



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

Master Minimum Equipment List (MMEL)

Revision: 1
Date: 07/21/2017

L-382J **Lockheed**

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	04/08/2002	All pages.
1	07/21/2017	Complete reissue of MMEL (all pages, all sections).

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FEDERAL AVIATION ADMINISTRATION			
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HIGHLIGHTS OF CHANGE			

The following changes are the Highlights of Changes for **Revision 1**.

PAGE NO.	EXPLANATION OF CHANGE
Definitions	Revised to reference the source document for definitions to avoid duplication of changes published to definitions policy letter.
Preamble	Revised to reference the source document for Preambles, both certificated operators and part 91 operators, to discontinue publication of duplicate MMELs for differences in the Preambles.
Guidelines for (M) and (O) Procedures	Updated and revised (M) and (O) procedures.
ATA 21 thru 79	This is a complete revision and reissue of L382J MMEL. Revision bars omitted for clarity – all items revised. MMEL reissued in new format with new numbering scheme. Includes new relief for L382J (LM-100J).

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DEFINITIONS			

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS, in accordance with PL-25 Appendix B.

The 14 CFR regulatory requirements applicable to specific MMEL chapters can be found in PL-25 Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

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PREAMBLE			

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE, or PL-36, 14 CFR PART 91 MEL APPROVAL AND PREAMBLE.

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GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the manufacturer, operator should comply with these procedures.

Operator MEL (M) and (O) Procedures should be based on the Maintenance and Operational Procedures published by Lockheed Martin Aeronautical Systems in the L382J (LM-100J) Dispatch Deviation Manual (DDM).

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1. REPAIR CATEGORY

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Avionics Cooling Fans	C	2	1	One may be inoperative.	
20-02	Cargo Compartment Overhead Rack Cooling Fans (Forward, Aft Left, Aft Right)	C	3	0	(M)(O) May be inoperative deactivated provided ambient cargo compartment temperatures are maintained below 100 degrees F.	
30-01	Pressurization Control System					
1)	Automatic Pressurization Control Channels	C	2	1	(M) One channel may be inoperative provided manual pressurization control is verified operative.	
2)	Automatic Pressurization Control Channels	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Manual pressurization control is verified operative, and c) Flight remains at or below 10,000 feet MSL.	
3)	Manual Pressurization Control	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, and c) Flight remains at or below 10,000 feet MSL.	
4)	Pressurization Control Panel	C	1	0	May be inoperative provided: a) Automatic Pressurization Control is operative, b) Both CNI-MUs are operative, c) Pressurization CNI-MU soft panel is operative, and d) All other flight deck hard panels are operative (no other soft panel is in use).	
NOTE: AUTO RATE control unavailable via CNI-MU soft panel.						

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
33-01	Outflow Valve	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, and c) Flight remains at or below 10,000 feet MSL.	
33-02	Safety Valve	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Manual pressurization control is operative, and c) Flight remains at or below 10,000 feet MSL.	
40-01	Under Floor Heating System (Cargo Compartment)	C	1	0	(M) May be inoperative provided system is deactivated. NOTE: Consideration should be given to operating environment (temperatures at departure and destination airports and at planned cruise altitude).	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
60-01	Temperature Control System					
1)	FLT STA	C	1	0	(O) Automatic temperature control may be inoperative provided manual temperature control is operative.	
		C	1	0	Manual temperature control may be inoperative provided automatic temperature control is operative.	
2)	CARGO COMPT	C	1	0	(O) Automatic temperature control may be inoperative provided manual temperature control is operative.	
		C	1	0	Manual temperature control may be inoperative provided automatic temperature control is operative.	
3)	Temperature Control Panel	C	1	0	Maybe be inoperative provided: a) FLT STA and CARGO COMPT Automatic and Manual Temperature Control are operative, b) Temp Control CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use).	
					NOTE: Manual operation of the air conditioners (packs) and cross flow valve not replicated on the soft panel.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Digital Autopilot/ Flight Director (DA/FD)					
1)	Autopilot Systems	C	2	1	Maybe inoperative provided approach minimums do not require its use.	
		B	2	0	(O)May be inoperative provided: a) Approach minimums do not require their use, b) Enroute operations do not require autopilot use, and c) Number of flight segments and segment duration is acceptable to flightcrew.	
					NOTE 1: Yaw Damper will be inoperative with both autopilots inoperative.	
					NOTE 2: Any mode that functions normally may be used.	
2)	Flight Director System	C	2	0	(O)May be inoperative provided enroute operations or approach minimums do not require its use.	
11-01	Ref Set/Mode Select Panel	C	2	1	(O) May be inoperative provided alternate procedures are established and used.	
1)	ALT SEL Knobs	C	2	1	One may be inoperative.	
		C	2	0	(O)May be inoperative provided enroute operations do not require its use.	
2)	BARO SET Knobs	C	2	1	(O) May be inoperative provided alternate procedures are established and used.	
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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Ref Set/Mode Select Panel (Cont'd)					
3)	Mode Select Switches					
a)	ALT (Altitude Hold)	C	2	1	One may be inoperative.	
	ALT (Altitude Hold)	C	2	0	(O) Both may be inoperative provided enroute operations do not require its use.	
b)	SEL (Altitude Select)	C	2	1	One may be inoperative.	
	SEL (Altitude Select)	C	2	0	(O) Both may be inoperative provided enroute operations do not require its use.	
c)	HDG (Heading)	C	2	1	One may be inoperative.	
	HDG (Heading)	C	2	0	(O) Both may be inoperative provided enroute operations do not require its use.	
d)	NAV (Navigation)	C	2	1	One may be inoperative.	
	NAV (Navigation)	C	2	0	(O) Both may be inoperative provided enroute operations or approach minimums do not require its use.	
e)	APPR (Approach)	C	2	1	One may be inoperative.	
	APPR (Approach)	C	2	0	Both may be inoperative provided approach minimums do not require its use.	
f)	VS (Vertical Speed Hold)	C	2	1	One may be inoperative.	
	VS (Vertical Speed Hold)	C	2	0	(O) Both may be inoperative provided enroute operations or approach minimums do not require its use.	
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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Ref Set / Mode Select Panel (Cont'd)					
3)	Mode Select Switches (Cont'd)					
g)	IAS (Indicated Airspeed Hold)	C	2	1	One may be inoperative.	
	IAS (Indicated Airspeed Hold)	C	2	0	(O) Both may be inoperative provided enroute operations do not require its use.	
h)	VNAV (Vertical Navigation)	C	2	1	One may be inoperative.	
	VNAV (Vertical Navigation)	C	2	0	(O) Both may be inoperative provided enroute operations or approach minimums do not require its use.	
i)	A/T (Autothrottle)	C	2	1	One may be inoperative.	
	A/T (Autothrottle)	C	2	0	Both may be inoperative provided autothrottle system is considered inoperative.	
4)	Reference Rotary Switches	C	2	1	One may be inoperative.	
5)	REF SET Knobs	C	2	1	One may be inoperative.	
11-02	Autopilot Disengage Buttons (Yoke)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the autopilot.	
		B	2	0	Both may be inoperative provided autopilot is not used.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
11-03	Autopilot Engage/Disengage Lever (Autoflight Control Panel)	C	2	1	One may be inoperative provided associated autopilot is considered inoperative.	
		B	2	0	Both may be inoperative provided autopilots are considered inoperative.	
11-04	Go-Around Switches	C	2	1	(O) One may be inoperative provided alternate procedures are established and used.	
11-05	Heading and Course Select Panels	C	2	1	One may be inoperative.	
				0	(O) Both may be inoperative provided enroute operations do not require its use.	
				1	One may be inoperative provided: a) Procedures or approach minimums do not require its use, and b) At least one HEADING knob is operative.	
13-01	Pitch Control UP-DN Wheel (AFCS Panel)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
13-02	Pitch Axis (PITCH) OFF Switch	C	1	0	(O) May be inoperative provided: a) Enroute operations do not require its use, and b) Alternate procedures are established and used.	
13-03	Vertical Reference Synchronization Buttons (SYN) (On Control Wheels)	C	2	0	One or both may be inoperative.	

