

Revision: 4
Date: 8/20/2007

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.

MASTER MINIMUM EQUIPMENT LIST

IA-GALAXY/G-200

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U.S. DEPARTMENT OF TRANSPORTATION

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HIGHLIGHTS OF CHANGE

Revision 4

This is a standard revision to the IA-GALAXY/G-200 Master Minimum Equipment List (MMEL). The changes result from a public Flight Operations Evaluation Board (FOEB) meeting held on December 6, 2006 to consider approximately 114 changes proposed by operators and Gulfstream.

FAA Policy Letters 1 through 120 and Global Changes 39 through 147 have been incorporated. For a complete listing of FAA Policy Letters and Global Changes visit www.opspecs.com.

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DEFINITIONS		

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

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5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A.
8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

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22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (B-757/767, B-747-400, B-777)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

DEFINITIONS

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. BOEING (B-717, MD-10, MD-11)

These aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS).

Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading.

A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-318/319/320/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-318/319/320/321, A-330, and A-340 also provide MAINTENANCE status messages.

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Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-318/319/320/321, A-330, and A-340 only) are also indicated on ECAM Status Page below the white Maintenance label.

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-318/319/320/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant. For A-18/319/320/321, MAINTENANCE status (Class II) do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for:

- BLUE RSVR MAINTENANCE status: If applicable, and
- AIR BLEED MAINTENANCE status: As applicable.

For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white)). Any messages that affect aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required.

System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level.

System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

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f. EMBRAER (EMB-135/145, ERJ-170 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X)

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS 1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

h. De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit.

"Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciaded via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL.

"Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciaded to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

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24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actins include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

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29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not used under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the airplane as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the airplane's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable airplane. They do not include items that are functionally required to meet the certification rule or for compliance with any serviceable limits identified in the manufacture's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process..

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PREAMBLE (06/14/1989)		

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

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PREAMBLE (06/14/1989)		

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED

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	4. REMARKS AND EXCEPTIONS			
21 AIR CONDITIONING				
1. Ram Air Check Valve	C	1	0	(O) May be inoperative OPEN provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.
2. Automatic Temperature Control Cabin	C	1	0	May be inoperative provided Manual Temperature Control Cabin is operative.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.
3. Automatic Temperature Control Cockpit	C	1	0	May be inoperative provided Manual Temperature Control Cockpit is operative.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.
4. Manual Temperature Control Cabin	C	1	0	May be inoperative provided Automatic Temperature Control Cabin is operative.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.

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21 AIR CONDITIONING				
5. Manual Temperature Control Cockpit	C	1	0	May be inoperative provided Automatic Temperature Control Cockpit is operative.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.
6. Air Conditioning Unit	C	1	0	May be inoperative provided airplane is operated unpressurized with Bleed Air Source Selector in the RAM position. NOTE: Heat will not be available on ground or in flight. Bleed Air Source Selector must be selected to RAM only.

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21 AIR CONDITIONING				
7. Cabin Pressurization Control System				
1) Automatic Mode	B	1	0	May be inoperative provided: a) Manual Mode is operative, and b) CABIN DOOR message is operative.
	B	1	0	(O) May be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.
2) Manual Mode	B	1	0	May be inoperative provided Automatic Mode is operative.
	B	1	0	(O) May be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.
8. Outflow Valve	C	1	0	(M) (O) Except for over water operations, may be inoperative OPEN provided: a) Valve is secured OPEN, b) Airplane is operated in an unpressurized configuration, and c) Airplane is operated in accordance with AFM Limitations.

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21 AIR CONDITIONING				
9. CABIN ALTITUDE RATE OF CLIMB EICAS Message				Deleted in Revision 3.
10. CABIN ALTITUDE EICAS Message				Deleted in Revision 3.
11. CABIN DIFFERENTIAL PRESSURE EICAS Message				Deleted in Revision 3.
12. Nose Cooling Fans	C	2	1	One may be inoperative provided AFM procedures are followed for each flight.
13. Bleed Pressure Regulator Shutoff Valves (PRSOV)	C	2	1	One Bleed PRSOV may be inoperative CLOSED provided the airplane is operated at or below FL250.
	C	2	0	(O) Both Bleed PRSOVs may be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.

