smoke Detector Systems | C | - | 0 | May be inoperative provided: a) Internal baggage door remains OPEN, and b) Airplane is operated at or below FL 40,000 ft. | |
| | | C | - | 0 | May be inoperative provided: a) Rear baggage compartment is not used, b) Internal baggage door remains CLOSED, c) Flightcrew investigates baggage compartment for possible fire in the event the "Aft Equipment Hot" message displays, and d) Airplane is operated accordance with AFM Limitations. | |
| 5. *** | Lavatory Smoke Detection Systems | | | | | |
| 1) | Passenger Configuration | C | - | - | (M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. | |
| 2) | Cargo Configuration | D | - | 0 | Any in excess of that required by 14 CFR may be inoperative. | |

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26. FIRE PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------------------------|---|---|---|---|------------|
| 6. *** | Lavatory Fire Extinguisher Systems | C | - | - | For each lavatory, the lavatory fire extinguisher system may be inoperative provided Lavatory Smoke Detector system is operative. | |
| | | C | - | - | (O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations. | |
| 7. *** | Galley Smoke Detection Systems | D | - | 0 | | |
| 8. *** | Galley Fire Extinguishing Systems | D | - | 0 | | |

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26. FIRE PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 9. | Engine Fire Detection Systems | C | 2 | 1 | Except for ER operations, one complete loop (A or B) may be inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light. | |
| 10. *** | Flame Detectors | D | - | 0 | | |
| 11. | Electronic Equipment Rack Overheat Warning System | C | - | 0 | | |
| 12. *** | Passenger Compartment Closet Smoke Detectors | D | - | 0 | May be inoperative provided door remains OPEN for visual check from crew stations. | |
| 13. *** | Entranceway Baggage Compartment Smoke Detectors | D | - | - | May be inoperative provided door remains OPEN for visual check from crew stations. | |
| 14. *** | Cargo Compartment Fire Detection/ Suppression Systems | C | - | 0 | May be inoperative provided associated cargo compartment remains empty. NOTE 1: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection system (not suppression). NOTE 3: Operator MELs should define which items are approved for inclusion in the fly away kits and which materials can be used as ballast. | |

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27. FLIGHT CONTROLS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------------|---|---|---|--|------------|
| 1. | Automatic Ground Spoiler System | C | 1 | 0 | (O) May be inoperative provided airplane is operated in accordance with AFM Limitations. | |
| 2. | Control Wheel Pitch Trim Switches | C | 2 | 1 | (O) May be inoperative provided: a) Pilot flying has operative switch, and b) Backup Pitch Trim Switch is operative. | |
| 3. | Autopilot Pitch Servos | C | 2 | 1 | May be inoperative provided the inoperative servo circuit breaker is pulled and collared: <ul style="list-style-type: none"> • AP PITCH SERVO 1: POP, D-2, and • AP PITCH SERVO 2: CPOP, D-2. NOTE: FGC/AP is required for MNPS, RVSM, RNP, and PRNAV operations. | |
| 4. | Autopilot Roll Servos | C | 2 | 1 | May be inoperative provided the inoperative servo circuit breaker is pulled and collared: <ul style="list-style-type: none"> • AP ROLL SERVO 1: POP, D-3, and • AP ROLL SERVO 2: CPOP, D-3. NOTE: FGC/AP is required for MNPS, RVSM, RNP, and PRNAV operations. | |
| 5. | Single FCC Channel | A | 4 | 3 | May be inoperative provided: a) Failed channel is in the FCC Channel 1A or Channel 2B position, b) Inoperative channel circuit breaker is pulled and collared: <ul style="list-style-type: none"> • FCC 1A: REER, A-1, • FCC 2B: REER, A-2, and c) Repairs are made within 5 flight-days. | |

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27. FLIGHT CONTROLS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------------|---|---|---|---|------------|
| 6. | Inboard Spoiler Pair | | | | DELETED, Rev 1. | |
| 7. | Backup Flight Control Unit (BFCU) | A | 1 | 0 | May be inoperative provided: a) BFCU: REER, C-4 circuit breaker is pulled and collared, and b) Repairs are made within 5 flight-days. | |

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27. FLIGHT CONTROLS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------------|----------|----------|----------|--|------------|
| 8. | Control Wheel Position Sensors | | | | | |
| 1) | FCC RVDTs | A | 8 | 7 | May be inoperative provided repairs are made within 10 flight-days. | |
| 2) | BFCU RVDTs | A | 2 | 1 | May be inoperative provided repairs are made within 10 flight-days. | |
| 9. | Control Column Position Sensors | | | | | |
| 1) | FCC RVDTs | A | 8 | 7 | May be inoperative provided repairs are made within 10 flight-days. | |
| 2) | BFCU RVDTs | A | 2 | 1 | May be inoperative provided repairs are made within 10 flight-days. | |
| 10. | Rudder Pedal Position Sensors | | | | | |
| 1) | FCC RVDTs | A | 4 | 3 | May be inoperative provided repairs are made within 10 flight-days. | |
| 2) | BFCU RVDT | A | 1 | 0 | May be inoperative provided: a) BFCU: REER, C-4 circuit breaker is pulled and collared, and b) Repairs are made within 10 flight-days. | |
| 11. | Speed Brake Handle Position Sensors | | | | | |
| | | A | 4 | 3 | May be inoperative provided repairs are made within 10 flight-days. | |

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27. FLIGHT CONTROLS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------|---|---|---|--|------------|
| 12. | Stick Shakers | A | 2 | 1 | <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Inoperative Shaker circuit breaker is pulled and collared: <ul style="list-style-type: none"> • SHAKER 1: LEER, B-11, • SHAKER 2: REER, C-9, and b) Flightcrew briefs the remaining operative stall warning indications prior to each takeoff and approach, and c) Repairs are made within 3 flight-days. <p>NOTE 1: For IRS dispatch relief, see ATA 34, NAVIGATION, item 2. 1), Attitude Reference Sensors (IRS 1-2-3).</p> <p>NOTE 2: For AHRS dispatch relief, see ATA 34, NAVIGATION, item 2. 2), Attitude Heading Reference System (AHRS 1-2).</p> | |

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28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 1. | Fuel Tank Temperature Systems | C | 2 | 0 | (O) May be inoperative provided: a) Total Air Temperature is used as an indication of fuel temperature, b) Airplane is operated in accordance with AFM Limitations, and c) Both Fuel Low Quantity Warning Systems are operative. | |
| 2. | EICAS or MCDU Fuel Quantity Indicating Systems | C | 2 | 1 | (M)(O) May be inoperative provided: a) Associated Standby Fuel Quantity Indicating System or EICAS Fuel Quantity Indicating System is operative, and b) The primary or the Standby (MCDU) will continue to display Left and Right Fuel Quantity. | |
| | | C | 2 | 1 | (M)(O) Except for ER operations, either Left or Right Fuel Quantity display may be inoperative provided: a) Both tanks are completely filled using over wing refueling, b) Both fuel flow meters are operative, c) After takeoff, power is set by matching fuel flow indications on both engines, and d) Flightcrew maintains a log of fuel burned. NOTE: Maximum over wing fuel load is approximately 43,650 lb (19,840 kg)/6,476 gal (24,512 L). | |

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28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 2. | EICAS or MCDU Fuel Quantity Indicating Systems (Cont'd) | C | 2 | 1 | (M)(O) Except for ER operations, either Left or Right Fuel Quantity display may be inoperative provided: <ul style="list-style-type: none"> a) Affected tank is defueled before each refueling, b) Affected tank is fueled using over wing refueling with a known quantity of fuel, c) Both fuel flow meters are operative, d) After takeoff, power is set by matching fuel flow indications on both engines, and e) Flightcrew maintains a log of fuel burned. <p>NOTE 1: Maximum over wing fuel load is approximately 43,650 lb (19,840 kg)/6,476 gal (24,512 L).</p> <p>NOTE 2: Total Fuel indications will be invalid with an inoperative indicator.</p> | |
| 3. | Fuel Quantity Indicating System Channel | C | 2 | 1 | One channel may be inoperative provided both fuel flow meters are operative. | |
| 4. | Fuel Low Quantity Warning Systems | C | 2 | 0 | (O) May be inoperative provided: <ul style="list-style-type: none"> a) Both Fuel Quantity Indicating Systems are operative, b) All Fuel Boost Pumps are operative, c) Fuel Crossflow Valve is OPENED when either wing tank contains 2,000 lb or less fuel, and d) Both Fuel Tank Temperature Systems are operative. | |