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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
13-04	Lateral Axis (LAT) OFF Switch	C	1	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Alternate procedures are established and used.	
13-05	Roll Control TURN Wheel (AFCS Panel)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
30-01	Autothrottle System	C	1	0	May be inoperative.	
30-02	Autothrottle Disconnect Switches	C	2	1	One may be inoperative.	
		C	2	0	Both may be inoperative provided autothrottle system is considered inoperative.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
10-01	HF Communication Systems	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	2	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.	
12-01	VHF Communication Systems	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: VHF Comm 1 is powered by the isolated DC bus and must be operative.	
20-01	Selective Call System (SELCAL)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	-	May be inoperative provided procedures do not require its use.	
1)	SELCAL Channels	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	-	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		
20-02	Aircraft Communication And Addressing System (ACARS) (FANS 1/A Datalink, ATS Facilities Notification (AFN), Controller-pilot data link communications (CPDLC), Automatic Dependent Surveillance – Contract (ADS-C))	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.			
20-03	Cockpit Printer	C	-	-	(O) May be inoperative provided alternate procedures are established and used.			
		D	-	-	May be inoperative provided procedures do not require its use.			
20-04	Satellite Communication System (SATCOM)	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.			
40-01	Crewmember Interphone Systems	1)	Flight Deck to Non-Flight Deck Station Functions	C	-	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
				D	-	0	May be inoperative provided procedures do not require its use.	
				2)	Non-Flight Deck Station to Non-Flight Deck Station Function	D	-	0

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Crewmember Interphone Systems (Cont'd)					
3)	Flight Deck to Ground Function	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.	
50-01	Cockpit Loudspeakers	C	2	1	One may be inoperative provided both pilots can hear ACAWS aural alerts clearly from remaining speaker.	
50-02	Flight Deck Headsets and Microphones					
1)	Boom Microphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
2)	Headset Earphones/Headphones	C	-	-	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
3)	Headset Interface Panel (HIP)	C	6	-	May be inoperative provided headset is operative for each crewmember on board the airplane.	
		D	-	-	Any in excess of those required by regulation may be inoperative.	
4)	Active Noise Canceling/Reduction Function	D	-	-	May be inoperative provided normal audio function of headset is operative.	
50-03	ICS Digital Crew Unit (DCU)	C	6	-	May be inoperative provided DCU is operative for each crewmember on board the airplane.	
50-04	HUSH Button (Control Wheel)	C	2	1	One may be inoperative.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Electrical Control Panel	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Both CNI-MUs are operative, b) Electrical CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use). NOTE: Rotary switch EXT PWR selection, battery test switch, DC voltmeter display, and battery switch will remain operative and are not replicated on the soft panel.	
21-01	AC Engine Driven Generator	B	4	3	(M)(O) One may be inoperative.	
21-02	APU Electrical Generator	C	1	0	(M)(O) May be inoperative. NOTE 1: APU can be used as a pneumatic source. NOTE 2: Flight planning should ensure availability external electrical cart.	
30-01	Regulated Power Supply (RPS)					
1)	Low Voltage Power Supplies (LVPS)	C	16	14	Two may be inoperative provided associated Regulated Power Supply (RPS) and Panel Power Distribution Unit (PPDU) are operative.	
a)	LVPS #4 and #12	C	2	0	Both may be inoperative provided observer seat is considered inoperative.	
2)	Panel Power Distribution Unit (PPDU) #4	C	1	0	May be inoperative provided observer seat is considered inoperative.	