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21 AIR CONDITIONING					
14. Pack Pressure Regulator Shutoff Valve (PRSOV)	C	1	0	(O) May be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.	
15. High Pressure Valves	C	2	1	One may be inoperative CLOSED provided: a) Both Low Pressure (LP) Regulator Shut Off Valves are operative, and b) Airplane is not operated above FL400.	
	C	2	0	(O) Both may be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.	
16. Bleed Pressure/ Temperature HI Warning System	C	2	0	(M) (O) Both may be inoperative provided: a) Environmental Control System (ECS) switch is in RAM, b) Airplane is operated in an unpressurized configuration, and c) Airplane is operated in accordance with AFM Limitations.	

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21 AIR CONDITIONING				
17. Cabin Duct Temp HI Warning System	C	1	0	(M) (O) May be inoperative provided: a) Environmental Control System (ECS) switch is in RAM, b) Airplane is operated in an unpressurized configuration, and c) Airplane is operated in accordance with AFM Limitations.
18. Cockpit Duct Temp HI Warning System	C	1	0	(M) (O) May be inoperative provided: a) Environmental Control System (ECS) switch is in RAM, b) Airplane is operated in an unpressurized configuration, and c) Airplane is operated in accordance with AFM Limitations.
19. Overhead Airflow Vents (Wemacs)	D	-	0	
20. CABIN ALTITUDE HI PRESSURE WARNING EICAS Message				Deleted in Revision 3.

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21 AIR CONDITIONING				
21. BAGGAGE COMPARTMENT OVERPRESSURIZATION EICAS Message	C	1	0	Deleted in Revision 3.
22. Cabin Pressurization System	C	1	0	May be inoperative provided airplane is operated unpressurized.
23. Cockpit/Cabin Temperature Indicators	D	2	0	Both may be inoperative provided associated Automatic or Manual Temperature Control System is operative.
24. Cabin Altitude Rate of Climb Indicator	C	1	0	May be inoperative provided: a) Cabin Differential Pressure Indication is operative, b) A chart to convert cabin differential pressure to cabin altitude is provided to the crew, and c) Automatic and Manual Mode of Cabin Pressurization System (CPCS) is operative.
	C	1	0	May be inoperative provided airplane is operated unpressurized.
25. Cabin Altitude Indicator	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, b) A Cabin Differential Pressure Chart from the AFM is used to calculate cabin altitude, and c) Computed Cabin Altitude is monitored during flight by crewmember.
(continued)				

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21 AIR CONDITIONING				
25. Cabin Altitude Indicator (continued)	C	1	0	(O) May be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.
26. Cabin Differential Pressure Indicator	C	1	0	(O) May be inoperative provided: a) Cabin Altitude Indicator is operative, b) A Cabin Differential Pressure Chart from the AFM is used to calculate cabin differential pressure, and c) Computed Cabin Differential Pressure is monitored during flight by crewmember.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.
27. Cabin Altitude High Warning System	B	1	0	May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, b) A chart to convert cabin differential pressure to cabin altitude is provided to crew, c) Automatic and Manual Pressurization Modes are operative, and d) Cabin altitude is monitored during flight by crewmember.
	C	1	0	May be inoperative provided airplane is operated unpressurized.

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21 AIR CONDITIONING				
28. Baggage Compartment Over Pressurization Warning System	C	1	0	May be inoperative provided AFM procedures are followed.
29. Safety Valve	C	1	0	(M) (O) Except for over water operations, may be inoperative OPEN provided: a) Valve is secured OPEN, b) Airplane is operated in an unpressurized configuration, and c) Airplane is operated in accordance with AFM Limitations.
30. Windshield Defog System	C	1	0	May be inoperative provided the windshield heating system operates normally.
31. Windshield Defog Switch	D	1	0	May be inoperative provided the windshield heating system operates normally.
32. HI Flow Pushbutton	D	1	0	
33. Automatic Pressurization Schedule	C	1	0	May be inoperative provided: a) Cabin Pressurization Pushbutton is placed in the Manual Mode, b) Cabin Altimeter is operative, c) Cabin Vertical Speed Indicator is operative, and d) Cabin Differential Pressure Gauge is operative.