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28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------------|---|---|---|--|------------|
| 5. | Fuel Boost Pumps | C | 4 | 3 | (O) Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is OPEN and operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, and d) Airplane is operated in accordance with AFM Limitations. | |
| 6. | Fuel Intertank Valve | C | 1 | 0 | (M) Except for ER operations, may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Crossflow Valve is operative, c) Fuel Quantity Indicating System is operative, and d) Intertank Valve is verified CLOSED and electrically deactivated. | |
| 7. | Heated Fuel Return Systems (HFRS) | C | 2 | 0 | May be inoperative provided: a) Flightcrew monitors fuel tank temperature, and b) Airplane is operated in accordance with AFM Limitations. | |
| 8. | Fuel Boost Pump Warning Systems | C | 4 | 3 | (O) Except for ER operations, may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, and c) Airplane is operated in accordance with AFM Limitations. | |

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28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|----------------------|----------|----------|----------|--|------------|
| 9. | Fuel Crossflow Valve | | | | | |
| 1) | Failed CLOSED | C | 1 | 0 | (O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Fuel intertank Valve is OPEN when either wing tank contains 2,000 lb or less fuel, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN. | |
| 2) | Failed OPEN | C | 1 | 0 | (O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Airplane is operated in accordance with AFM Limitations, e) Fuel tank temperature system must be operative, and f) Flightcrew monitors fuel tank temperature. NOTE 1: Heated Fuel Return will be inoperative. NOTE 2: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN. | |

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28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 10. | Pressure Fueling System (Single Point Refueling) | D | 1 | 0 | (M) May be inoperative provided procedures are established to deactivate Pressure Fueling System. NOTE: Maximum over wing fuel load is approximately 43,650 lb (19,840 kg)/6,476 gal (24,512 L). | |
| 11. | Ground Service Control Panel (Next to Refueling Port) | D | 1 | 0 | NOTE: Airplane can be pressure refueled using the SMCs | |
| 12. | Automatic Fueling System | D | 1 | 0 | NOTE: Both tanks can be filled using over wing refueling. Maximum over wing fuel load is approximately 43,650 lb (19,840 kg)/6,476 gal (24,512 L). | |
| 13. | Fuel Cap Chains | D | - | 0 | | |
| 14. | Single Point Refueling Cap | C | 1 | 0 | May be inoperative or missing provided the single point refueling receptacle is checked for leaks before every takeoff. | |
| 15. | SMC REFUEL Control Menu | D | 1 | 0 | May be inoperative provided the Ground Service Control Panel is operational. | |

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29. HYDRAULIC POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 1. | Brake Accumulator Pressure Gauges (Main Wheelwell) | D | 2 | 0 | May be inoperative provided: a) Cockpit Brake Accumulator Pressure Indicator (BAPI) is operative, and b) Brake Synoptic Page Accumulator Indication is operative. | |
| 2. | Auxiliary Hydraulic Pump Pressure Indication | C | 1 | 0 | May be inoperative provided: a) Cockpit Brake Accumulator Pressure Indicator (BAPI) is operative, and b) Prior to engine start, Auxiliary Pump operation and pressure must be verified on the BAPI (inboard parking brake pressure). | |
| 3. | Power Transfer Unit (PTU) Hydraulic Pressure Indication | C | 1 | 0 | (O) May be inoperative provided: a) Left Hydraulic Pressure Indication is operative, and b) PTU Hydraulic system is operative. | |
| 4. | PTU Hydraulic Pump (Auto Mode) | C | 1 | 0 | May be inoperative provided: a) Manual mode is verified to be operative before every flight, and b) Manual mode is selected on for each takeoff and landing. | |
| 5. | Auxiliary Hydraulic Pump (Auto Mode) | C | 1 | 0 | May be inoperative provided Auxiliary pump is selected ON for takeoff and landing. | |

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29. HYDRAULIC POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 6. | Left Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area) | D | 1 | 0 | (O) May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure. | |
| 7. | Right Hydraulic System Quantity Indicator (Fluid Quantity Indicator - Aft Equipment Area) | D | 1 | 0 | (O) May be inoperative provided quantity is checked by reservoir indicator or using hydraulic quantity indication on hydraulic synoptic before each departure. | |
| 8. | Left Hydraulic System Quantity Indication (EICAS) | C | 1 | 0 | <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Quantity is checked by reservoir indicator or Ground Service Control Panel Left Hydraulic Quantity indicator before each departure, b) PTU is manually selected on for takeoff and landing, and c) Only one quantity indicating system is failed. <p>NOTE: System pressure must be present for an accurate reading.</p> | |
| 9. | Right Hydraulic System Quantity Indication (EICAS) | C | 1 | 0 | <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Quantity is checked by reservoir indicator or Ground Service Control Panel Right Hydraulic Quantity indicator before each departure, and b) Only one quantity indicating system is failed. <p>NOTE: System pressure must be present for an accurate reading.</p> | |

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29. HYDRAULIC POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 10. | Left Hydraulic Reservoir Temperature Sensors | C | 2 | 0 | (M) May be inoperative provided quantity is checked by reservoir indicator before each departure. NOTE: System pressure must be present for an accurate reservoir indication reading. With both sensors failed, EICAS quantity will not be temperature compensated. | |
| 11. | Right Hydraulic Reservoir Temperature Sensors | C | 2 | 0 | (M) May be inoperative provided quantity is checked by reservoir indicator before each departure. NOTE: System pressure must be present for an accurate reservoir indication reading. With both sensors failed, EICAS quantity will not be temperature compensated. | |
| 12. | Hydraulic Reservoir Replenishing System | D | 1 | 0 | (M) May be inoperative provided hydraulic reservoirs are replenished as needed using approved servicing techniques. | |
| 13. | Brake Accumulator Pressure Gauge (Cockpit Brake Accumulator Pressure Indicator (BAPI)) | C | 1 | 0 | May be inoperative provided the Brake Synoptic Page Accumulator Indication is operative. | |
| 14. | Brake Synoptic Page Accumulator Pressure Indication | C | 1 | 0 | May be inoperative provided the Brake Accumulator Pressure Indicator (BAPI) is operative. | |
| 15. | Brake Accumulator Pressure Transducer (Inboard or Outboard) | C | 2 | 1 | One may be inoperative provided: a) Brake system page brake pressure indications are operative, and b) BAPI is operative. | |

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30. ICE AND RAIN PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|----------|----------|----------|--|------------|
| 1. | Cowl Anti-Ice Pressure Indication Systems | B | 2 | 0 | (M) Except for ER operations, may be inoperative provided that with the affected engine running and affected Cowl Anti-Ice selected ON, the affected valve is verified OPEN. NOTE: Cowl Anti-Ice operation can be verified by the hot air discharge from the engine nacelle Cowl Anti-Ice Exhaust port. | |
| | | B | 2 | 0 | Except for ER operations, may be inoperative provided airplane is operated at greater than +10 °C SAT. | |
| | | B | 2 | 0 | Except for ER operations, may be inoperative provided: a) Airplane is operated in VMC, and b) Airplane is not operated in visible moisture. | |
| 2. | Wing Anti-Ice Systems | C | 2 | 0 | Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions. | |
| 1) | Automatic Functions | C | 2 | 0 | May be inoperative provided airplane is operated in accordance with AFM Limitations. | |

