



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

Master Minimum Equipment List (MMEL)

Revision: 1
Date: 06/04/2019

Learjet
Model 45
(Learjet 75) S/N 45-368, 45-446, 45-456 thru 2000
(Learjet 70) S/N 45-2129, 45-2134 thru 4000

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REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. I

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE OF CONTENTS

SYSTEM NO.	SYSTEM	PAGE NO.
--	Cover Page	--
--	Table of Contents	I
--	Control Page	II, III
--	Log of Revisions	IV
--	Highlights of Change	V thru VII
--	Definitions	VIII
--	Preamble	IX
--	Guidelines for (M) and (O) Procedures	X
21	Air Conditioning	21-1, 2
22	Autoflight	22-1
23	Communications	23-1 thru 4
24	Electrical Power	24-1
25	Equipment/Furnishings	25-1 thru 6
26	Fire Protection	26-1
27	Flight Controls	27-1
28	Fuel	28-1
30	Ice and Rain Protection	30-1 thru 4
31	Indicating/Recording Systems	31-1, 2
32	Landing Gear	32-1
33	Lights	33-1 thru 6
34	Navigation	34-1 thru 10
35	Oxygen	35-1, 2
36	Pneumatic	36-1
38	Water/Waste	38-1
46	Information Systems	46-1
49	Airborne Auxiliary Power	49-1
52	Doors	52-1 thru 3
73	Engine Fuel and Control	73-1
74	Ignition	74-1
76	Engine Controls	76-1
77	Engine Indicating	77-1
78	Engine Exhaust	78-1

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. II

AIRCRAFT:
 Learjet Model 45 (70/75)

CONTROL PAGE

SYSTEM NO.	PAGE NO.	REV. NO.	DATE
Cover Page	--		
Table of Contents	I	1	06/04/2019
Control Page	II	1	06/04/2019
	III	1	06/04/2019
Log of Revisions	IV	1	06/04/2019
Highlights of Change	V	1	06/04/2019
	VI	1	06/04/2019
	VII	1	06/04/2019
Definitions	VIII	1	06/04/2019
Preamble	IX	1	06/04/2019
Guidelines for (M) and (O) Procedures	X	1	06/04/2019
21	21-1	1	06/04/2019
	21-2	Original	02/14/2014
22	22-1	1	06/04/2019
23	23-1	Original	02/14/2014
	23-2	Original	02/14/2014
	23-3	Original	02/14/2014
	23-4	1	06/04/2019
24	24-1	Original	02/14/2014
25	25-1	Original	02/14/2014
	25-2	1	06/04/2019
	25-3	Original	02/14/2014
	25-4	Original	02/14/2014
	25-5	Original	02/14/2014
	25-6	1	06/04/2019
26	26-1	Original	02/14/2014
27	27-1	Original	02/14/2014
28	28-1	Original	02/14/2014
30	30-1	Original	02/14/2014
	30-2	Original	02/14/2014
	30-3	1	06/04/2019
	30-4	Original	02/14/2014
31	31-1	1	06/04/2019
	31-2	1	06/04/2019
32	32-1	Original	02/14/2014
33	33-1	1	06/04/2019
	33-2	1	06/04/2019
	33-3	1	06/04/2019
	33-4	1	06/04/2019
	33-5	1	06/04/2019
	33-6	1	06/04/2019

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. III

AIRCRAFT:
 Learjet Model 45 (70/75)

CONTROL PAGE

SYSTEM NO.	PAGE NO.	REV. NO.	DATE
34	34-1	1	06/04/2019
	34-2	1	06/04/2019
	34-3	1	06/04/2019
	34-4	1	06/04/2019
	34-5	1	06/04/2019
	34-6	1	06/04/2019
	34-7	1	06/04/2019
	34-8	1	06/04/2019
	34-9	1	06/04/2019
	34-10	1	06/04/2019
35	35-1	1	06/04/2019
	35-2	1	06/04/2019
36	36-1	Original	02/14/2014
38	38-1	Original	02/14/2014
46	46-1	Original	02/14/2014
49	49-1	Original	02/14/2014
52	52-1	1	06/04/2019
	52-2	Original	02/14/2014
	52-3	Original	02/14/2014
73	73-1	Original	02/14/2014
74	74-1	Original	02/14/2014
76	76-1	Original	02/14/2014
77	77-1	Original	02/14/2014
78	78-1	Original	02/14/2014

REVISION NO. 1
DATE: 06/04/2019

PAGE NO. IV

AIRCRAFT:
Learjet Model 45 (70/75)

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	02/14/2014	Original issue
0a	11/20/2015	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 23-5
1	06/04/2019	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1, 22-1, 23-4, 25-2, 25-6, 30-3, 31-1, 31-2, 33-1 thru 6, 34-1 thru 10, 35-1, 35-2, 52-1

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. V

AIRCRAFT:
 Learjet Model 45 (70/75)

HIGHLIGHTS OF CHANGE

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

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were 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.
Cover Page	Added aircraft serial numbers 45-368, 45-446, and 45-2129.
ATA 21 Air Conditioning 21-1	Item 21-30-01, Cabin Pressurization Control System Channel (CAB PRESS FAIL): added (M)(O) to Remarks or Exceptions.
ATA 22 Autoflight 22-1 22-1	Item 22-10-01, Autopilot System: deleted relief. Item 22-10-05, Touch Control Steering: added (O) to Remarks or Exceptions.
ATA 23 Communications 23-4	Item 23-70-02, Cockpit Voice Recorder (CVR): updated per Policy Letter PL-29.
ATA 25 Equipment/Furnishings 25-2 25-6	Item 25-20-02-03, Swivel Mechanism: revised Remarks or Exceptions. Item 25-62-01, Emergency Locator Transmitter (ELT): updated per Policy Letter PL-120.
ATA 30 Ice and Rain Protection 30-3	Item 30-30-01, Pitot-Static Probe Heater: revised Remarks or Exceptions.