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21 AIR CONDITIONING				
34. Cabin Temperature Remote Controllers	D	-	0	
35. Emergency Pressurization System	C	1	0	(O) May be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.
36. Ditch Pushbutton	C	1	0	May be inoperative provided the outflow valve can be controlled by Manual Cabin Pressure operation.
37. Dump Pushbutton	C	1	0	May be inoperative provided the outflow valve can be controlled by Manual Cabin Pressure operation.
38. Baggage Pressurization System	C	1	0	May be inoperative provided: a) The airplane baggage compartment remains unpressurized, and b) BAGG PRESS Pushbutton is CLOSED. NOTE: Pressure sensitive cargo is not carried in the baggage compartment.

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	4. REMARKS AND EXCEPTIONS			
22 AUTO FLIGHT				
1. Flight Director Systems	C	2	0	Both may be inoperative provided approach minimums do not require its use.
2. Autopilot System	B	1	0	(M) May be inoperative except where enroute operations, RVSM operations, or approach minimums require its use provided AFM limitations are observed.
3. Yaw Damper System	C	1	0	(M) May be inoperative provided airplane is operated in accordance with AFM limitations.
4. MACH Trim	C	1	0	May be inoperative provided airplane is operated in accordance with AFM limitations.
5. Control Wheel Autopilot Disconnect Buttons	C	2	1	One may be inoperative on the non-flying pilot's side provided: a) Autopilot is not used below 1,500 feet AGL, and b) Airplane is piloted from the side with operative button when autopilot is engaged.
	B	2	0	Both may be inoperative provided the autopilot is not used.
6. Takeoff/Go-Around (TOGA) Buttons	C	2	0	Both may be inoperative provided autopilot is not utilized for coupled approaches.
7. Auto Throttle System ***	C	-	0	

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22 AUTO FLIGHT				
8. Flight Control Computers (FCC)	C	2	1	(O) One FCC may be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed one hour cruise from a suitable airport. NOTE: Each FCC provides mach trim compensation, yaw damper, autopilot, and flight director functions independent of the other FCC. Failure of the second FCC after dispatch would result in the complete loss of these functions, and AFM Limitations apply.
	A	2	0	(O) Both may be inoperative provided: a) Automatic Cabin Pressurization System is operative, b) Flight time with one engine inoperative does not exceed one hour at cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL280, e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper, and f) Repairs are made within one (1) flight day.

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22 AUTO FLIGHT					
9. Pitch Synchronization Pushbutton	C	2	0		
10. Alternate Autopilot Disconnect Switches					
1) Pitch Trim Switches	C	2	0	Both may be Inoperative provided: a) Control Wheel Autopilot Disconnect Button is operative, and b) Auto Pilot Gang Bar Disconnect is operative.	
2) TO/GA Buttons	C	2	0	Both may be Inoperative provided: a) Control Wheel Autopilot Disconnect Button is operative, and b) Auto Pilot Gang Bar Disconnect is operative.	
3) AHS Buttons	C	2	0	Both may be Inoperative provided: a) Control Wheel Autopilot Disconnect Button is operative, and b) Auto Pilot Gang Bar Disconnect is operative.	
					NOTE: With optional IRS installed, AHS button selection will not cause the autopilot to disengage.
11. V-Speed Automatic Synchronization and Upload System	C	1	0	May be inoperative provided V-speeds are manually input and crosschecked between each pilot station.	