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30. ICE AND RAIN PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------|----------|----------|----------|---|------------|
| 3. | Windshield Heat Systems | C | 2 | 1 | Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions. | |
| 1) | Windshield Heat Sensors | D | 4 | 2 | One sensor may be inoperative for each Windshield Heat System. | |
| 4. | Side Window Heat Systems | C | 2 | 0 | | |
| 1) | Side Window Heat Sensors | D | 6 | 2 | Two of three Side Window Heat Sensors may be inoperative for each Side Window Heat System. | |
| 2) | Side Window Heat Sensors | C | 6 | 0 | | |
| 5. | Anti-Ice Heater Switch Lights | B | 4 | 0 | (M)(O) May be inoperative provided all other elements of the anti-ice heater indicating system are verified to operate normally. | |
| 6. | Ice Detection Systems | C | 2 | 0 | (O) May be inoperative provided airplane is operated in accordance with alternate AFM procedures. NOTE: With Ice Detection Systems inoperative, automatic anti-ice is not available. | |

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30. ICE AND RAIN PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------|---|---|---|---|------------|
|--------------|------|---|---|---|---|------------|

| | | | | | | |
|----|------------------------|---|---|---|---|--|
| 7. | Cowl Anti-Ice Systems | C | 2 | 0 | (M) Except for ER operations, may be inoperative provided: a) Affected Valve(s) are verified CLOSED, and b) Airplane is not operated in known or forecast icing conditions. | |
| 1) | Cowl Anti-Ice Required | C | 2 | 1 | (M) May be inoperative provided: a) Affected Valve is verified OPEN, b) All components of both HP Bleed Air Systems are operative, c) Both Environmental Control Systems (ECS) Packs are operative, d) Performance Computer is initialized with COWL + WING ANTI-ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, e) Cowl and Wing Anti-Ice switches selected ON, and f) Airplane is operated in accordance with AFM Limitations and Performance. | |

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30. ICE AND RAIN PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------|---|---|---|---|------------|
| 7. | Cowl Anti-Ice Systems (Cont'd) | | | | | |
| 2) | Cowl Anti-Ice Not Required | C | 2 | 1 | (M) May be inoperative provided: a) Affected Valve is verified OPEN, b) All components of both HP Bleed Air Systems are operative, c) Both Environmental Control Systems (ECS) Packs are operative, d) Performance Computer is initialized with COWL + WING ANTI-ICE selected OFF for either takeoff or landing when COWL ANTI-ICE valve is pressurized, e) Speeds are manually boxed in SMC, f) Prior to takeoff, airplane flap, ground spoiler, and anti-skid configuration is verified correct, and g) Airplane is operated in accordance with AFM Limitations and Performance. | |

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30. ICE AND RAIN PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 8. | Cowl Pressure Differential Indication System | C | 1 | 0 | May be inoperative provided Cowl Anti-Ice Pressure Indications are operative. | |
| 9. | 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. | |
| 10. | Cabin Window Heat System | D | 1 | 0 | May be inoperative provided: a) Cabin Window Heat switch is selected OFF, and b) Cabin Window Heat System MCDU circuit breakers are pulled and collared: <ul style="list-style-type: none"> • WDO HT L 1 and 3: 3008, • WDO HT L 2 and 4: 3009, • WDO HT L 5 and 7: 3010, • WDO HT L 6 and 8: 3011, • WDO HT R 1 and 3: 3012, • WDO HT R 2 and 4: 3013, • WDO HT R 5 and 7: 3014, and • WDO HT R 6 and 8: 3015. | |
| 1) | Cabin Window Heating Elements | D | - | 0 | May be inoperative provided the associated Window Heat MCDU circuit breakers are pulled and collared: <ul style="list-style-type: none"> • WDO HT L 1 and 3: 3008, • WDO HT L 2 and 4: 3009, • WDO HT L 5 and 7: 3010, • WDO HT L 6 and 8: 3011, • WDO HT R 1 and 3: 3012, • WDO HT R 2 and 4: 3013, • WDO HT R 5 and 7: 3014, and • WDO HT R 6 and 8: 3015. | |

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31. INDICATING/RECORDING SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 1. | Clocks (Cockpit) | D | 2 | 1 | | |
| 2. | Flight Data Recorder (FDR) Systems | C | - | 1 | 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: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but before takeoff, or 2) The FDR repair was attempted but was not successful. 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 prior to dispatch, and d) Repairs are made within 3 flight-days. | |

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31. INDICATING/RECORDING SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|----------|---|----------|--|------------|
| 2. | Flight Data Recorder (FDR) Systems (Cont'd) | | | | | |
| | FDR Recording Parameters Required by 14 CFR | A | - | - | Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar-days. | |
| | 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. | |
| | Flight Data Recorder (FDR) Systems (Operator Other Than a Holder of an Air Carrier of Commercial Operator Certificate) | C | - | 1 | Any in excess of those required by 14 CFR may be inoperative. | |
| | | A | - | 0 | May be inoperative provided repairs are made in accordance with applicable 14 CFRs. | |

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31. INDICATING/RECORDING SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 3. | Brake Temperature Monitoring System (BTMS) | C | 1 | 0 | May be inoperative provided airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Brake Cooling. | |
| 4. | G Monitor System | D | 1 | 0 | | |
| 5. | Electronic Checklists | C | 1 | 0 | May be inoperative provided the current AFM is carried on board the airplane. | |
| 6. *** | Security Systems | D | 1 | 0 | | |
| 7. | Engine Cowl Open Indicating System | D | 1 | 0 | May be inoperative provided right engine cowl is visually confirmed CLOSED before starting APU on the ground. | |
| 8. | Airplane Personality Module (APM) | C | 4 | 3 | | |
| 9. | Plastic Guard Switch Covers | D | - | 1 | May be inoperative provided APU fire bottle switch cover is installed and operative. | |
| 10. | Configuration Management Systems (CMS) | C | 2 | 1 | | |
| 11. *** | Infrared Counter Measures (IRCM) System or Directional Infrared Counter Measures (DIRCM) System | D | 1 | 0 | | |
| 12. *** | Quick Access Recorder (QAR) | D | 1 | 0 | | |
| 13. *** | XM Weather Receiver | D | 1 | 0 | | |

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32. LANDING GEAR

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 1. | Rudder Pedal Steering System | C | 1 | 0 | May be inoperative provided: a) Nose Wheel Tiller Steering System is operative, and b) Left seat pilot performs the takeoff and landing tasks. | |
| 2. | Variable Gain Nose Wheel Steering | C | 1 | 0 | (O) May be inoperative provided the fixed gain steering mode is operative. | |
| 3. | Nose Wheel Steering Accessory Hardware (Torque Link Lanyards) | D | - | 0 | May be inoperative or missing. | |
| 4. | Tire Pressure Monitoring System | D | 1 | 0 | May be inoperative. | |
| 5. | Nose Wheel Tire Pressure Monitoring Harness | D | 1 | 0 | (M) May be inoperative provided harness is deactivated and secured. | |
| | | D | 1 | 0 | (M) May be inoperative provided harness is removed. | |
| 6. | Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheelwell) | B | 1 | 0 | May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Cockpit Indication (2/3 SUMMARY or 2/3 HYDRAULIC Synoptic Display Page) is operative and checked prior to each flight. | |
| 7. | Emergency Landing Gear Extension Bottle Pressure Cockpit Indication | B | 1 | 0 | May be inoperative provided Emergency Landing Gear Extension Bottle Pressure Gauge (Nose Wheelwell) is operative and checked prior to each flight. | |

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32. LANDING GEAR

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 8. | Landing Gear Extension/Retraction System (Includes Dump Valve, Gear Handle, and Blow Down Bottles) | A | 1 | 0 | (O) May be inoperative provided: a) Airplane is operated with the landing gear in the extended position, b) Landing gear handle remains in the down position, c) Ground lock pins are installed to ensure that all three landing gears are LOCKED down throughout flight, d) Both pilots use cockpit headsets, e) Operations are not conducted in known or forecast icing conditions, f) Extended over water operations are prohibited, g) Flight is conducted in accordance with AFM Supplement No. G650-OMS-03 Landing Gear Extended Pre-Flight Planning and Performance, h) Category II operations are prohibited, i) EFVS operations below 200 ft above touchdown zone elevation are prohibited, and j) Repairs are made within 1 flight-day. | |
| 9. *** | Automatic Brake System | C | 1 | 0 | May be inoperative provided system is left in OFF position. | |