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24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
33-01	Regulated Transformer Rectifier Unit (RTRU)	A	4	3	(O) May be inoperative provided: a) Load on associated DC Bus does not exceed 100%, b) For RTRU #2 or #4 inoperative, airplane is not operated into known or forecast icing conditions, and c) Repairs are made within three flight days.	
40-01	External Power Systems					
1)	AC External Power	C	1	0	May be inoperative.	
2)	DC External Power	C	1	0	May be inoperative.	
3)	EXT PWR Ready Annunciator	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Non-Essential Equipment and Furnishings	-	-	-	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the aircraft operator's appropriate document.	
00-02	Storage Bins/ Galley Storage Compartments/ Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
00-02	Storage Bins/ Galley Storage Compartments/ 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 of inoperative bins, compartments, or closets and f) Crewmembers are briefed that affected bin, compartment, or closet is not used. NOTE: 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 the unlocked position provided doors can be secured by other means.	

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Sequence No.	Item	1	2	3	4	Change Bar
10-01	Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) Alternate seat is available to the FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight days.	
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) 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 (oxygen and safety belt) is functional and the inspector determines the conditions 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).	
1)	Observer Seat Not Required by 14 CFR (Including Associated Equipment)	D	1	0	May be inoperative. NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

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Sequence No.	Item	1	2	3	4	Change Bar
10-02	Cockpit Sun Visor	C	2	0	May be inoperative or missing provided there are no visual restrictions to affected crewmember(s).	
10-03 ***	Pilot Chart Holder (Cockpit)	C	2	0	One or both may be inoperative.	
10-04 ***	Letdown Chart Holder (Including Integral Lighting)	C	2	0	One or both may be inoperative.	
30-01	Galley Waste Receptacle Access Door/Cover	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	
50-01 ***	Cargo Compartment Equipment					
1)	Multifunction Control/Display (MFCD) (Cargo Loading)	D	1	0	(M)(O) May be inoperative provided: a) Associated locks are operated in the manual mode or using PLCU, b) Associated locks are manually or electrically locked and verified in the locked position visually or using PLCU before each flight, and c) Alternate procedures are established and used. NOTE: Any MFCD function that operates normally may be used.	

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Sequence No.	Item	1	2	3	4	Change Bar
50-01	Cargo Compartment Equipment (Cont'd)					
2)	Pallet Lock Control Unit (PLCU)	D	10	0	(M) May be inoperative provided: a) Associated locks are operative in the manual mode, b) Associated locks are manually locked and visually verified in the locked position before each flight, and c) Alternate procedures are established and used.	
					NOTE: Any PLCU or PLCU function that operates normally may be used.	
3)	Electric Locks	D	-	-	(M) May be inoperative provided: a) Affected lock is operative in the manual mode, and b) Affected lock is manually locked and visually verified in the locked position before each flight.	
					NOTE: If lock is completely inoperative, use MMEL item 25-50-02 (Cargo Restraint Components).	
4)	Locks Indication Panel	D	1	0	(M) May be inoperative provided associated lock(s) is visually verified in the locked position before each flight.	
5)	Integral Centerline CDS Rails	D	-	-	(M) May be inoperative in the stowed position.	
6)	Stow-in-Place Roller Conveyors	D	-	-	(M) May be inoperative in the stowed position.	
7)	Variable Speed Cargo Winch System	D	1	0	(M) May be inoperative provided alternate procedures are established and used.	

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Sequence No.	Item	1	2	3	4	Change Bar
50-02	Cargo Compartment Restraint Components	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.	
50-03	Cargo Compartment Lining Panels and Blankets	C	-	-	(O) May be damaged or missing provided procedures are established and used to verify the cargo compartment remains empty or contains only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), or fly away kits. NOTE: Operators MELs must define items which are approved for inclusion in the fly away kits and which materials can be used as ballast.	
61-01	Life Vests	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	