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. VI

AIRCRAFT:
 Learjet Model 45 (70/75)

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 31 Indicating/Recording Systems 31-1 and 2 31-2	Item 31-30-01-01, Holder of an Air Carrier or Commercial Operator Certificate: revised item name. Item 31-30-01-02, Operator other than a Holder of an Air Carrier or Commercial Operator Certificate: revised item name.
ATA 33 Lights 33-1 33-1 thru 3 33-4 33-5 33-6 33-6 33-6	Item 33-10-01, Flight Deck Annunciator and/or Instrument Panel Light Dimming Function: changed for definition of night. Item 33-10-04, Flight Guidance Controller Panel Assembly Lights: added new relief. Item 33-40-02, Position (NAV) Light System: Revised Remarks and Exceptions. Item 33-40-05, Anticollision Light System: Revised Remarks and Exceptions. Item 33-50-01-01, Flashlight: revised item name. Item 33-50-01-02, Flashlight Holder: revised item name. Item 33-50-03, Emergency Exit Lighting System (Passenger Reading Lights Only): added new relief.

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. VII

AIRCRAFT:
 Learjet Model 45 (70/75)

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 34 Navigation	
34-1	Item 34-00-02, Heading Selector Knob: added (O) to Remarks or Exceptions.
34-1	Item 34-00-04, Speed Selector/Vertical Speed Knob: added (O) to Remarks or Exceptions.
34-2	Item 34-41-01, Inertial Navigation System (INS): added new relief.
34-2	Item 34-42-01, Weather Radar System: added (M) to Remarks or Exceptions.
34-2	Item 34-44-01, Radio Altimeter: added (M) to Remarks or Exceptions.
34-3 thru 5	Item 34-44-02, Terrain Awareness and Warning System (TAWS): updated per Policy Letter PL-54.
34-6	Item 34-45-02, Traffic Alert and Collision Avoidance System (TCAS II): renumbered subitems -01 thru -04.
34-7 and 8	Item 34-50-02, Automatic Dependent Surveillance-Broadcast (ADS-B) System: updated per Policy Letter PL-105.
34-9	Item 34-52-01-02, ADS-B Squitter Transmissions: deleted relief and combined with item 34-50-02 per Policy Letters PL-76 and PL-105.
34-10	Item 34-61-01, Navigation Database: updated per Policy Letter PL-98.
ATA 35 Oxygen	
35-1	Item 35-20-01-02, Drop Out Panel: revised Remarks or Exceptions.
35-1	Item 35-20-01-03, Cargo Configuration: revised number installed.
35-2	Item 35-30-01, Portable Protective Breathing Equipment (PBE): updated per Policy Letter PL-43.
ATA 52 Doors	
52-1	Item 52-50-01, Forward Partition Door: added new relief.
52-1	Item 52-50-02, Lavatory Door: added new relief.

REVISION NO. 1
DATE: 06/04/2019

PAGE NO. VIII

AIRCRAFT:
Learjet Model 45 (70/75)

DEFINITIONS

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

REVISION NO. 1
DATE: 06/04/2019

PAGE NO. IX

AIRCRAFT:
Learjet Model 45 (70/75)

PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

REVISION NO. 1
DATE: 06/04/2019

PAGE NO. X

AIRCRAFT:
Learjet Model 45 (70/75)

GUIDELINES FOR (M) AND (O) PROCEDURES

Learjet has developed recommended (M) maintenance and (O) operations procedures for the Learjet 45 (70/75) Master Minimum Equipment List (MMEL) (P/N MP-173 or later revision). Operators' minimum equipment list (MEL) procedures should be based on the Learjet procedures.

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Flight Deck Air Vent/Gasper (WEMAC)	C	-	0		
-20-02	Cabin Air Vent/Gasper (WEMAC)	D	-	0		
-21-01	Lavatory Recirculation Fan	C	1	0	(M) May be inoperative provided auxiliary heat is deactivated.	
-21-02	Lavatory Recirculation Fan HIGH/LOW Speed Switch	C	1	0	(M) May be inoperative provided auxiliary heat is deactivated.	
		C	1	0	May be inoperative provided fan operates at high speed when auxiliary heat is used.	
-30-01	Cabin Pressurization Control System Channel (CAB PRESS FAIL)	C	2	1	(M)(O) One may be inoperative provided aircraft is operated at 25,000 ft MSL or below.	
-32-01	CABIN PRESSURE CONTROL Display	C	1	0	May be inoperative provided CABIN RATE, DELTA P, and CABIN ALT displays on ECS synoptic page are operative.	
-33-01	Cabin Air Outflow Valve	C	2	1	One may be inoperative provided: a) Aircraft is operated unpressurized, and b) Aircraft is operated at 9,000 ft MSL or below.	
-33-02	Emergency Pressurization Valve	C	2	1	(M) One may be inoperative provided: a) Inoperative valve is secured closed, and b) Aircraft is operated at 41,000 ft MSL or below.	