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33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|----------|---|---|--|------------|
| 1. | Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting Systems (Excluding EFIS and EICAS) | C | - | - | Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciation/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters. | |
| 2. | Passenger Cabin Interior Illumination Systems | D | - | - | May be inoperative provided: a) Cabin emergency lighting is operative, b) Sufficient lighting is operative for crew to perform required duties, and c) Lighting configuration at dispatch is acceptable to flightcrew. | |

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33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|----------|----------|----------|---|------------|
| 3. | <p>Passenger Lighted Information Signs</p> <p>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.</p> | | | | | |
| 1) | Passenger Lighted Information Signs | C | - | - | (O) May be inoperative provided alternate procedures are established and used to notify cabin occupants. | |
| 2) | Internal Baggage Door Placard "DO NOT OPEN" Lighted Sign | C | 1 | 0 | (O) May be inoperative provided: a) Procedures are established and used to alert crewmembers and passengers that airplane altitude is above 40,000 ft, and b) Passengers are briefed that internal baggage compartment door must remain closed above 40,000 ft. | |
| | | C | 1 | 0 | (O) May be inoperative provided airplane is operated at or below 40,000 ft. | |

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33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 4. | Beacon Light LED Element Banks | C | 2 | 0 | May be inoperative provided airplane is not operated at night. | |
| | | C | 2 | 0 | May be inoperative provided Strobes are installed and operative. | |
| | | C | 2 | 1 | One Element Bank may be inoperative. | |
| 5. | Wingtip Strobes (Anti-Collision Lights) LED Element Banks (Per Wingtip) | C | 6 | 4 | One of three forward facing and one of three outboard facing banks may be inoperative at each wingtip position. | |
| | | C | 6 | 2 | May be inoperative provided: a) At least one bank is operative at each wingtip, and b) Airplane is not operated at night. | |
| 6. | Tail Position Strobes (Anti-Collision Light) LED Element Banks | C | 9 | 6 | One of three aft facing, one of three left facing, and one of three right facing banks may be inoperative. | |
| | | C | 9 | 0 | May be inoperative provided airplane is not operated at night. | |
| 7. | Wingtip Position Light LED Element Banks (Per Wingtip) | C | 2 | 1 | | |
| | | C | 2 | 0 | May be inoperative provided airplane is not operated from sunset to sunrise. | |

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33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 8. | Tail Position Light LED Element Banks | C | 2 | 1 | | |
| | | C | 2 | 0 | May be inoperative provided airplane is not operated from sunset to sunrise. | |
| 9. | Wing Inspection Lights | C | 2 | 0 | May be inoperative provided ground deicing procedures do not require their use. | |
| 10. | Landing Lights | B | 2 | 1 | May be inoperative provided all three LED clusters of the taxi light are operative. | |
| | | C | 2 | 0 | May be inoperative provided airplane is not operated at night. | |
| 11. | Taxi Light System | C | 1 | 0 | | |
| 1) | Individual LED Light Cluster | C | 3 | 0 | | |
| 12. | Wingtip Recognition Lights and Taxi Lights System | D | 4 | 0 | | |
| 13. *** | Floor Proximity Emergency Escape Path Marking System Lights | C | - | - | Individual lights may be inoperative provided it is verified that FAA-approved minimum acceptable light levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA-approved report of the type design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), and d) An FAA-approved report incorporated in the Master Drawing List for the applicable STC. | |

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33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
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| 14. | Pulse Light Systems (Identification Lights) | D | - | 0 | | |
| 15. | Logo Lights System | D | 1 | 0 | | |
| 16. *** | Ramp Lights Systems | D | - | 0 | | |
| 17. *** | Flashlight Charging Systems | D | - | 0 | | |
| 18. | Aft Compartment Lights (Boiler Room) | D | - | 0 | | |
| 19. *** | Cargo Compartment Light | D | 1 | 0 | May be inoperative provided no emergency equipment is carried in Cargo Compartment. | |
| | | D | 1 | 0 | May be inoperative provided an operative flashlight is installed in Cargo Compartment. | |
| 20. | Pylon Mounted Exterior Baggage Loading Light Systems | D | - | 0 | | |
| 21. | Wheelwell Lights | D | 3 | 0 | | |
| 22. | Exterior Emergency Evacuation Lighting System | C | 1 | 0 | May be inoperative provided airplane is not operated at night. | |
| 23. | Service Door Lights | D | - | 0 | | |

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33. LIGHTS

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| 24. | Dim and Test Annunciator Channels | C | - | - | May be inoperative provided the switch capsule is not used in an emergency procedure where the actuation of the switch is not displayed elsewhere in the cockpit. NOTE: The following switches 1–4 may not be inoperative: 1) GPWS/Ground Spoiler Override, 2) TERRAIN Inhibit, 3) CPCS Panel Flight/Landing (2), and 4) Door Safety. | |
| 25. | Airstair Lights | D | - | 0 | May be inoperative provided an alternate means (e.g., flashlight) is used to illuminate the airstair. | |
| 26. | Dome Light | D | - | 0 | May be inoperative provided an alternate means (e.g., flashlight) is used to illuminate the vestibule area. | |
| 27. | Baggage Compartment Light | D | 1 | 0 | May be inoperative provided no emergency equipment is carried in the baggage compartment. | |
| | | D | 1 | 0 | May be inoperative provided an operative flashlight is installed in the baggage compartment. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 1. | Directional Compass Reference Sensors (IRS 1-2-3) | B | 3 | 2 | (O) May be inoperative provided: a) Both PFD Heading Indicating Systems operate independently, and b) Airplane is operated in accordance with AFM Limitations. | |
| 2. | Attitude Reference Sensors Inertial | | | | | |
| 1) | Inertial Reference System (IRS 1-2-3) | A | 3 | 2 | (O) May be inoperative provided: a) Repairs are made within 1 flight-day, b) Both PFD Attitude Indicating Systems operate independently, c) Standby Multi-Function Controller (SMC) Attitude Indicators are operative, d) Airplane is operated in accordance with AFM Limitations, and e) Both AHRS sensors are operative. | |
| 2) | Attitude Heading Reference System (AHRS 1-2) | A | 2 | 1 | (M)(O) May be inoperative provided: a) Repairs are made within 1 flight-day, b) Both PFD Attitude Indicating Systems operate independently, and c) All three Attitude Reference Sensors (IRS 1-2-3) are operative. | |

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|--------------|--|---|---|---|---|------------|
| 3. | Standby Multi-Function Controllers (SMC) | A | 2 | 1 | (O) Right SMC may be inoperative provided: a) FMS is the navigation source on both PFDs, b) Destination and alternate airports have either LPV, GPS, or FMS overlay approaches available without NOTAM restrictions for airplanes equipped with ASC 901, c) Destination and alternate airports have either LPV, GPS, FMS overlay, or ILS approach available without NOTAM restrictions for airplanes equipped with ASC 901, d) No other display system failures exist, e) Associated Standby Multi-Function Controller circuit breaker is pulled and collared: • SMC 2: CPOP, C-3 and MCDU, 3123 f) Alternate procedures are established and used, and g) Repairs are made within 1 flight-day. | |
| 1) | Secondary Flight Displays (SFD) | C | 2 | 0 | Except for ER operations, the Attitude position indicator may be inoperative provided not required by 14 CFR. | |
| | | B | 2 | 0 | Attitude position indicator may be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
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| 3. | Standby Multi-Function Controllers (SMC) (Cont'd) | | | | | |
| 1) | Secondary Flight Displays (SFD) (Cont'd) | C | 2 | 1 | (M) One may be inoperative provided: a) Both PFD Attitude Indicating Systems operate independently, and b) All three Attitude Reference Sensors (IRS 1-2-3) are operative. | |
| a) | Standby Air Data System (ADS 4) (Altitude and Airspeed Function) | C | 1 | 0 | (M) May be inoperative provided: a) Airplane is operated in Day VMC only, b) Both Engine Generators are operative, and c) APU Generator is operative. | |
| b) | Standby Heading Display | C | 2 | 0 | May be inoperative provided all three Heading Reference Systems are operative. | |
| c) | NAV 1/Glideslope/ Localizer Function | C | 1 | 0 | | |
| d) | DME Displays | C | - | 0 | | |
| 4. | Weather Radar Systems | C | - | - | Except for ER operations, as required by 14 CFR. | |
| 5. | VOR/ILS Navigation Systems | C | - | - | As required by 14 CFR and no relief may be provided to an inoperative system or component if powered by an emergency bus. | |
| 6. | Marker Beacon Systems | C | 2 | 0 | May be inoperative provided approach procedures do not require its use. | |