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Sequence No.	Item	1	2	3	4	Change Bar
62-01	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.	
64-01	Life Rafts	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided required distribution is maintained.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Fire and Overheat Detector System (FODS) Controller Channels	A	2	1	(O) One channel may be inoperative provided: a) Fire detection system test is accomplished before each flight, and b) Repairs are made within 1 flight day.	
11-01	Cargo Compartment Smoke Detectors	C	8	0	(O) May be inoperative provided procedures are established and used to ensure the cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE 1: Operator MELs should define which items are approved for inclusion in the fly away kits and which materials can be used as ballast. NOTE 2: No relief is provided for Avionics Compartment Smoke Detector (#1).	
12-01	Engine Fire Detection Loops (A or B)	C	8	4	One loop in each zone may be inoperative. NOTE: There are four (4) Engine Fire Detection zones (one per engine, numbered 1 thru 4).	
12-02	APU Fire Detection System	C	1	0	May be inoperative provided APU is considered inoperative.	
1)	APU Fire Detection Loops (A or B)	C	2	1	One loop may be inoperative.	
13-01	Bleed Air Overheat Detection Loops (A or B)	C	22	11	One loop in each zone may be inoperative. NOTE: There are eleven (11) Bleed Air Overheat Detection zones.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
22-01	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.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Control Boost Panel	C	1	0	May be inoperative provided: a) Both CNI-MUs are operative, b) Control Boost CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use).	
11-01	Aileron Trim Position Indicator	C	1	0	(O) May be inoperative provided aileron trim is verified neutral before each departure.	
20-01	Rudder System Direct Reading Pressure Gauge	D	2	0	May be inoperative.	
21-01	Rudder Trim Position Indicator	C	1	0	(O) May be inoperative provided rudder trim is verified neutral before each departure.	
31-01	Elevator Trim Position Indicator	B	1	0	(M)(O) May be inoperative provided: a) Elevator TRIM (voice) configuration alert is verified to be operative, and b) Elevator trim tabs are verified in takeoff range before each departure.	
51-01	Flap Position Indicator	C	1	0	(M)(O) May be inoperative provided AMU flap position indication is verified to be operative.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Fuel Management Control Panel	C	1	0	May be inoperative provided: a) Both CNI-MUs are operative, b) Fuel Management Control Panel CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use). NOTE: Fuel quantity indication and FUEL PRESS indication not replicated on the soft panel	
10-01	Single Point Refueling (SPR) System	C	1	0	(M) May be inoperative provided alternate fueling procedures are established and used. NOTE: Any SPR feature that is operative may be used.	
10-02	Fuel System Condensate Drain Valves					
1)	Main and Auxiliary Fuel Tanks	C	12	11	(M) One may be inoperative closed.	
2) ***	External Tanks	C	8	7	(M) One may be inoperative closed.	
20-01	APU Fuel Shutoff Valve	C	1	0	(M) May be inoperative provided: a) APU is considered inoperative, and b) Valve is secured closed.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Main Tank Fuel Boost Pumps	B	4	3	(M)(O) One may be inoperative provided: a) Affected pump is deactivated, b) All main tank fuel quantity indication is operative, c) Associated main tank transfer pump is operative, and d) The following minimum fuel quantities are maintained in the associated tank: 1) Tank 1 and 4: 3,180 lbs. in flight, and 3,850 lbs. on ground 2) Tank 2 and 3: 3,180 lbs. in flight, and 2,420 lbs. on ground	
22-02	Fuel Transfer Pumps					
1)	Main Tank	B	4	3	(M)(O) One may be inoperative provided: a) Affected pump is deactivated, b) All main tank fuel quantity indication is operative, and c) Associated main tank boost pump is operative.	
2)	Aux Tank	C	2	0	(M)(O) May be inoperative provided: a) Affected pump(s) is deactivated, b) Associated tank fuel quantity indication is operative, and c) Fuel in associated tank(s) is considered unusable or associated tank(s) remains empty.	
3) ***	External Tank	C	4	2	(M)(O) One in each tank may be inoperative provided: a) Affected pump(s) is deactivated, and b) Associated tank(s) fuel quantity indication is operative.	
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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
22-02	Fuel Transfer Pumps (Cont'd)					
4) ***	External Tank	D	4	0	(M)(O) May be inoperative provided: a) Affected pump(s) is deactivated, b) Associated tank fuel quantity indication is operative, and c) Fuel in associated tank(s) is considered unusable.	
5) ***	External Tank	D	4	0	(M)(O) May be inoperative provided: a) Affected pump(s) is deactivated, b) Associated tank(s) remains empty.	
24-01	Fuel Level Control Valves (FLCV)					
1)	Number 1 and 4 Main Tanks	C	4	2	One in each tank may be inoperative closed.	
2)	Auxiliary Tank	C	2	0	May be inoperative closed provided: a) Both auxiliary tanks remain empty, and b) Aux tank transfer switches remain in the OFF position.	
3) ***	External Tank	C	2	1	(M)(O) One may be inoperative closed provided: a) Associated tank is fueled using filler cap, and b) Both external tank fuel quantity indications are operative.	
4) ***	External Tank	D	2	0	May be inoperative closed provided: a) Both external tanks remain empty, and b) External tank transfer switches remain in the OFF position.	
30-01	Fuel Dump Valve	C	2	1	(M) One may be inoperative secured closed.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Auxiliary Fuel Tank Magnetic Sight Gauge	C	2	0	May be inoperative or missing provided fuel quantity is determined by other approved means.	
41-01	Fuel Quantity Indication					
1)	Main Tanks	C	4	3	(M)(O) One may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate procedure, b) Associated auxiliary tank fuel quantity indication is operative or tank remains empty, c) Associated external tank fuel quantity indication is operative or tank remains empty, d) Associated fuel boost pump is operative, e) All fuel flow indicators are operative, and f) Alternate procedures are established and used.	
2)	Auxiliary Tanks	C	2	1	(M)(O) One may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate procedure, b) Associated fuel transfer pump is operative, and c) Alternate procedures are established and used.	
3)	Auxiliary Tanks	D	2	0	(M)(O) May be inoperative provided: a) Both auxiliary tanks remain empty, and b) Aux tank transfer switches remain in the OFF position.	
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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Fuel Quantity Indication (Cont'd)					
4) ***	External Tanks	C	2	1	(M)(O) May be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate procedure, b) Associated fuel transfer pump is operative, and c) Alternate procedures are established and used.	
5) ***	External Tanks	D	2	0	(M)(O) May be inoperative provided: a) Both external tanks remain empty, and b) External tank transfer switches remain in the OFF position.	
6)	TOTAL QTY Indication on Fuel Panel	C	1	0	May be inoperative provided total fuel quantity on HDD System Status Page is operative.	
44-01	Crossfeed Manifold Fuel Pressure Indication					
1)	Without External Tanks Installed	A	1	0	(O) May be inoperative provided: a) X-SHIP switch remains in closed position except for refueling operations, b) X FEED switches remain in closed position, c) All fuel boost pumps and main tank transfer pumps are operative, d) Auxiliary tank transfer pumps are operative if fuel is to be carried in auxiliary tanks, and e) Repairs are made within 2 flight days.	
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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Crossfeed Manifold Fuel Pressure Indication (Cont'd)					
2) ***	With External Tanks Installed	A	1	0	(O) May be inoperative provided: a) X-SHIP switch remains in closed position except for refueling operations, b) X FEED switches remain in closed position, c) All fuel boost pumps and main tank transfer pumps are operative, d) Auxiliary tank transfer pumps are operative if fuel is to be carried in auxiliary tanks, e) External tank transfer pumps are operative if fuel is to be carried in external tanks, and f) Repairs are made within 2 flight days.	