REVISION NO. Original

PAGE NO. 21-2

DATE: 02/14/2014

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Baggage Compartment Heater	C	1	0	(M) May be inoperative provided passengers are advised that baggage contents are subject to freezing.	
-40-02	Auxiliary Heat	D	1	0	(M) May be inoperative provided vapor cycle cooling system is operative.	
-40-03	Flight Deck Electric Foot Warmer System	C	1	0	(M) May be inoperative provided temperature is acceptable to flightcrew.	
-50-01	PACK	C	1	0	(O) May be inoperative provided: a) Aircraft is operated unpressurized at 9,000 ft MSL or below, and b) PACK switch is off.	
-50-02	Pack HI FLOW System	C	1	0	(M) May be inoperative provided system is set to normal flow	
-50-03	Vapor Cycle System	D	-	0	(M) May be inoperative provided vapor cycle system is deactivated and secured.	
-60-01	Automatic Temperature Control System	C	1	0	May be inoperative provided manual temperature control system is operative.	
-60-02	Manual Temperature Control System	C	1	0	May be inoperative provided automatic temperature control system is operative.	
-62-01	ECS Synoptic TEMP CONT Display (CKPT)	C	1	0		
-62-02	ECS Synoptic TEMP CONT Display (CAB)	C	1	0		
-62-03	EICAS CAB TEMP Display	C	1	0		

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 22-1

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Autopilot System				Deleted, Revision 1.	
-10-02	Control Wheel Master Switch (MSW)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 ft AGL, and b) Approach minimums do not require the use of the autopilot.	
		B	2	0	May be inoperative provided autopilot is not used. NOTE 1: Control wheel master switch (MSW) is required for functions other than the autopilot system. NOTE 2: RVSM is not authorized.	
-10-03	GO-AROUND Switch	C	1	0	(O) May be inoperative provided: a) Autopilot and flight director are not used below 500 ft AGL, and b) Alternate procedures are established and used.	
-10-05	Touch Control Steering	C	2	0	(O) May be inoperative provided the following is acceptable to the flightcrew: a) Higher rate nose wheel steering commands will not be available, and b) Taxi operations should be conducted with caution.	
-20-01	Mach Trim System	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM Limitations.	

REVISION NO. Original

PAGE NO. 23-1

DATE: 02/14/2014

AIRCRAFT:
Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Flight Phone	C	-	0		
-00-02	Press-to-Talk Switch (Control Wheel)	C	2	0	May be inoperative provided: a) Switch has not failed in the transmit mode, and b) Handheld microphone on associated side is operative.	
-00-03	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
-00-04	Communications System (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided: a) VHF COM 1 is operative, b) System is not powered by any aircraft emergency power system bus, and c) System is not required for emergency procedures.	
-00-05	Satellite Communications System	C	-	0		
-00-06	WiFi Internet System	D	-	-		

REVISION NO. Original

PAGE NO. 23-2

DATE: 02/14/2014

AIRCRAFT:
Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
-01	Channel	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.	
-40-01	Passenger Address System (PA)					
-01	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
-02	Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	
-40-02	Prerecorded Passenger Announcement System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-40-03	Cabin Chimes	C	-	0	(O) May be inoperative provided: a) Passenger address system operates normally, and b) Alternate procedures are established and used.	
-40-04	Speaker (Cabin/Lavatory)	B	-	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
-40-05	Maintenance Interphone System	C	-	0		

REVISION NO. Original
 DATE: 02/14/2014

PAGE NO. 23-3

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Speaker (Flight Deck)	C	2	0	May be inoperative provided an operative headset is used by each flight deck crewmember.	
-50-02	Headset	C	-	-	As required by 14 CFR.	
-50-03	Handheld Microphone	C	2	0	May be inoperative provided: a) The associated flight deck crewmember uses a boom microphone, and b) The associated control wheel press-to-talk switch is operative.	
-50-04	Boom Microphone					
-01	Cockpit Voice Recorder with Flight Data Recorder Installed					
-01	Cockpit Voice Recorder Equipped to Record Boom Microphone per 14 CFR Part 121, § 121.359(g) or Part 135, § 135.151(d)	A	-	0	May be inoperative provided: a) Flight data recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
-02 ***	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
-02	Cockpit Voice Recorder without Flight Data Recorder Installed					
-01	Cockpit Voice Recorder Equipped to Record Boom Microphone per 14 CFR Part 121, § 121.359(g) or Part 135, § 135.151(d)	A	-	0	May be inoperative provided repairs are made within 3 flight-days.	
-02 ***	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 23-4

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-05	Navigation Audio Function	C	-	0	May be inoperative provided automatic decoding of NAVAID identifier is operative.	
-60-01	Static Wick	C	19	15	Four or less may be missing or broken in any of the following locations: a) Most inboard wick on each winglet, b) Most inboard wick on each delta fin, c) Most inboard wick on each elevator, and d) On aft vertical stabilizer fairing.	
-70-02	Cockpit Voice Recorder (CVR)					
-01	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight data recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
-02	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR.	