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| 7. | Automatic Direction Finding System | C | 1 | - | As required by 14 CFR. | |
| 8. | ATC Transponder and Automatic Altitude Reporting Systems | B | 2 | 0 | May be inoperative provided: a) Operations do not require its use, and b) Before flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight. | |
| | | D | - | 1 | Any in excess of those required by 14 CFR may be inoperative. NOTE 1: Flight Director, Autopilot, and Transponder must use the same Air Data source for flight into RVSM airspace. NOTE 2: Transponder and altitude reporting capability must be operative for flight into RVSM airspace. | |
| 1) *** | Elementary and Enhanced Downlink Airplane Reportable Parameters Not Required by 14 CFR | A | - | 0 | May be inoperative provided: a) Operations do not require its use, and b) Repairs are made before 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. NOTE: Any ADS-B Out function that operates normally may be used. | |

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| 9. | Distance Measuring Equipment (DME) Systems | D | 2 | 0 | Except where enroute operations or approach minimums require its use, any in excess of those required by 14 CFR may be inoperative. | |
| 10. | Radio Altimeter Systems | C | 2 | 1 | (O) May be inoperative provided: a) Remaining Radio Altimeter test results are satisfactory prior to dispatch, b) Landing weather minimums or operating procedures do not require its use, c) Other systems affected (EGPWS, TCAS, Autothrottle, Altimeter Ground Awareness Display, Synthetic Vision Primary Flight Display, and automatic cowl/wing anti-icing are considered, and d) Approach capability at destination and alternate airports must be assessed. | |
| 11. | Long Range Navigation Systems (IRS, GPS, and GNSSU) | C | - | - | May be inoperative except where operations require the use of IRS, GPS, or GNSSU. | |
| | | C | - | - | As required by 14 CFR. NOTE 1: IRS Navigation Function only. See Attitude Reference Sensors for IRS Attitude Function. NOTE 2: IRS navigation capability required for RNP AR operations. | |
| 1) | GNSSU WAAS (Wide Area Augmentation System or SBAS – Space Based Augmentation System) Function | C | 2 | 0 | WAAS function may be inoperative provided enroute and approach procedures do not require its use. | |

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| 12. | Terrain Awareness and Warning System (TAWS) | | | | | |
| | Class A TAWS Equipment Required | | | | | |
| 1) | GPWS | A | 2 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days. | |
| a) | Modes 1–4 | A | 4 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days. | |
| b) | Test Mode | A | 1 | 0 | May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days. | |
| c) | Glideslope Deviation(s) (Mode 5) | C | - | 1 | | |
| | | B | - | 0 | | |
| d) *** | Advisory Callouts | B | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | C | - | 0 | (O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used. | |
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| 12. | Terrain Awareness and Warning System (TAWS) | | | | | |
| | Class A TAWS Equipment Required (Cont'd) | | | | | |
| 1) | GPWS (Cont'd) | | | | | |
| e) *** | Windshear Mode (Reactive) | B | 1 | 0 | (O) May be inoperative provided: a) At least one radio altimeter is valid, b) Alternate procedures are established and used, and c) Flightcrew comply with AFM/AOM guidance in windshear situations and recommended procedures when encountering windshear. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures. | |
| | | C | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative. | |
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| 12. | Terrain Awareness and Warning System (TAWS) | | | | | |
| | 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) | C | 2 | 0 | | |
| 13. *** | Lightning Sensor Systems (LSS) | D | - | 0 | | |
| 14. *** | Stormscope | D | - | 0 | | |

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| 15. | Traffic Alert and Collision Avoidance System (TCAS II) | B | 1 | 0 | (M) May be inoperative provided system is deactivated and secured and 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: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side. | |
| 2) | Resolution Advisory (RA) Display System(s) | C | 2 | 1 | May be inoperative on the non-flying pilot side. | |
| | | C | - | 0 | (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use. | |
| 3) | Traffic Alert Display System(s) | C | - | 0 | (O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. | |
| 4) | Audio Functions | B | 1 | 0 | May be inoperative provided enroute or approach procedures do not require use of TCAS. | |
| 5) *** | Airspace Selection Function | C | - | 0 | | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 16. *** | Microwave Landing Systems (MLS) | D | - | - | As required by 14 CFR. | |
| 17. | Guidance Panel Digital Indications and Mode Select Indications | | | | | |
| 1) | Speed Display | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 2) | Heading Display | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 3) | VS/FPA Display | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 4) | Altitude Select Display | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 5) | LNAV | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 6) | VNAV | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 7) | FLCH | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |

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34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 17. | Guidance Panel Digital Indications and Mode Select Indications (Cont'd) | | | | | |
| 8) | Manual Speed | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 9) | Bank Select | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 10) | BC Select | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 11) | Heading Select | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 12) | VS/FPA Select | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 13) | Alt Hold Select | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 14) | Approach | C | 1 | 0 | May be inoperative provided the associated value is available in the Primary Flight Display. | |
| 15) | PFD Command | C | 1 | 0 | (O) May be inoperative provided the associated value is available in the Primary Flight Display. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|----------|---|----------|--|------------|
| 18. | Altitude Alerting System (Operator is a Holder of an Air Carrier or Commercial Operator Certificate) | A | - | 0 | (O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days. | |
| 1) | Aural Alert | C | - | 0 | May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. | |
| 2) | Visual Alert | C | - | 0 | May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 18. | Altitude Alerting System (Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate) (Cont'd) | A | - | 0 | (O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, and c) Repairs are made within 3 flight-days. | |
| 1) | Aural Alert | C | - | 0 | May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. | |
| 2) | Visual Alert | C | - | 0 | May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally. | |
| 19. | Display Units | C | 4 | 3 | (M)(O) May be inoperative provided: a) The unit is located in the DU 3 position, and b) The pilot in the left seat flies the airplane. | |
| 20. | Magnetometers | C | 2 | 0 | May be inoperative provided all three IRSs are operative. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------|---|---|---|--|------------|
| 21. *** | Head-Up Display System | D | 1 | 0 | May be inoperative provided landing weather minimums or operating procedures do not require its use. | |
| 22. | Slip-Skid Indicators | B | 2 | 1 | May be inoperative provided: a) Both SMCs are installed and operative, and b) An operative slip indication is obtained by selecting another IRS source via the SMC. | |
| | | B | 2 | 0 | May be inoperative provided airplane is operated during Day VMC conditions. | |
| 23. | Data LAN Management Unit (DLMU) | D | 1 | 0 | | |
| 24. | Air Data Systems (ADS 1-2-3) | C | 4 | 3 | (M)(O) May be inoperative provided: a) Standby ADS (ADS 4) is operational, b) Manual Pressurization Control System is operative, c) Cabin Altitude and Differential Pressure Indicators are operative, d) Cabin Rate of Climb Indicator is operative, e) Autopilot is operative, and f) Airplane is operated in accordance with AFM Limitations. | |
| | | C | 4 | 3 | (O) May be inoperative provided: a) Airplane is operated in unpressurized configuration, and b) Standby ADS (ADS 4) is operational. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|-------------------|---|----------|----------|----------|--|------------|
| 25. *** | Airshow Controller System | D | - | 0 | | |
| 1) *** | Cockpit Airshow Display System | D | - | 0 | | |
| 2) *** | Cabin Airshow Display System | D | - | 0 | | |
| 26. | Windshear Warning and Flight Guidance System (Reactive) | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 27. *** | Windshear Detection and Avoidance System (Predictive) | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. NOTE: RDR-4000 has predictive windshear detection capability (optional). | |
| 28. *** | Cockpit Video Monitors | D | - | 0 | | |
| 29. *** | Heads-Up Checklist | D | - | 0 | | |
| 30. *** | Enhanced Vision System (EVS) | D | 1 | 0 | NOTE: With EVS inoperative or with one or more EVS SSPCs pulled or tripped, a blue "Landing Gear System Fault" CAS message may be displayed. | |
| 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. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 31. | Terrain Server Function/EGPWM Modules | C | 2 | 0 | NOTE: Synthetic Vision PFD synthetic terrain will not be available with dual Terrain Server failures, but the full PFD may be used without restriction. | |
| 32. | Advanced Graphics Module (AGM) | C | 4 | 3 | (M)(O) May be inoperative provided: a) Inoperative AGM is located in the AGM 3 position, and b) Crew actions for subsequent failures are established. | |
| | | C | 4 | 3 | (O) May be inoperative provided: a) Inoperative AGM is electronically switched to the AGM 3 position resulting in DU 3 Red Xing, and b) Crew actions for subsequent failures are established. | |
| 33. | Advanced Graphics Module (AGM) Databases (Does Not Include Charts) | C | - | 0 | May be out of currency provided: a) Current IFR/VFR Aeronautical Charts or appropriate airport information charts are used to verify the information before dispatch, b) Procedures are established and used to verify the status and suitability of Navigation Facilities used to define the route of flight, and c) Approach Navigation Radios are manually tuned and identified. | |
| 34. | Cockpit Printer | D | 1 | 0 | | |
| 35. | Cursor Control Devices | C | 2 | 0 | (M)(O) May be inoperative provided: a) Both Standby Multi-Function Controllers (SMC) are operative, b) Current terminal charts for the origin, destination, and alternate airports are carried onboard the airplane and available to the flightcrew, and c) Both CAS Scroll switches must be operative. | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|----------|----------|----------|--|------------|
| 36. | Multi-Function Control Display Units (MCDU) | C | 3 | 2 | (M) May be inoperative provided: a) The FMS functions and Radio Tuning functions are operative on the remaining MCDUs, b) All Display Units are operative, and c) The inoperative MCDU is located in the No. 2 position. NOTE: MCDU 1 has Standby Engine instruments. MCDU 3 has Backup Radio Tuning functions. | |
| 1) | Flight Management System (FMS) Function | B | 3 | 1 | Except where enroute operations or approach minimums require its use, may be inoperative provided: a) Affected system is not required for IRS alignment, b) Long Range Navigation is not dependent on its use, and c) Procedures do not require its use. NOTE: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, only require a single FMS. | |
| a) | Navigation Databases | C | - | - | Except where enroute operations or minimums require a current database, may be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation fixes before dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified. | |
| 2) | Radio Tuning Functions | B | 3 | 2 | | |