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29. HYDRAULIC POWER

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Hydraulic System Control Panel	C	1	0	May be inoperative provided: a) Both CNI-MUs are operative, b) Hydraulic CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use). NOTE: AUX PSI indication is replicated on the soft panel.	
00-02	Hydraulic System Ground Test Valve	C	1	0	(M) May be inoperative provided the ground test valve is secured in the FLIGHT position.	
23-01	Auxiliary Hydraulic Hand Pump	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
23-02	Cargo Ramp/Door Control Panel Auxiliary Hydraulic Pump Switch	D	1	0	(M) May be inoperative provided alternate procedures are established and used.	
31-01	Booster System Accumulator Direct Reading Pressure Gauge	C	1	0	May be inoperative.	
31-02	Utility System Accumulator Direct Reading Pressure Gauge	C	1	0	May be inoperative.	
31-03	Auxiliary Hydraulic System Direct Reading Pressure Gauges	C	2	0	(M) One or both may be inoperative.	
31-04	Hydraulic Control Panel AUX PSI Indication	B	1	0	(O) May be inoperative provided auxiliary hydraulic system pressure is monitored on the HDD system status display.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Ice Protection Panel	C	1	0	May be inoperative provided: a) Both CNI-MUs are operative, b) Ice Protection CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use).	
10-01	Wing and Empennage Ice Protection System	C	1	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.	
10-02	Vertical Stabilizer Deicer Boot Timer	B	2	1	(M) One may be inoperative provided remaining timer is verified operative before flight in known or forecast icing conditions.	
		C	2	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.	
20-01	Engine Inlet Duct Anti-Ice System	C	4	3	(M)(O) One may be inoperative provided: a) Associated engine anti-ice valve is verified closed, and b) Airplane is not operated in known or forecast icing conditions.	
30-01	Pitot Heat	B	2	0	(O) Both may be inoperative provided: a) All other elements of the pitot heat system operate normally, and b) Aircraft is not operated in known or forecast icing conditions.	
30-02	Pitot Heat Warning System	B	2	1	(M) One may be inoperative provided: a) Associated pitot heat is verified operative, and b) Aircraft is not operated in known or forecast icing conditions.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
30-03	Total Air Temperature (TAT) Sensor Heating	C	2	1	(M) One may be inoperative provided: a) Associated TAT probe heat is deactivated, and b) Aircraft is not operated in known or forecast icing conditions.	
40-01	Windshield Heating System (NESA)	B	2	0	(M)(O) May be inoperative provided: a) Center (main) and side windshield heat systems are deactivated, b) Airplane is operated in accordance with AFM limitations, and c) Aircraft is not operated in known or forecast icing conditions.	
40-02	Windshield Wipers	C	2	0	May be inoperative provided: a) Aircraft is not operated in precipitation within 5 statute miles of the airport of takeoff or intended landing, and b) Approach minimums do not require its use.	
1)	Windshield Wiper Speeds (SLOW, 2, 3, FAST)	C	4	1	May be inoperative provided at least one windshield wiper speed is operative.	
2)	Park Function	C	2	0	May be inoperative for all flight conditions provided blade(s) can be positioned in a location that will not obstruct forward vision.	
60-01	Propeller Deice/ Anti-Ice Systems	C	4	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
80-01	Ice Detectors	C	2	1	(M) One may be inoperative provided: a) Affected ice detector is deactivated, and b) ACAWS ICE DETECTORS FAIL caution message is not displayed.	
		C	2	0	(M)(O) May be inoperative provided: a) Ice detectors are deactivated, and b) Alternate procedures are established and used.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
	FLIGHT DATA RECORDER (FDR) INSTALLED FOR A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
30-01	Digital Flight Data Recorder (DFDR)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Digital Flight Data Recorder (DFDR)	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but not successful. 3) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and c) Repairs are made within 3 flight days. 	
1)	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days. 	
2)	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
	FLIGHT DATA RECORDER (FDR) INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
30-01	Digital Flight Data Recorder (DFDR) (Cont'd)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
	COCKPIT VOICE RECORDER (CVR) WITH FLIGHT DATA RECORDER (FDR) INSTALLED					
30-02	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
1)	Recorder Independent Power Supply (RIPS)	C	1	0	May be inoperative.	
(Continued)						

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
	COCKPIT VOICE RECORDER (CVR) INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
30-02	Cockpit Voice Recorder (CVR) (Cont'd)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
1)	Recorder Independent Power Supply (RIPS)	C	1	0	May be inoperative.	
30-03	Dual Slotted Data Transfer System (DSDTS)	C	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.	
30-04	External Mass Memory Unit (EMMU)	C	1	0	(M)(O) May be inoperative deactivated provided procedures or operations do not require its use.	
50-01	MASTER CAUTION Lights	C	2	1	One may be inoperative.	
50-02	MASTER WARNING Lights	C	2	1	One may be inoperative.	