REVISION NO. Original

PAGE NO. 24-1

DATE: 02/14/2014

AIRCRAFT:
Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
-37-01	APU Amperage Display (LR-75)					
-01	Synoptic APU Amperage Display	C	1	0	May be inoperative provided APU control panel amperage indication is operative.	
-02	APU Control Panel GEN AMPS Indication	C	1	0	May be inoperative provided synoptic APU amperage display is operative.	
-03	Synoptic and APU Control Panel GEN AMPS Display	C	2	0	Both may be inoperative provided APU is not used.	
-37-02	L & R BATT Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided associated battery is operative.	
-37-03	L & R GEN Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided associated generator is operative.	
-37-04	BUS-TIE Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided BUS-TIE is operative. Verify on synoptic.	
-37-05	APU GEN Switch Indicator (Light Function Only) (LR-75)	C	1	0	May be inoperative provided APU GEN is operative. Verify on synoptic.	
-37-06	L & R MAIN Bus Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated bus is operative.	
-37-07	L & R NON-ESS BUS Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated bus is operative.	
-37-08	L & R AV MSTR Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated bus is operative.	
-40-01	External Power System	C	1	0		
-50-01	Cabin Power Outlet System	D	-	0	(M) May be inoperative provided the system is deactivated.	

REVISION NO. Original
 DATE: 02/14/2014

PAGE NO. 25-1

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Chart Holder	C	2	0		
-01	Light	C	2	0		
-10-02	Flight Deck Sun Visor System	D	-	0	May be missing or inoperative provided pilot's field of vision is not obstructed.	
-10-03	Flightcrew Seat					
-01	Manual Vertical Adjustment	B	2	0	(M) May be inoperative provided: a) Seat is locked in a position that permits normal visibility, b) Full flight control movement is available, and c) Position of seat is acceptable to flightcrew.	
-02	Lumbar Support	C	2	0		
-03	Armrest	C	4	0		
-04	Recline Function	C	2	0	May be inoperative provided seat is acceptable to flightcrew.	
-05	Headrest	C	2	0	May be inoperative provided seat is acceptable to the flightcrew.	
-20-01	Nonessential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 25-2

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Passenger Seat	D	-	-	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Affected seat may include the seat behind and/or adjacent outboard seat.	
-01	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full upright position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.	
-02	Armrest	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 aircraft aisle, and c) For an armrest with a recline mechanism, seat is secured in the upright position.	
-03	Swivel Mechanism	D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing position.	
-04	Floor Tracking Mechanism	D	-	-	May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing position.	

REVISION NO. Original

PAGE NO. 25-3

DATE: 02/14/2014

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-03	Exterior Lavatory Door Ashtray	A	1	0	May be missing or inoperative for 10 calendar-days.	
-20-04	Cabin Power Equipment					
-01	Cabin Power Outlet Cover	D	-	0		
-20-05	Cabin Underseat Storage Door/Drawer	D	-	0	(M) May be missing or inoperative provided: <ol style="list-style-type: none"> a) If missing, contents must be relocated, b) If inoperative, door must be closed and secured and contents relocated, c) If contents contain emergency equipment, the equipment must be relocated and accessible for the passenger or the seat must be considered inoperative, and d) If emergency equipment is relocated, passengers must be briefed as to its location. 	
-20-06	Cabin and Galley Storage Compartment/Closet	C	-	-	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Procedures are established to secure compartment closed, b) Any Emergency equipment located in affected compartment is relocated or considered inoperative, c) Affected compartment is not used for storage of any item(s) except for those permanently affixed, and d) Passengers are briefed on any relocated emergency equipment. 	

REVISION NO. Original

PAGE NO. 25-4

DATE: 02/14/2014

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-20-07	Interior Cabinet Door/Drawer/Latch	D	-	-	(M) May be inoperative or missing provided: a) If inoperative, door/drawer is in the closed position and secured, and b) If missing, unsecured contents of the cabinet are removed.	
-50-01	Aft Cabin Baggage Compartment Restraint System	C	-	-	May be inoperative or missing provided baggage compartment remains empty.	
-60-01	Emergency Medical Equipment					
-01	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
(Continued)						

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Emergency Medical Equipment (Cont'd)					
-02	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-03	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
-60-02	Flotation Device and Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 25-6

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-62-01 ***	Emergency Locator Transmitter (ELT)					
-01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, b) Repairs are made within 90 days, and c) Placard stating "ELT not installed" is placed in view of the pilot.	
		A	-	0	May be missing provided: a) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
		D	-	-	(M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
		D	-	-	May be missing provided: a) Any in excess of those required by 14 CFR may be missing, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
-03	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-04	ELT Indicator Light	D	-	0		
-05	ELT Aural Alarm	D	-	0		

REVISION NO. Original

PAGE NO. 26-1

DATE: 02/14/2014

AIRCRAFT:
Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Auxiliary Power Unit (APU) Fire Detection System (LR-75)	C	1	0	(M) May be inoperative provided auxiliary power unit (APU) is considered inoperative.	
-13-01	Bleed Air Leak Warning System	C	2	1	One may be inoperative provided: a) Associated bleed switch is off, b) Aircraft is operated at 25,000 ft MSL or below, and c) Aircraft is not operated in known or forecast icing conditions.	
		C	2	0	May be inoperative provided: a) Both bleed switches are off, b) Aircraft is operated unpressurized at 9,000 ft MSL or below, and c) Aircraft is not operated in known or forecast icing conditions.	
-21-01	Fire Extinguisher Bottle Thermal and Discharge Indicator Disk	C	2	0	May be missing provided bottle pressures are in accordance with the AFM.	
-21-02	Auxiliary Power Unit (APU) Fire Extinguisher Bottle (LR-75)	C	1	0	(M) May be inoperative provided auxiliary power unit (APU) is considered inoperative.	
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

REVISION NO. Original

PAGE NO. 27-1

DATE: 02/14/2014

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Rudder Pedal FWD/AFT Switch	C	2	0	May be inoperative provided the flightcrew can satisfactorily operate the rudder pedals and brakes throughout their complete range of motion on the affected side while in the seated position.	