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22 AUTO FLIGHT					
12. Autopilot Coupler					
1) Left Selection	C	1	0	May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed one hour cruise from a suitable airport.	
2) Right Selection	C	1	0	May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed one hour cruise from a suitable airport.	
				NOTE: Each FCC provides mach trim compensation, yaw damper, autopilot, and flight director functions independent of the other FCC. Failure of the second coupler source after dispatch would result in the complete loss of these functions, and AFM Limitations apply.	
3) Left and Right Selections	A	2	0	(O) Both may be inoperative provided: a) Automatic Cabin Pressurization System is operative, b) Flight time with one engine inoperative does not exceed one hour at cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL280, e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper, and f) Repairs are made within one (1) flight day.	

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22 AUTO FLIGHT				
13. Flight Control Panel, Altitude Guidance Modes				
1) Vertical Navigation (VNAV) Mode Selector Switch	C	1	0	May be inoperative provided vertical navigation mode is considered inoperative and not used during autopilot operations.
2) Vertical Speed (VS) Mode Selector Switch	C	1	0	May be inoperative provided vertical speed mode is considered inoperative and not used during autopilot operations.
3) Flight Level Change (FLC) Mode Selector Switch	C	1	0	May be inoperative provided flight level change mode is considered inoperative and not used during autopilot operations.
4) Pitch Mode (PIT)	C	1	0	May be inoperative provided pitch mode is considered inoperative and not used during autopilot operations.

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22 AUTO FLIGHT					
14. Flight Control Panel, Lateral Guidance Modes					
1) BANK Mode Selector Switch	C	1	0	May be inoperative provided autopilot operations do not require bank selection.	
2) Navigation (NAV) Mode Selector Switch	C	1	0	May be inoperative provided NAV mode autopilot operations are not required.	
3) Back Course (BC) Mode Selector Switch	C	1	0	May be inoperative provided Back Course operations are not conducted.	
4) Approach (APPR) Mode Selector Switch	C	1	0	May be inoperative provided Approach Mode operations are not conducted.	

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	4. REMARKS AND EXCEPTIONS			
23 COMMUNICATIONS				
1. Communication Systems (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for Emergency Procedures.
1) VHF Comm Control Panels				
a) Frequency Transfer Light	C	-	0	
b) Frequency Transfer Switch	C	-	0	
c) Frequency Selector Knob	C	-	2	
d) Frequency Indication	C	-	2	

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23 COMMUNICATIONS				
2. Passenger Address (PA) System				
1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) is operative. NOTE: Any station function(s) that is operative may be used.
	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. NOTE: Any station function(s) that is operative may be used.
2) Lavatory Speakers	C	1	0	May be inoperative provided alternate procedures are established and used.
3. Cockpit Speakers	C	2	0	One or both cockpit speakers may be inoperative provided the affected crewmember has available an operative headset.

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23 COMMUNICATIONS				
4. Hand Held Microphones	C	-	0	One or more may be inoperative provided the affected cockpit crewmember: a) Uses a boom microphone (headset), and b) Associated Control Wheel Push-to-Talk Switch is operative. NOTE: An optional Side Panel Console Mounted Push-to-Talk (PTT) Switch may be used in lieu of an operative Control Wheel Push-to-Talk Switch where installed.
5. Radio Tuning Units (RTU)	C	2	0	Both may be inoperative provided direct tuning is available from each FMS and is operative.
6. Cockpit Voice Recorder (CVR) (With Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three (3) flight days.
Cockpit Voice Recorder (CVR) (Without Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided repairs are made within three (3) flight days.
Cockpit Voice Recorder (CVR) Installed for an Operator Other than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR.

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23 COMMUNICATIONS				
7. Selective Call System *** (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
8. Static Discharge Wicks	C	-	-	Maximum of two (2) may be damaged or missing provided not more than one (1) is damaged or missing from each flight control group surface.
9. Service Interphone *** System (Flight Deck to Cabin/Cabin to Flight Deck/Flight Deck to Ground)				Deleted in Revision 4 and replaced with item 23-24.
10. Automatic Cabin Briefing *** System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.