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32. LANDING GEAR

Sequence No.	Item	1	2	3	4	Change Bar
00-01	GEAR/LANDING LIGHTS Control Panel	C	1	0	May be inoperative provided: a) Both CNI-MUs are operative, b) Landing Gear and Lights CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use). NOTE: LOCK RELEASE not replicated on the soft panel.	
41-01	Anti-Skid System	C	1	0	(O) May be inoperative provided appropriate performance decrements are applied.	
60-01	Landing Gear Warning Light	B	1	0	(O) May be inoperative.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Lighting System Control Panels					
1)	Pilot Lighting Control Panel	C	1	0	May be inoperative provided: a) Both CNI-MUs are operative, b) PILOT LIGHTING CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use).	
2)	Copilot Lighting Control Panel	C	1	0	May be inoperative provided: a) Both CNI-MUs are operative, b) COPILOT LIGHTING CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use).	
3)	Exterior Lighting Control Panel	C	1	0	May be inoperative provided: a) Both CNI-MUs are operative, b) EXTERIOR LIGHTS CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use).	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
30-01	Cabin/Cargo Compartment Normal Lighting System	C	-	-	Individual lights may be inoperative provided: a) Inoperative lights do not exceed 50% of the total installed, and b) Lighting is sufficient for crewmembers to perform required duties.	
30-02	Service Compartment Lights	D	3	0	May be inoperative.	
40-01	Wheel Well Inspection Lights	C	3	0	Any or all may be inoperative.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
40-02	Anti-Collision Lights	C	3	2	Vertical stabilizer anti-collision light may be inoperative.	
		B	3	0	(O) May be inoperative provided: a) Aircraft is not operated between sunset and sunrise, and b) Navigation lights are operative.	
40-03	Navigation Light System					
1)	Left and Right Wing Navigation Light Bulbs	C	2	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
2)	Tail Navigation Light Bulbs	C	2	1	One may be inoperative.	
		C	2	0	Both may be inoperative provided aircraft is not operated between sunset and sunrise.	
40-04	Leading Edge Lights	C	2	0	May be inoperative provided: a) Both Ice Detectors are operative, and b) Ground deicing procedures do not require their use.	
		C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions between sunset and sunrise, and b) Ground deicing procedures do not require their use.	
40-05	Wing Tip Taxi Lights	C	2	0	One or both may be inoperative.	
40-06	Wheel Well Taxi Lights	C	2	0	One or both may be inoperative.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
40-07	Landing Lights	C	2	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
1)	Extend/Retract Motors	C	2	0	(M) May be inoperative provided: a) Associated light is in full extended position, b) Associated light illuminates normally, c) Affected extend/retract motor is deactivated, and d) Airspeed is limited to 250 KIAS.	
		C	2	0	(M) May be inoperative provided: a) Associated light is in retracted position, b) Associated light is considered inoperative, and c) Affected extend/retract motor is deactivated.	
		C	2	0	(M) May be inoperative provided: a) Associated light is considered inoperative, b) Affected extend/retract motor is deactivated, and c) Airspeed is limited to 250 KIAS.	
2)	Landing Light Not Retracted Indication	C	2	0	May be inoperative provided associated extend/retract motor is operative.	
50-01	Emergency Exit Lights				Deleted, Revision 1.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
17-01	Static Pressure Transducer Unit (SPTU)	B	2	1	(O) One may inoperative provided enroute operations (i.e., RVSM) do not require its use.	
17-02	Altitude Alerting System	C	1	0	(O) May be inoperative provided enroute operations (i.e., RVSM) do not require its use.	
18-01	Angle of Attack Sensors	C	2	1	One may be inoperative.	
21-01	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in VMC only, b) Aircraft is not operated at night, and c) Operations are not conducted into known or forecast over-the-top conditions.	
23-01	Standby Magnetic Compass	B	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS (IRS) stabilized compass systems operate normally, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative, and used in conjunction with approved free gyro navigation techniques.	
30-01	Radar Altimeter	C	2	1	(O) One may be inoperative provided: a) Approach minimums do not require its use, and b) TCAS and GCAS are supplied with Radar Altimeter data.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
31-01	VOR/ILS	C	2	-	Any in excess of those required by 14 CFR, and not powered by a standby bus, may be inoperative.	
34-01	Marker Beacon	C	1	0	May be inoperative provided approach minimums do not require its use.	
41-01	Embedded Global Positioning/Inertial Navigation System (EGI)	B	2	1	(O) One may be inoperative provided: a) Remaining EGI is operative and is used for both HDDs and HUDs, b) Operations are conducted in VMC only, c) Aircraft is not operated at night, d) Standby Magnetic Compass is operative, and e) Standby Attitude Indicator is operative.	
42-01	Weather Radar System					
1)	Weather Radar System With Windshear Alert Mode (Predictive) Installed	B	1	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, and b) Alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
	Weather Radar System With Windshear Alert Mode (Predictive) Installed	C	1	0	(O) May be inoperative provided: a) Weather radar is not required by 14 CFR, b) Alternate procedures are established and used, and c) Windshear warning and guidance system (reactive) operates normally.	
		C	1	0	May be inoperative provided weather radar is not required by 14 CFR.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Weather Radar System (Cont'd)					
2)	Windshear Detection and Avoidance System (Predictive)					
	WINDSHEAR SYSTEM REQUIRED BY 14 CFR	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
	Windshear Alert Mode (Predictive)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear warning and guidance system (reactive) is installed and operates normally.	
	WINDSHEAR SYSTEM NOT REQUIRED BY 14 CFR	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	RADAR CONTROL Panel	C	1	0	May be inoperative provided Weather Radar System is considered inoperative.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Terrain Awareness and Warning System (TAWS)					
	Class A TAWS Equipment Required					
1)	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.	
2)	Terrain Displays	C	-	1	May be inoperative.	
		B	-	0	May be inoperative.	
	Class B TAWS Equipment Required					
1)	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	May be inoperative.	
2)	Terrain Displays	C	-	0	May be inoperative.	
45-01	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
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Sequence No.	Item	1	2	3	4	Change Bar
45-01	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
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 flying pilot side.	
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
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	May be inoperative.	
51-01	TACAN/Distance Measuring Equipment (DME)	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
52-01	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
2)	ADS-B Squitter Transmissions (ADS-B OUT)	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.	
55-01	Automatic Direction Finder (ADF)	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
57-01	Civil Global Positioning System (GPS)	C	2	-	(O) May be inoperative provided enroute operations or approach minimums do not require its use.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Flight Management System (FMS) Navigation Database	A	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
61-02	Digital Mapping Unit (DMU)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, and b) Alternate procedures are established and used. 	