REVISION NO. Original

PAGE NO. 28-1

DATE: 02/14/2014

AIRCRAFT:
Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Fuel Cap Retention Cable (SPPR System)	C	1	0		
-20-01	Single Point Pressure Refuel (SPPR) System	C	1	0		
-40-01	L STBY Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided L STBY PUMP ON CAS message is displayed when selected.	
-40-02	R STBY Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided R STBY PUMP ON CAS message is displayed when selected.	
-40-03	XFLOW Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided FUEL XFLO OPEN CAS message is displayed when selected.	
-40-04	FUEL USED RESET Button	C	1	0	(O) May be inoperative provided alternate procedures are established and used to determine fuel burn.	
-41-01	Refueling Panel Fuel Quantity Indicator	C	1	0	May be inoperative provided fuel quantity is determined using flight deck fuel quantity indicators.	
-42-01	Right Wing Fuel Probe (R FUEL QTY FAULT)	A	7	6	(O) One may be inoperative provided: a) Both flight deck fuel quantity indicators are operative, b) Both wing tanks are filled with fuel and quantity is verified, c) Amber dashes do not display on indicator, and d) Repairs are made within 3 flight-days.	
-42-02	Left Wing Fuel Probe (L FUEL QTY FAULT)	A	7	6	(O) One may be inoperative provided: a) Both flight deck fuel quantity indicators are operative, b) Both wing tanks are filled with fuel and quantity is verified, c) Amber dashes do not display on indicator, and d) Repairs are made within 3 flight-days.	

REVISION NO. Original

PAGE NO. 30-1

DATE: 02/14/2014

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Angle of Attack Vane Heat (L or R AOA HT FAIL)	C	2	1	One may be inoperative provided: a) Aircraft is not operated in visible moisture with static air temperature (SAT) below +10 °C, and b) Aircraft is not operated in known or forecast icing conditions.	
-00-02	SAT Probe Heat (SAT HT FAIL)	C	1	0	One may be inoperative provided: a) Aircraft is not operated in visible moisture with static air temperature (SAT) below +10 °C, and b) Aircraft is not operated in known or forecast icing conditions.	
-00-03	L and/or R PROBES Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated probe heat is verified to be operative.	
-10-01	Wing/Stabilizer Anti-Ice System	C	1	0	May be inoperative off provided: a) Aircraft is not operated in visible moisture with static air temperature (SAT) below +10 °C, and b) Aircraft is not operated in known or forecast icing conditions.	

REVISION NO. Original
 DATE: 02/14/2014

PAGE NO. 30-2

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-10-02	WING/STAB Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided anti-ice system is verified operative during AFM Normal Procedures - Starting Engines.	
-10-03	Wing/Stab Leak Warning System	C	1	0	May be inoperative provided: a) WING/STAB anti-ice switch is off, b) Aircraft is not operated in visible moisture with static air temperature (SAT) below +10 °C, and c) Aircraft is not operated in known or forecast icing conditions.	
-20-01	Nacelle Anti-Ice System	C	2	1	One may be inoperative off provided: a) Aircraft is not operated in visible moisture with static air temperature (SAT) below +10 °C, and b) Aircraft is not operated in known or forecast icing conditions.	
-20-02	L and/or R NAC Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided left and/or right green NAC EI message is displayed when selected.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 30-3

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Pitot-Static Probe Heater	B	3	2	One may be inoperative provided: a) Aircraft is not operated in visible moisture with static air temperature (SAT) below +10 °C, b) Aircraft is not operated in known or forecast icing conditions, c) Aircraft is not operated at night, and d) Aircraft is not operated in instrument meteorological conditions (IMC). NOTE 1: Both left and right pitot-static probe heaters must be operative for RVSM operations. NOTE 2: Left pitot-static probe heat switch controls forward and aft drain mast heaters.	
		B	3	1	Two may be inoperative provided: a) Aircraft is not operated in visible moisture with static air temperature (SAT) below +10 °C, b) Aircraft is not operated in known or forecast icing conditions, c) Aircraft is not operated at night, and d) Aircraft is not operated in instrument meteorological conditions (IMC). NOTE 1: Both left and right pitot-static probe heaters must be operative for RVSM operations. NOTE 2: Left pitot-static probe heat switch controls forward and aft drain mast heaters.	

REVISION NO. Original

PAGE NO. 30-4

DATE: 02/14/2014

AIRCRAFT:
Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Pitot Heat Indicating System	B	-	0	May be inoperative provided: a) All other elements of the pitot heat system operate normally, and b) The aircraft is not operated in known or forecast icing conditions.	
-40-01	Windshield Heat (L/R WSHLD OVHT or L/R WSHLD HT FAIL)	C	2	0	May be inoperative off provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Meteorological conditions at point of intended landing are acceptable to the flightcrew.	
-40-02	Windshield Heat (L/R WSHLD HT FAULT)	B	2	1	White "L or R WSHLD HT FAULT" CAS message may be displayed provided operations are not conducted in known or forecast icing conditions.	
-70-01	Drain Mast Heater	C	1	0		
-80-01	Ice Detector System	C	1	0	May be inoperative provided wing/stabilizer anti-ice system and nacelle anti-ice system are turned ON prior to operating in visible moisture with static air temperature (SAT) between +10 °C and -40 °C.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 31-1