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| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------------|---|----------|----------|----------|---|------------|
| 37. | Charts Function on Display Units | D | 2 | 0 | May be inoperative provided current aeronautical charts are carried onboard the airplane and available to the flightcrew. | |
| 1) | Charts Database | C | 4 | 0 | May be out of currency provided the terminal charts for the origin, destination, and alternate airports are verified to be current. | |
| 38. | Video Function on Display Units | D | 1 | 0 | | |
| 39. *** | Automatic Dependent Surveillance-Broadcast (ADS-B) System | D | - | 0 | May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment. | |
| 1) *** | 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: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew. | |
| 3) *** | Data Link Transmitter(s) | D | - | 0 | NOTE: In some airplanes, 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 | | |

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34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 40. *** | Synthetic Vision Primary Flight Display (SV-PFD) Functions | D | 2 | 0 | | |
| 41. | CAS Scroll Switches | D | 2 | 0 | May be inoperative provided both CCDs are operative. | |

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35. OXYGEN

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 1. | Passenger Oxygen System and Supply | B | - | - | As required by 14 CFR. | |
| 2. | Cabin Oxygen ON Warning Systems | C | 1 | 0 | May be inoperative provided: a) Cabin Altitude and Differential Pressure Indicators are operative, and b) Cabin Altitude Pressure Warning System is operative. | |
| | | C | 1 | 0 | (O) May be inoperative provided airplane is operated in unpressurized configuration. | |
| 3. | Oxygen Service Panel Pressure Gauges | D | 2 | 0 | May be inoperative provided associated cockpit gauge is operative and monitored. | |
| 4. | Portable Oxygen Dispensing Units (Bottle and Mask) | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained throughout airplane. NOTE: Any bottle not properly serviced is considered inoperative and should be removed. | |
| 5. | Oxygen Supply Warning System | C | 2 | 0 | May be inoperative provided associated cockpit gauge is operative and monitored. | |

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35. OXYGEN

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 6. | 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. | |
| 7. *** | Electronic Equipment Rack Oxygen Pressure Gauges | D | - | 0 | May be inoperative provided cockpit gauges are operative. | |
| 8. | Cockpit Oxygen Pressure Indications | C | 2 | 1 | (O) One may be inoperative provided: a) Oxygen Service Panel Pressure Gauges are operative and checked before every takeoff, and b) Crew Oxygen Off and Passenger Oxygen Off messages are not displayed on the CAS prior to every takeoff. | |
| 9. | Passenger Oxygen Control Panel ALT SELECT (High Alt) Switch | C | 1 | 0 | May be inoperative provided airplane is operated from airports no higher than 14,500 ft in accordance with AFM Limitations. | |
| 10. | Therapeutic Oxygen | D | - | - | May be inoperative or missing. | |

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36. PNEUMATIC

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------|----------|----------|----------|--|------------|
| 1. | Bleed Air Systems | | | | | |
| 1) | Pressurized Configuration | C | 2 | 1 | (M) Except for ER operations, may be inoperative provided: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative and selected OPEN, and d) Airplane is operated in accordance with AFM Limitations. | |
| 2) | Unpressurized Configuration | C | 2 | 0 | (M)(O) Except for ER operations, may be inoperative provided: a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Airplane is not operated in forecast or known icing conditions, c) Rear baggage compartment is not used (empty), d) Internal baggage door remains OPEN, and e) Airplane is operated in accordance with AFM Limitations. | |

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36. PNEUMATIC

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------|----------|----------|----------|--|------------|
| 2. | Bleed Air Hot Warning Systems | | | | | |
| 1) | Pressurized Configuration | C | 2 | 1 | (M) Except for ER operations, may be inoperative provided: a) Associated Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified to be operative and selected OPEN, d) Airplane is not operated in known or forecast icing conditions, and e) Airplane is operated in accordance with AFM Limitations. | |
| 2) | Unpressurized Configuration | C | 2 | 0 | (M)(O) Except for ER operations, may be inoperative provided: a) Associated Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Airplane is not operated in forecast or known icing conditions, c) Rear baggage compartment is not used (empty), d) Internal baggage door remains OPEN, and e) Airplane is operated in accordance with AFM Limitations. | |

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36. PNEUMATIC

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 3. | Isolation Valve | C | 1 | 0 | (M) May be inoperative provided: <ul style="list-style-type: none"> a) Both Bleed Air Systems are operative, b) Both Environmental Control System (ECS) Packs are operative, c) Isolation Valve is electrically deactivated, d) Isolation Valve is verified CLOSED, and e) Airplane is operated in accordance with AFM Limitations. <p>NOTE: Valve must be OPENED manually during left engine start.</p> | |
| 4. | Bleed Air System Switch Capsule Lights | C | 4 | 0 | May be inoperative provided Bleed Air System indications are available on the Synoptic display. | |

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38. WATER/WASTE

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

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38. WATER/WASTE

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------------|---|---|---|---|------------|
| 3. | Lavatory Dump/Drain System | C | - | - | (M) May be inoperative provided: a) Dump Valve is secured in the CLOSED and LOCKED position, and b) System is checked for leaks before every flight. | |
| 4. | Vacuum Toilet Holding Tank Indicator | D | 1 | 0 | May be inoperative provided: a) Tank is verified to be serviced before first flight of the day, and b) Tank is serviced after the last flight of the day. | |

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45. CENTRAL MAINTENANCE SYSTEM