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23 COMMUNICATIONS				
11. Emergency Locator *** Transmitter	C	-	0	As required by 14 CFR.
12. Flight Phone Systems ***	D	-	-	
13. Headset Jacks	C	2	0	Both may be inoperative provided cockpit speakers are operative.
14. Boom Microphones Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed				
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 121.359 (d) or 135.151 (d)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within three (3) flight days.
2) Cockpit Voice Recorder *** not Equipped to Record Boom Microphone Cockpit Voice Recorder without Flight Data Recorder Installed	D	1	0	Any in excess of those required by 14 CFR may be inoperative.
1) Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 121.359 (d) or 135.151 (d)	A	-	0	May be inoperative provided repairs are made within three (3) flight days.
2) Cockpit Voice Recorder *** not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.

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23 COMMUNICATIONS				
15. 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 (2) LRCS provided: a) SATCOM Voice or Data Link is operative, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat codes are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required. NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.
16. Headsets	C	2	1	One pilot's headset may be inoperative provided operations do not require its use and both pilot cockpit speakers are operative.
	C	2	0	Both pilot's headsets may be inoperative, except as required by 14 CFR, provided both pilot cockpit speakers are operative.

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23 COMMUNICATIONS				
17. Alerting System *** (Audio/Visual)				
1) Passenger Configuration ***				
a) Flight Deck Call Visual *** Alerting System	B	1	0	(O) May be inoperative provided the flight deck audio alerting system is operative. NOTE: The flight deck audio alerting must always be operative.
b) Flight Attendant Visual *** Alerting System	B	1	0	(O) May be inoperative provided: a) PA system is operative, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operative, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered a passenger convenience item. NOTE 2: Any visual alerting system function(s) that is operative may be used.
(continued)				

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23 COMMUNICATIONS				
17. Alerting System (Audio/Visual) (continued)				
c) Flight Attendant Audio Alerting System	B	-	0	(O) May be inoperative provided: a) PA system is operative, b) If affected visual alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (visual or audio) is installed and operative, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered a passenger convenience item. NOTE 2: Any visual alerting system function(s) that is operative may be used.
18. Push-to-Talk (PTT) Yoke Mounted Switches	C	2	0	Both may be inoperative provided an operative Hand Held Microphone is available to the crewmember on the side of the failed PTT switch. NOTE: An optional Side Panel Console Mounted Push-to-Talk (PTT) Switch may be used in lieu of an inoperative Control Yoke Push-to-Talk Switch where installed.

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23 COMMUNICATIONS					
19. Push-to-Talk (PTT) Side *** Panel Mounted Switches	D	-	0		May be inoperative provided an operational yoke mounted PTT switch is available to the crewmember on the side of the failed console mounted PTT switch.
	D	-	0		May be inoperative provided an operative Hand Held Microphone is available to the crewmember on the side of the failed console mounted PTT switch.
20. Seat-Belt/No Smoke Cabin Chime	C	-	-		May be inoperative provided: a) The Seat-Belt/No Smoke signs are visible to all passengers, and b) A Crewmember must advise the passengers verbally to secure their seat belts and when smoking is permitted.
21. Satellite Communication *** System (SATCOM)	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
	D	-	0		May be inoperative provided procedures do not require its use.
22. Yoke Mounted Microphone Holder	C	2	0		(O) One or both may be damaged, torn, or missing.
23. Emergency Locator Transmitter (ELT)	C	1	0		As required by 14 CFR.
1) ELT Remote Switch	C	1	0		(M) May be inoperative provided: a) Remote switch is disconnected from the ELT, and b) ELT Switch is in ARM.

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23 COMMUNICATIONS				
24. Crewmember Interphone *** System(s)				
1) Passenger Configuration ***				
a) Flight Deck to Cabin, *** Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided alternate communications procedures between the affected flight attendants station(s) are established and used. NOTE: Any station function(s) that is operative may be used.
b) Cabin to Cabin Functions ***	B	-	-	(O) May be inoperative provided alternate communication procedures between the affected flight attendant station(s) are established and used. NOTE: Any station function(s) that is operative may be used.
c) Flight Deck to Ground *** Functions	C	-	0	May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
	D	-	0	May be inoperative if not required by 14 CFR.