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-20-01 ***	Flight-Hour Meter	C	-	0	(O) May be inoperative provided alternate procedures to record flight time are established and used.	
-20-02	Static Air Temperature (SAT)	B	1	0	May be inoperative provided: a) Ice detector is operative, and b) Nacelle and wing/stabilizer anti-ice systems are turned ON when in visible moisture or at night.	
-30-01	Flight Data Recorder (FDR) System					
-01	Holder of an Air Carrier or Commercial Operator Certificate	C	-	-	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) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	
(Continued)						

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Flight Data Recorder (FDR) System (Cont'd)					
-01	Holder of an Air Carrier or Commercial Operator Certificate (Cont'd)					
-01	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
-02	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of the next scheduled inspection.	
-02	Operator other than a Holder of an Air Carrier or 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.	
-50-01	Master WARN/CAUT Switch Indicator	C	2	1		

REVISION NO. Original
 DATE: 02/14/2014

PAGE NO. 32-1

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Brake System (White BRAKE FAULT)	A	-	-	(O) May be dispatched with white BRAKE FAULT CAS message provided: a) Procedures referenced in Section V, Performance, of the AFM for increased takeoff and landing distances are complied with, and b) Repairs are made within five flights.	
-41-01	Antiskid System	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 33-1

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Flight Deck Annunciator and/or Instrument Panel Light Dimming Function	C	1	0	May be inoperative provided aircraft is not operated at night.	
-10-02	Flight Deck/Flight Compartment and Instrument Lighting System (Including Back Lighting)	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Not required for an emergency procedure, b) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, c) Positioned so that direct rays are shielded from flightcrew members' eyes, and d) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciators/indications are excluded from this relief.	
-10-03	Flight Deck Push Button Switch/Annunciator (PBS/PBA) Light	B	-	-	Backlight annunciation LEDs may be inoperative when associated nomenclature remains legible.	
-10-04	Flight Guidance Controller Panel Assembly Light					
-01	FD Lamp	C	2	0	Button backlight bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
-02	HDG/Green Lamp	C	1	0	Button backlight and annunciation bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
(Continued)						

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 33-2

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-04	Flight Guidance Controller Panel Assembly Light (Cont'd)					
-03	NAV/Green Lamp	C	1	0	Button backlight and annunciation bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
-04	APPR/Green Lamp	C	1	0	Button backlight and annunciation bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
-05	BANK/Green Lamp	C	1	0	Button backlight and annunciation bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
-06	AP/Green Lamp	C	1	0	Button backlight and annunciation bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
-07	XFR/Green Lamp (Arrows)	C	1	0	Button backlight and annunciation bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
-08	YD/Green Lamp	C	1	0	Button backlight and annunciation bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
-09	SPD/Green Lamp	C	1	0	Button backlight and annunciation bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
(Continued)						

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 33-3

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-04	Flight Guidance Controller Panel Assembly Light (Cont'd)					
-10	FLC/Green Lamp	C	1	0	Button backlight and annunciation bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
-11	VS/Green Lamp	C	1	0	Button backlight and annunciation bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
-12	VNAV/Green Lamp	C	1	0	Button backlight and annunciation bulbs may be inoperative provided associated annunciation on the PFD can be displayed.	
-20-01	Entry Light	C	1	0	May be inoperative provided sufficient ambient lighting illuminates the steps.	
-20-02	Cabin Interior Lighting System (Excludes Cabin Emergency Lighting System)	C	-	0	May be inoperative provided lighting configuration is acceptable to the flightcrew.	
-20-03	Passenger Lighted Information Sign	C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) is placed ON or OFF.	
-01	For 14 CFR Part 91 Operations and Operations Not Requiring Use of PA System	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 33-4

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-20-04	Lavatory Reading Light	C	1	0		
-20-05	Lavatory Vanity Light	C	2	0		
-30-01	Service Light					
-01	Baggage	C	-	0		
-02	Tailcone	C	-	0		
-03	Maintenance	C	-	0		
-40-01 ***	Baggage Door/Pylon External Light	C	2	0		
-40-02	Position (NAV) Light System	C	1	0	May be inoperative provided aircraft is not operated between sunset and sunrise.	
					NOTE: On aircraft equipped with LED navigation light system, if any LEDs are inoperative, the entire assembly is considered inoperative.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 33-5

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-03	Recognition Light	C	2	0		
-40-04 ***	Pulse Light System	C	-	0		
-40-05	Anticollision Light System					
-01	Beacon Light	C	2	0	May be inoperative provided navigation lights and strobe lights are operative.	
-02	Strobe Light	C	2	0	May be inoperative for operations from sunrise to sunset.	
-40-06	Taxi Light	C	2	0		
-40-07	Landing Light	C	2	1	One may be inoperative.	
		C	2	0	May be inoperative provided both recognition lights are operative.	
		C	2	0	May be inoperative provided both taxi lights are operative.	
		C	2	0	May be inoperative provided aircraft is not operated at night.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 33-6

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-40-08	Landing/Recognition Light Lens	C	2	0	(M) May be inoperative provided: a) Affected landing/recognition light is deactivated, and b) Affected landing/recognition light lens is covered.	
-40-09 ***	Logo Light System	D	-	0		
-40-10	Wing Inspection Light	C	1	0	May be inoperative provided: a) Primary ice detection system is operative, and b) Ground deicing procedures do not require use of wing inspection light.	
-50-01	Flight Deck Flashlight and Holder Assembly					
-01	Flashlight	C	2	0	May be inoperative provided crewmember assigned to the associated seat has a flashlight with at least two D cell batteries, or equivalent, in good working order.	
-02	Flashlight Holder	D	2	0		
-50-02	Exterior Emergency Lighting System	C	1	0	May be inoperative provided aircraft is not operated at night.	
-50-03	Emergency Exit Lighting System (Passenger Reading Lights Only)	C	4	3	One may be inoperative.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 34-1