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 1. | Central Maintenance Computer (CMC) | C | 1 | 0 | May be inoperative provided all faults are recorded after each flight. | |
| | | C | 1 | 0 | (M) May be inoperative or missing provided: a) All faults are recorded after each flight, and b) The CMC module is replaced with an Airflow Blockage Module (ABM) if the CMC module is removed from the MAU. | |
| 2. | Aircraft Health and Trend Monitoring System (AHTMS) | | | | | |
| 1) | Aircraft Health and Trend Monitoring Unit (AHTMU) | D | 1 | 0 | May be inoperative provided associated circuit breaker is pulled and collared: • HLTH TRND MON: MCDU, 4601, • HLTH TRND MON GND: MCDU, 4602, and • HLTH TRND MON RDC: MCDU, 4603. | |
| 2) | Remote Data Concentrator (RDC) | D | 1 | 0 | May be inoperative provided associated circuit breaker is pulled and collared: • HLTH TRND MON: MCDU, 4601, • HLTH TRND MON GND: MCDU, 4602, and • HLTH TRND MON RDC: MCDU, 4603. | |
| 3) | Wireless Data Networking Unit (WDNU) | D | 1 | 0 | May be inoperative provided associated circuit breaker is pulled and collared: • HLTH TRND MON: MCDU, 4601, • HLTH TRND MON GND: MCDU, 4602, and • HLTH TRND MON RDC: MCDU, 4603. | |

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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. NOTE: Any function, program, or document which operates normally may be used. | |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. | |
| 2) *** | Data Connectivity (Class 2) | C | - | - | (O) May be inoperative provided alternate procedures are established and used. | |
| | | D | - | 0 | May be inoperative provided procedures do not require its use. | |
| 3) *** | Power Connection (Class 1 and 2) | C | - | - | (O) May be inoperative provided alternate procedures are established and used. | |
| | | D | - | - | May be inoperative provided procedures do not require its use. | |
| 4) *** | Mounting Device (Class 2) | C | - | 0 | (M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from airplane, and b) Alternate procedures are established and used. | |
| | | D | - | 0 | (M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from airplane, and b) Procedures do not require its use. | |

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49. AIRBORNE AUXILIARY POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 1. | Auxiliary Power Unit (APU) | C | 1 | 0 | (M)(O) Except for ER operations, may be inoperative provided: a) Both Engine Driven generators are operative, and b) RAT is operative. | |
| 2. | APU EGT Indicators (EICAS and Overhead) | C | 2 | 1 | | |
| | | C | 2 | 0 | Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Driven generators are operative, and c) RAT is operative. | |
| 3. | APU Tachometers (EICAS and Overhead) | C | 2 | 1 | | |
| | | C | 2 | 0 | Except for ER operations, may be inoperative provided: a) APU is not operated, b) Both Engine Driven generators are operative, and c) RAT is operative. | |
| 4. | APU "READY" Light System | C | 1 | 0 | May be inoperative provided the APU is operated in accordance with AFM Limitations. | |
| 5. | APU Remote Oil Quantity/Serviceing System | C | 1 | 0 | May be inoperative provided oil is checked before every flight. | |

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49. AIRBORNE AUXILIARY POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 6. *** | APU Oil Pressure Gauges | D | - | 0 | | |
| 7. *** | APU Oil Temperature Gauges | D | - | 0 | | |
| 8. *** | APU Fuel Pressure Gauges | D | - | 0 | | |
| 9. | APU Start Indicator Light | C | 1 | 0 | | |
| 10. | APU Air Load Control Valve | C | 1 | 0 | (M) May be inoperative provided valve is verified in CLOSED position. | |
| 11. | APU External Fire Warning Alarm (Fire Warning Bell) | C | 1 | 0 | May be inoperative provided an APU operation is monitored in cockpit. | |
| 12. | APU Air Inlet Door System | C | 1 | 0 | (M) Except for ER operations, may be inoperative provided: a) APU Air inlet door is secured fully CLOSED, b) APU is not operated, c) Both Engine Driven generators are operative, and d) RAT is operative. | |

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49. AIRBORNE AUXILIARY POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar | |
|--------------|--|---|---|---|---|--|--|
| 13. | Surge Control Valve | C | 1 | 0 | (O) Except for ER operations, may be inoperative provided: a) APU is restricted to ground use only at pressure altitude of 8,000 ft or below, b) Both Engine Driven generators are operative, and c) RAT is operative. | | |
| 14. | Ignition System Channels | C | 2 | 1 | | | |
| 15. | EGT Thermocouple System | C | 2 | 1 | | | |
| 16. | Temperature Resistance Bulb (T2) | C | 1 | 0 | | | |
| 17. | Inlet Pressure Transmitter (P2) | C | 1 | 0 | | | |
| 18. | RPM Speed Sensor Channels | C | 2 | 1 | | | |
| 19. | APU Hour Meter | C | 1 | 0 | | | |
| 20. | Oil Temperature | C | 1 | 0 | | May be inoperative provided airplane is operated in accordance with AFM Limitations. | |
| 21. *** | APU Start/Engine Cowl Interrupt System | D | 1 | 0 | | | |
| 22. | Deprime Solenoid | C | 1 | 0 | | (M) May be inoperative provided airplane is operated in accordance with AFM Limitations. | |

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52. DOORS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 1. | External/Service Door Warning Light System | C | 1 | 0 | May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED/LATCHED: <ul style="list-style-type: none"> • Engine Access (Left Engine), • Engine Access (Right Engine), • External Air, • External Power, • Forward Cowl (Left Engine), • Forward Cowl (Right Engine), • Fuel Drain Valve (Left Wing), • Fuel Drain Valve (Right Wing), • Fuel Hopper Drain (Left Wing), • Fuel Hopper Drain (Right Wing), • Fuel Service, • Ldg Gear Maintenance, • Nose Wheelwell • Oxygen Service, • Radome, • Security, • Tail Compartment, • Waste Service, • Water Service, • Wheel Well (Left Main Gear), and • Wheel Well (Right Main Gear) | |

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52. DOORS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 2. *** | Cargo Door Operating System | C | 1 | 0 | May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED. | |
| 3. *** | Cargo Door Warning Light System | C | 1 | 0 | May be inoperative provided a crewmember verifies by visual inspection before each departure that the associated door is CLOSED and LOCKED. | |
| 4. | Lavatory Door | D | - | - | May be inoperative provided the affected door is secured OPEN or CLOSED for taxi, takeoff, and landing. NOTE: Includes pop-up panels, latches, locks, and handles. | |
| 5. | Baggage Door Warning System | C | 1 | 0 | May be inoperative provided a crewmember verifies by visual inspection before each departure that the baggage door is CLOSED and LOCKED. | |
| 6. | Main Entry Door Acoustic Curtain/Door System | D | - | - | | |

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52. DOORS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------|---|---|---|--|------------|
| 7. | Main Entry Door Warning System | A | 1 | 0 | <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) With the parking brake applied and the Main Door closed, the Main Door is visually confirmed latched and locked, b) On lineup and ready with power levers advanced to takeoff power for takeoff, reconfirm the correct position of the following: <ul style="list-style-type: none"> 1) FLAP Handle, 2) SPEED BRAKE Handle, 3) PARK/EMERG BRAKE Handle, 4) Landing Gear Control Handle, 5) Thrust Reverser Levers, 6) GPWS/GND SPLR FLAP ORIDE Switch, 7) Pitch, Rudder, and/or Roll Trim, and c) Repairs are made within 1 flight-day. <p>NOTE 1: Main Door Advisory message will change to a Caution Main Door message once the parking brake is released. Caution message will change to a Warning message when power is advanced for takeoff. In addition, it will trigger an associated Aircraft Configuration Warning message.</p> <p>NOTE 2: Warning messages (Main Door and Aircraft Configuration) cannot be inhibited for takeoff and must be acknowledged.</p> | |