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Oxygen Overpressure Discharge Indicator	C	1	0	(O) May be damaged or missing.	
10-01	Oxygen Regulator Panels	C	6	-	May be inoperative provided: a) Regulator panel is operative for each occupant on board the airplane, and b) At least one additional regulator panel is operative.	
10-02	Oxygen Quantity Indication System (HDD)	B	1	0	(M) May be inoperative provided oxygen supply is verified to be above minimum required before each departure.	
30-01	Portable Oxygen Bottles/Masks	D	4	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable cylinders is maintained throughout aircraft, and b) Cylinders not properly serviced are replaced, serviced, or removed at next available maintenance facility.	
30-02	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.	

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36. PNEUMATIC

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Bleed Air Control Panel	C	1	0	May be inoperative provided: a) Both CNI-MUs are operative, b) Bleed Air CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use). NOTE: BLEED AIR PRESSURE INDICATION not replicated on the soft panel.	
00-02	Bleed Air Environment Control System Electronic Controller (BAECS) Channels	B	2	1	(O) One Channel (A or B) may be inoperative.	
10-02	Bleed Air Augmentation Valves	C	4	3	(M) One may be inoperative provided: a) Affected valve is deactivated CLOSED, b) Bleed Air Divider Valve is operative, and c) Left and right wing bleed air isolation valves are operative.	
		C	4	2	(M) One valve on left wing and one valve on right wing may be inoperative provided: a) Affected valves are deactivated CLOSED, and b) Airplane is not operated in known or forecast icing conditions.	
10-03	APU Bleed Air Valve	C	1	0	(M) May be inoperative provided valve is secured closed.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Non-Flushing Toilet	C	1	0	(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	1	0	(M) May be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Non-flushing Toilet is placarded "INOPERATIVE – DO NOT USE".	
30-02	Urinal	C	1	0	(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	1	0	(M) May be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Urinal is placarded "INOPERATIVE – DO NOT USE".	

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45. CENTRAL MAINTENANCE SYSTEM

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Data Transfer and Diagnostic System (DTADS)	A	1	0	(M) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made prior to next scheduled Maintenance Debrief or within 25 flight-hours, whichever comes first. NOTE: DTADS required to perform Navigation Database update.	
1)	PMA Ports	C	2	1	(M) May be inoperative provided alternate procedures are established and used.	

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46. SYSTEM INTEGRATION AND DISPLAY

Sequence No.	Item	1	2	3	4	Change Bar
20-01 ***	Electronic Flight Bag (EFB)					
1) ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
***		D	-	0	NOTE: Any function, program, or document which operates normally may be used. May be inoperative provided procedures do not require its use.	
2) ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
***		D	-	0	May be inoperative provided procedures do not require its use.	
3) ***	Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
***		D	-	0	May be inoperative provided procedures do not require its use.	
4) ***	Mounting Device (Class 2)	C	-	-	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
***		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
21-01	Mission Computers	A	2	1	One may be inoperative provided repairs are made within 1 flight day.	

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46. SYSTEM INTEGRATION AND DISPLAY

Sequence No.	Item	1	2	3	4	Change Bar
21-02	Mission Computer Switches					
1)	LOAD ENABLE Switch	C	1	0	POWER ON position (switch up – unguarded) may be inoperative.	
2)	MC MODE Switch	C	1	0	GPM position (switch up – unguarded) may be inoperative.	
22-01	Bus Adapter Units (BAU)					
1)	BAU Type 1 #4, #5, and/or #6	C	3	1	(M) May be inoperative provided: a) For BAU Type 1 #4 and/or #5 inoperative, associated AOA vane heater(s) is verified operative, and b) Lighting configuration and intensity for associated panels is acceptable to the flightcrew. NOTE: BAU Type 1 #1, #2, and #3 and all BAU Type 2 must be operative.	
		C	3	1	May be inoperative provided: a) For BAU Type 1 #4 and/or #5 inoperative, airplane is not operated in known or forecast icing conditions, and b) Lighting configuration and intensity for associated panels is acceptable to the flightcrew. NOTE: BAU Type 1 #1, #2, and #3 and all BAU Type 2 must be operative.	
23-01	Special Mission Processor Interface (SMPI)					
1)	SMPI Receptacles	C	2	0	One or both may be inoperative.	
2)	BLACK ETHERNET Switch	C	2	0	One or both may be inoperative.	

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4. REMARKS OR EXCEPTIONS

46. SYSTEM INTEGRATION AND DISPLAY

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Communication/ Navigation/Electronic Circuit Breaker Panel (CNBP)	C	1	0	May be inoperative provided both CNI-MUs are operative.	
32-01	Avionics Management Unit (AMU)	C	2	1	One may be inoperative provided: a) All Head-Down Displays (HDD) are operative, and b) Both Control Wheel HD PFD Reset Buttons are operative. NOTE: Any AMU function which operates normally may be used.	
33-01	Head-Down Displays (HDD)	C	4	3	(O) One may be inoperative provided: a) Associated HUD is operative, and b) Associated AMU is operative.	
		B	4	2	(O) Two may be inoperative provided: a) Both HUDs are operative, and b) Both AMUs are operative.	
1)	Control Wheel HD PFD Reset Button	C	2	0	One or both may be inoperative provided both AMUs are operative.	
34-01	Head-Up Display (HUD) System	C	2	1	One may be inoperative provided: a) Associated HDDs (1 and 2 or 3 and 4) are operative, and b) Approach minimums do not require its use.	
		B	2	0	Both may be inoperative provided: a) All HDDs (1, 2, 3, and 4) are operative, and b) Approach minimums do not require their use.	