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-00-02	Heading Selector Knob	B	1	0	(O)	
-00-03	Course Selector Knob	B	2	1	One may be inoperative.	
-00-04	Speed Selector/Vertical Speed Knob	C	1	0	(O)	
-16-01	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations 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. NOTE: RVSM not authorized.	
-01	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 34-2

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	VHF Omni-Directional Range (VOR)	C	-	0	As required by 14 CFR.	
-31-02	ILS Localizer (LOC)	C	-	0	As required by 14 CFR.	
-32-01	ILS Glideslope (GS)	C	-	0	As required by 14 CFR.	
-34-01	Marker Beacon System	C	-	-	May be inoperative provided approach procedures do not require its use.	
-41-01	Inertial Navigation System (INS)	D	-	0	As required by 14 CFR.	
-42-01	Weather Radar System	D	1	0	(M) As required by 14 CFR.	
-44-01	Radio Altimeter	C	-	-	(M)(O) May be inoperative provided approach procedures do not require its use.	
NOTE: CAS takeoff and landing inhibits, decision height (DH) value, low altitude awareness on altitude tape, gear warning system, TCAS system, and GPWS system will be affected.						

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 34-3

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-02	Terrain Awareness and Warning System (TAWS)					
	Class A TAWS Equipment Required					
-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
-01	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.	
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
(Continued)						

REVISION NO. 1

PAGE NO. 34-4

DATE: 06/04/2019

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-02	Terrain Awareness and Warning System (TAWS) (Cont'd)					
	Class A TAWS Equipment Required (Cont'd)					
-01	Ground Proximity Warning System (GPWS) (Cont'd)					
-03	Advisory Callout	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callouts not required by 14 CFR, and b) Alternate procedures are established and used.	
-04 ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear detection and avoidance system (predictive) operates normally.	
(Continued)						

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 34-5

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-02	Terrain Awareness and Warning System (TAWS) (Cont'd)					
	Class A TAWS Equipment Required (Cont'd)					
-02	Terrain System - Forward-Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Terrain Display	C	1	1		
		B	-	0		

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 34-6

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-45-02	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.	
-01	Resolution Advisory (RA) Display System	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.	
-02	Traffic Alert (TA) Display System	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.	
-03	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-04 ***	Airspace Selection Function	C	-	0		

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 34-7

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-46-01 ***	Weather Storm Scope	C	-	0		
-50-01	Area Navigation (RNAV)	D	-	0	As required by 14 CFR.	
-50-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
(Continued)						

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 34-8

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	
-51-01	Distance Measuring Equipment (DME) System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 34-9

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-51-02 ***	Tactical Air Navigation (TACAN)	D	-	0	As required by 14 CFR.	
-52-01	ATC Transponder and Automatic Altitude Reporting System	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.	
-01	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 scheduled maintenance visit.	
-02 ***	ADS-B Squitter Transmissions				Deleted, Revision 1.	
-55-01	Automatic Direction Finder (ADF)	C	-	0	As required by 14 CFR.	
-57-01	Global Positioning System (GPS)	D	-	0	As required by 14 CFR.	
-60-02	Fuel Planning and Indicating Function	C	-	-	May be inoperative provided fuel quantity indicating systems are operative.	

REVISION NO. 1
DATE: 06/04/2019

PAGE NO. 35-1

<p>AIRCRAFT: Learjet Model 45 (70/75)</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
-00-02	Oxygen Bottle Pressure Gauge (Mechanical Pressure Gauge)	C	1	0	May be inoperative provided remote oxygen indicator is installed and operative.	
-00-03 ***	Remote Oxygen Indicator	D	-	0	May be inoperative provided all other system indicators are operative and used for servicing.	
-00-04	Oxygen System Discharge Indicator (Oxygen Blowout Disc)	C	-	0	(O) May be missing provided there is an adequate supply of oxygen for passengers and crew for the intended flight.	
-20-01	Passenger Oxygen System	C	1	0	May be inoperative provided: a) Aircraft is operated without cabin occupants, and b) Crew oxygen system is operative.	
-01	Mask	C	-	0	Individual oxygen masks or dispensers may be inoperative or missing provided associated seats are placarded "DO NOT OCCUPY".	
-02	Drop Out Panel	C	-	0	(M) Individual panels may be out of normal position provided: a) Oxygen masks and drop out panel are removed, and b) Associated seat(s) or lavatory is placarded "DO NOT OCCUPY".	
					NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.	
-03	Cargo Configuration	D	1	0		

REVISION NO. Original

PAGE NO. 36-1

DATE: 02/14/2014

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Bleed Air Control System	C	2	1	(O) One may be inoperative in the off position provided: <ol style="list-style-type: none"> a) Emergency pressurization valve on operative bleed air control system must be operative, b) Aircraft is operated at 25,000 ft MSL or below, and c) Aircraft is not operated in known or forecast icing conditions. 	

REVISION NO. Original
 DATE: 02/14/2014

PAGE NO. 38-1

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Potable Water System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to leak. NOTE: Any portion of the system which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
-30-01	Lavatory Waste System	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 the system which operates normally may be used.	