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52. DOORS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 8. | Overwing Exit Doors Warning System (Indicating System Inoperative or Individual Door(s) Warning Indication) | C | 4 | 0 | May be inoperative provided before each departure: a) A crewmember verifies by visual inspection that in each of the four Overwing Exit Doors the locking tabs are extended and engaged, and b) All four Overwing Exit Door Release Handles are stowed flush. | |
| 9. | Internal Baggage Door Warning System (Cockpit Indications) | C | 1 | 0 | May be inoperative provided airplane is operated at or below FL 400. | |
| | | C | 1 | 0 | May be inoperative provided: a) Door is verified to be CLOSED and LOCKED by a crewmember prior to climbing above 40,000 ft after each use, and b) Door is placarded "DO NOT ENTER" at or above 40,000 ft. | |
| 10. | Interior Pocket Doors | D | - | - | May be inoperative provided the affected door is secured OPEN for taxi, takeoff, and landing. NOTE: Includes pop-up panels, latches, locks, and handles. | |

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71. POWERPLANT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------|---|---|---|---|------------|
| 1. | EPA Tank Ejector Pump | D | 2 | 0 | (M) May be inoperative provided maintenance procedures are established to drain tank: a) Before the first flight of each day, b) After three normal shutdowns, and c) After two false (wet) starts. | |

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73. ENGINE FUEL AND CONTROL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|----------|----------|----------|--|------------|
| 1. | Fuel Flow Indication Systems | | | | | |
| 1) | EICAS | C | 2 | 1 | May be inoperative provided: a) Associated EPR, LP, and HP indicating system are operative, and b) Fuel quantity indicating systems are operative. | |
| 2) | MCDU | C | 2 | 1 | May be inoperative provided: a) Associated EPR, LP, and HP indicating system are operative, and b) Fuel quantity indicating systems are operative. | |
| 2. | Fuel Low Pressure Warning Systems (EICAS) | C | 2 | 1 | May be inoperative provided: a) Associated Fuel Boost Pumps are operative, and b) Airplane is operated at or below FL 200. | |
| 3. | Engine FADEC System | A | 2 | 0 | (M)(O) Airplane may be dispatched with Blue "Engine Maintenance STD (###)" and/or "Engine Maintenance LTD" messages displayed on EICAS provided: a) Repairs are made in accordance with times (hours) established by the BR700-725 A1-12 Time Limits Manual (GVI), chapter 5 (no extensions are authorized), and b) FADEC faults are reviewed by flightcrew before each takeoff. NOTE: Blue "Engine Maintenance STD (###)" messages require maintenance action within 150 hours and Blue "Engine Maintenance LTD" messages require maintenance action within 500 hours. | |

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74. IGNITION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------|----------|----------|----------|--|------------|
| 1. | Ignition Systems | | | | | |
| 1) | No. 1 Igniters | A | 2 | 1 | May be inoperative provided: a) Both No. 2 Igniters are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight-hours. | |
| 2) | No. 2 Igniters | A | 2 | 1 | May be inoperative provided: a) Both No. 1 Igniters are operative, b) Takeoff runway does not have standing water, slush, or snow, and c) Repairs are made within 150 flight-hours. | |
| 2. | Ignition ON Indicator Systems | C | 2 | 0 | (M) May be inoperative provided both continuous ignition systems are verified to be operative before each flight. | |

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77. ENGINE INDICATING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|---|------------|
| 1. | HP Tachometer Indications EICAS | C | 2 | 1 | May be inoperative on either engine provided associated LP, EPR, and Fuel Flow Indicating Systems (EICAS or Standby) are operative for affected engine. NOTE: Standby HP Indication may also be inoperative on both engines. | |
| 2. | Engine Vibration Monitor Systems Sensors | | | | | |
| 1) | Primary Sensors | C | 2 | 0 | May be inoperative provided associated secondary sensor system is operative. | |
| 2) | Secondary Sensors | C | 2 | 0 | May be inoperative provided associated primary sensor system is operative. | |
| 3. | Standby Engine Instruments on Multi-Function Control Display (MCDU) | C | 1 | 0 | May be inoperative provided associated EICAS indication is operative. | |

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78. ENGINE EXHAUST

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------|---|---|---|---|------------|
| 1. | Thrust Reversers | C | 2 | 0 | (M) May be inoperative provided: a) Affected Thrust Reverser is deactivated, stowed, and LOCKED in forward thrust position, and b) Airplane is operated in accordance with AFM Limitation and Procedures. | |

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79. ENGINE OIL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--|---|---|---|---|---|---|
| 1. | Low Oil Pressure Warning Systems | C | 2 | 1 | May be inoperative provided oil pressure indication for both engines are operative. | |
| 2. | Engine Oil Replenishment System | D | 1 | 0 | | |
| 3. | Imminent Oil Filter Blockage Indication | A | 2 | 1 | | (M) May be inoperative provided: a) CMC is checked and the "OIL FILTER IMMINENT 7934002 [L-R] ENG" fault message associated with Imminent Oil Filter Blockage is present, b) Associated oil filter bypass pop-up indicator is verified in normal (recessed) position before each engine start, c) Oil filter is changed every flight-day or every 15 flight-hours, whichever occurs first, d) All three Chip Detectors are checked and verified to be free of all debris in accordance with the AMM, e) Procedures are in place to ensure all other DND (Do Not Dispatch) messages are addressed before dispatch, and f) Repairs are made within 3 flight-days. |
| <p>NOTE: Imminent Oil Filter Blockage will display an amber CAUTION "Engine Maintenance (L-R)" CAS message. Dispatch is allowed with this message displayed after complying with the required (M) procedure.</p> | | | | | | |

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79. ENGINE OIL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 4. | Oil Quantity Indication Systems (EICAS/SMC/Ground Service Control Panel) | C | 3 | 0 | May be inoperative provided the engine oil quantity is verified on the engine oil quantity gauge before each engine start. | |
| 5. | Oil Filter Pressure Switch Fault Indications | C | 2 | 0 | (M) May be inoperative provided: a) Associated oil filter bypass pop-up indicator is verified in normal (recessed) position before each engine start, b) Oil filter fault is not displayed in CMC, c) Fault is confirmed to be on the indication system, and d) Procedures are in place to ensure all other DND (Do Not Dispatch) messages are addressed before dispatch. NOTE: An amber "Engine Maintenance Required" message will still be displayed on the Crew Alerting System. Dispatch is allowed with this message displayed after complying with the required (M) procedure. | |

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80. STARTING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------|---|---|---|--|------------|
| 1. | Engine Starting Systems | C | 2 | 0 | (M)(O) May be inoperative provided: a) Continuous Ignition System is operative, b) Start Valve has not failed in OPEN position, c) Start Valve is manually OPENED and CLOSED for engine starting, d) Continuous Ignition, Engine Selector, and Start Switches are switched to OFF when engine has reached self-sustaining speed, and e) Engine start is accomplished in accordance with AFM Engine Start Valve Fails To Open Procedure. | |
| 2. | Auto Start Systems | C | 2 | 0 | May be inoperative provided: a) Alternate start system is operative, and b) AFM procedures for alternate engine start are used to start engines. | |

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80. STARTING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------|---|---|---|--|------------|
| 3. | Start Valve Position Indication | C | 2 | 0 | (M) May be inoperative provided: a) Start Valve has not failed in OPEN position as verified by visual means through an access panel, b) Ignition ON indication is operative during engine start, and c) Start Valve is verified CLOSED following engine start by visual means. | |
| | | C | 2 | 0 | (M)(O) May be inoperative provided: a) Continuous Ignition System is operative, b) Start Valve has not failed in OPEN position, c) Start Valve is manually OPENED and CLOSED for engine starting, d) Continuous Ignition, Engine Selector, and Start Switches are switched to OFF when engine has reached self-sustaining speed, and e) Engine start is accomplished in accordance with AFM Engine Start Valve Fails To Open Procedure. | |

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80. STARTING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------------|---|---|---|--|------------|
| 4. *** | Start Valve Position Indicator Lights | C | 2 | 0 | (M) May be inoperative provided: a) Start valve has not failed in OPEN position as verified by visual means through an access panel, b) Start valve is manually OPENED and CLOSED for engine starting in accordance with AFM Start Valve Failure procedure, and c) Continuous Ignition, Engine Selector, and Start switches are switched to the OFF position when engine has reached self-sustaining speed. | |