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4. REMARKS OR EXCEPTIONS

46. SYSTEM INTEGRATION AND DISPLAY

Sequence No.	Item	1	2	3	4	Change Bar
34-01	Head-Up Display (HUD) System (Cont'd)	C	1	0	May be inoperative provided both CNI-MUs are operative.	
1)	Control Panels	C	2	1	One may be inoperative provided: a) Associated HDDs (1 and 2 or 3 and 4) are operative, and b) Approach minimums do not require its use.	
		B	2	0	Both may be inoperative provided: a) All HDDs (1, 2, 3, and 4) are operative, and b) Approach minimums do not require their use.	
2)	HUD DECLUTTER Switches	C	2	0	One or both may be inoperative.	

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48. COMMUNICATION/NAVIGATION IDENTIFICATION

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Pilot or Copilot Communication/ Navigation/Identification Management Unit (CNI-MU)	A	2	1	(M)(O) One may be inoperative provided: a) Affected CNI-MU is deactivated, b) Communication/Navigation/ Electronic Circuit Breaker Panel (CNBP) is operative, c) Enroute operations do not require its use, and d) Repairs are made within 1 flight day.	
1) ***	Third (Observer) CNI-MU	C	1	0	(M) May be inoperative deactivated.	

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49. AIRBORNE AUXILIARY POWER

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Auxiliary Power Unit (APU)	C	1	0	May be inoperative provided procedures do not require its use.	
00-02	APU Inlet Door	C	1	0	May be inoperative closed provided the APU is considered inoperative.	
		C	1	0	(M) May be inoperative secured open in the 15 degree position.	
60-01	APU Control Panel	C	1	0	May be inoperative provided the APU is considered inoperative.	
70-01	APU Control Panel EGT Indication	C	1	0	May be inoperative provided APU EGT indication is operative on CNI-MU APU soft panel.	
70-02	APU Control Panel RPM Indication	C	1	0	May be inoperative provided APU RPM indication is operative on CNI-MU APU soft panel.	
70-03	APU Control Panel Start Light	C	1	0	May be inoperative provided APU START indication is operative on CNI-MU APU soft panel.	
70-04	APU Elapsed Time Indicator (ETI)	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Cargo Ramp and Door System	C	1	0	(M)(O) May be inoperative provided: a) All ramp latches are operative, b) All cargo door latches are operative, c) Ramp and Door are manually operated, and d) Ramp and door are verified in closed position before each departure.	
		C	1	0	(M)(O) May be inoperative provided: a) All ramp latches are operative, b) All cargo door latches are operative, c) Ramp and Door are secured closed and not used, and d) Ramp and door are verified in closed position before each departure.	
70-01	Crew Entrance Door Indication System	C	1	0	(O) May be inoperative provided door is verified CLOSED and LOCKED before each departure.	
1)	CREW DOOR OPEN Light	C	1	0	(O) May be inoperative provided associated ACAWS advisory message CREW DOOR OPEN is verified operative.	
70-02	Cargo Ramp and Door Indication System	C	1	0	(M) May be inoperative provided cargo ramp is verified locked in the closed position before each departure.	
1)	Cargo RAMP Light	C	1	0	(M) May be inoperative provided associated ACAWS advisory message RAMP OPEN is verified operative.	
2)	Cargo RAMP DOOR Light	C	1	0	(M) May be inoperative provided associated ACAWS advisory message CGO DOOR OPEN is verified operative.	

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61. PROPELLERS

Sequence No.	Item	1	2	3	4	Change Bar
00-01	FADEC/Propeller Control/PROP SYNC/ ATCS Panel	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Both CNI-MUs are operative, b) PROP CONTROL CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use). NOTE: FADEC switches are hard wired and not replicated on soft panel.	
21-01	Propeller Synchrophasing System	C	1	0	(O) May be inoperative.	

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73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Fuel Flow Indication System	C	4	2	Two may be inoperative provided: a) Main tank fuel quantity indications are operative, and b) Symmetrical engine (opposite side) fuel flow indication is operative.	

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77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
10-01	N _g Tachometer Sensors	B	8	4	One sensor on each engine may be inoperative.	
10-02	Power Turbine Speed (N _p) Sensor (Dual Coil) Pickups	B	8	4	(M) One pickup on each Power Turbine Speed (N _p) Sensor may be inoperative provided associated torque meter transducers/sensors are verified to be operative.	
10-03	Torquemeter Pickups	B	8	4	One pickup in each engine may be inoperative provided associated Power Turbine Speed (N _p) Sensor (Dual Coil) Pickup is operative.	

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79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
21-01	OIL COOLER FLAPS Panel	C	1	0	May be inoperative provided: a) Both CNI-MUs are operative, b) OIL COOLER FLAPS CNI-MU soft panel is operative, and c) All other flight deck hard panels are operative (no other soft panel is in use).	
21-02	Oil Cooler Flap System					
1)	Automatic Control Mode	C	4	3	(M)(O) One may be inoperative provided: a) Manual control of associated oil cooler flap is verified to be operative, b) Associated engine oil temperature is monitored by flightcrew, and c) Associated oil cooler flap is operated manually.	
31-01	Power Section Low Oil Pressure Switch	C	4	3	(M) One may be inoperative provided: a) Associated engine oil quantity indication is operative, and b) Associated power section oil pressure sensor is verified operative.	
31-02	PGB Low Oil Pressure Switch	C	4	3	(M) One may be inoperative provided: a) Associated engine oil quantity indication is operative, and b) Associated PBG oil pressure sensor is verified operative.	
32-01	Oil Quantity Indication	B	4	3	(M) One may be inoperative provided: a) Before each departure, verify the associated engine oil tank is filled to the recommended capacity, and b) Oil consumption is within limits.	