REVISION NO. Original

PAGE NO. 46-1

DATE: 02/14/2014

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Electronic Flight Bag System (EFB)					
-01 ***	Class 3 EFB	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.	
-02 ***	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.	
-03 ***	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.	
-04 ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The 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.	

REVISION NO. Original

PAGE NO. 49-1

DATE: 02/14/2014

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Auxiliary Power Unit (APU) (LR-75)	D	-	0	(M) May be inoperative provided auxiliary power unit (APU) is deactivated.	

REVISION NO. 1
 DATE: 06/04/2019

PAGE NO. 52-1

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Keyable Door Lock	C	-	0	May be inoperative provided the door opens and closes normally and can be secured closed.	
-10-01	Lower Cabin Door Damper (Gas Strut)	C	2	0	May be inoperative provided: a) Cabin door is verified to operate normally, and b) Crewmember assists in door opening and closing.	
-10-02	Upper Cabin Door Assist Strap	C	1	0		
-10-03	Lower Cabin Door Retract Cable	C	1	0		
-30-01	Baggage Compartment Door Strut Assembly (Locking Arm)	C	1	0	May be inoperative provided the strut does not interfere with door operation.	
-48-01	Tailcone Access Door Cable Assembly	C	1	0	May be inoperative provided the cable does not interfere with door operation.	
-50-01	Forward Partition Door	C	2	0	(M) May be inoperative provided door is secured open.	
-50-02	Lavatory Door	C	2	0	(M) May be inoperative provided door is secured open.	

REVISION NO. Original
 DATE: 02/14/2014

PAGE NO. 52-2

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Cabin/External Door Indicating System					
-01	"ENTRY DOOR" (CAS Message)	C	1	0	May be displayed, illuminated, or inoperative provided: a) Crewmember visually verifies before each departure that the entry door is closed and latched, b) All door latch visual indicators provide a SAFE condition indication, and c) "FASTEN SEAT BELT" sign remains ON for the entire flight.	
-02	"ENTRY DOOR PIN" (CAS Message)	C	1	0	May be displayed provided: a) Crewmember visually verifies before each departure that the entry door is closed and latched, b) All door latch visual indicators provide a SAFE condition indication, and c) "FASTEN SEAT BELT" sign remains ON for the entire flight.	
-03	"EXTERNAL DOORS" (CAS Message)	C	1	0	May be displayed provided: a) Crewmember visually verifies prior to every flight two locking pins extend and retract on both tailcone and baggage door with door latch handle operation while door is in the open position, and b) Both doors are closed and latched prior to engine start.	
(Continued)						

REVISION NO. Original

PAGE NO. 52-3

DATE: 02/14/2014

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Cabin/External Door Indicating System (Cont'd)					
-04	"EMERGENCY EXIT" (CAS Message)	C	1	0	May be displayed provided: a) Crewmember visually verifies before each departure that the emergency exit is closed and latched, and b) "FASTEN SEAT BELT" sign remains ON for the entire flight.	

REVISION NO. Original
 DATE: 02/14/2014

PAGE NO. 73-1

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
-31-01	Fuel Flow Indicator	B	2	1	(O) One may be inoperative provided: <ul style="list-style-type: none"> a) All other engine parameters are operative and monitored throughout the flight, b) Fuel quantity indications are operative, and c) Weight and performance calculations based on FMS computations are not used. 	

REVISION NO. Original
 DATE: 02/14/2014

PAGE NO. 74-1

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Igniter (White IGN EICAS)	B	4	2	One may be inoperative on each engine provided takeoff in heavy precipitation is prohibited.	
-00-02	Ignition Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated EICAS IGN message is operative.	

REVISION NO. Original
 DATE: 02/14/2014

PAGE NO. 76-1

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

76. Engine Control

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Start Switch Indicator (Light Function Only)	C	2	0	May be inoperative provided the associated EICAS START indication is displayed.	
-00-02	APR System	C	1	0	May be inoperative provided operations are conducted in accordance with the AFM (APR OFF) Performance Data.	
-00-03	APR Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided the associated EICAS APR indication is displayed.	
-01-01	Engine Synchronizer System	C	1	0	(M) May be inoperative provided: a) System is selected off, b) ENG SYNC is deactivated and secured, and c) AFM Limitations are complied with.	

REVISION NO. Original
 DATE: 02/14/2014

PAGE NO. 77-1

AIRCRAFT: Learjet Model 45 (70/75)	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------------	--

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Engine Condition Trend Monitoring (ECTM) System	C	2	0		
-41-01	Engine Vibration Monitor System	C	1	0	(M) May be inoperative provided engine vibration monitor system is deactivated and secured.	

REVISION NO. Original
 DATE: 02/14/2014

PAGE NO. 78-1

AIRCRAFT:
 Learjet Model 45 (70/75)

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Thrust Reverser System					
-01	Three Deactivation Pins Utilized	A	2	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Aircraft has complied with Service Bulletin SB75-78-01 or SB70-78-01, b) Both thrust reversers are secured in forward thrust position utilizing three deactivation pins in the specified locations in the note below, c) AFM Performance is not predicated on the use of thrust reversers, and d) Repairs are made within 2 flight-days. <p>NOTE: Thrust reverser deactivation pin fairing locations: outboard (upper and lower) and inboard (upper only).</p>	
-02	Four Deactivation Pins Utilized	C	2	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Both thrust reversers are secured in forward thrust positions utilizing four deactivation pins, and b) AFM Performance is not predicated on the use of thrust reversers. 	