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	4. REMARKS AND EXCEPTIONS			
24 ELECTRICAL POWER				
1. Left Battery	B	1	0	(O) May be inoperative provided: a) Both generators are operative, b) APU generator is operative, c) A ground power unit is used for APU and engine starts with battery master switch selected to ON. NOTE: Observe APU altitude and electrical load limitations.
2. Left Battery Temperature Indicating System	C	1	0	(O) May be inoperative provided: a) Both generators are operative, b) APU generator is operative, c) A ground power unit is used for APU and engine starts, and d) Left Battery disconnect circuit breaker is pulled to disconnect it from its associated bus. NOTE: Observe APU altitude and electrical load limitations.
3. Generator DC Voltage Display	C	2	1	One may be inoperative provided the GEN OFF message and AMPS display of the associated generating system are operative.
4. DC External Power System	C	1	0	
5. GEN OFF Message				Deleted in Revision 3.

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24 ELECTRICAL POWER				
6. Engine Generators	A	2	1	(M) One may be inoperative provided: a) APU is kept operating with its generator selected ON and is operational throughout the flight, b) The integrity of the engine starter/generator is determined safe for starter operation, and c) Repairs are made within one (1) flight day. NOTE: Observe APU altitude and electrical load limitations.
7. Main Batteries Voltage Display	C	2	1	One may be inoperative provided BAT OFF EICAS message of each battery is verified operative before each takeoff.
8. 60Hz AC Electrical Power System	C	1	0	(M) (O) May be inoperative provided affected circuit breaker is pulled and collared.
9. 50Hz AC Electrical Power System ***	C	1	0	(M) (O) May be inoperative provided affected system is deactivated.
10. APU Generator	C	1	0	May be inoperative provided both Engine Driven Generators are operative.
11. Generator Warning Systems	C	2	1	One may be inoperative provided: a) Associated Generator Volts and AMPS displays are operative, and b) Generator(s) output is closely monitored during flight.

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25 EQUIPMENT/ FURNISHINGS				
1. Passenger Seat(s)	C	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent to outboard seats.</p>
1) Recline Mechanism	C	-	-	<p>May be inoperative and seat occupied provided seat is secured in the up-right position.</p>
2) Underseat Baggage *** Restraining Bars	C	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.
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25 EQUIPMENT/ FURNISHINGS				
1. Passenger Seat(s) (continued)				
3) Armrests	C	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main airplane aisle, and c) For an armrest with a recline mechanism, seat is secured in the upright position.
4) Swivel Mechanism ***	C	-	-	(M) May be inoperative and occupied provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to the main airplane aisle, and c) Associated seat remains in takeoff position.
5) Divan High Back Seat(s) ***	C	-	-	May be inoperative and occupied provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to the main airplane aisle, and c) Associated seat remains in takeoff position.
6) Divan Berthing *** Mechanism (continued)	C	-	-	May be inoperative and seat occupied provided associated seat is secured in the takeoff position.

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25 EQUIPMENT/ FURNISHINGS				
1. Passenger Seat(s) (continued)				
7) Electrical/ Electronic *** Systems/Components	C	-	-	(M) May be inoperative and seat occupied provided associated component(s) is deactivated.
2. Emergency Medical Equipment				
1) Automatic External *** Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within three (3) flight cycles.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
2) Emergency Medical Kit *** (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within three (3) flight cycles.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
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2. Emergency Medical Equipment (continued)				
3) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within three (3) flight cycles.
	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
3. Overwater Survival Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.

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25 EQUIPMENT/ FURNISHINGS				
4. Passenger Convenience/ NEF Item(s)				
1) Passenger Convenience *** Items (Expires on December 31, 2007)		-	0	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) or (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered passenger convenience items.
2) Non-Essential Equipment *** & Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's manual or listing. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.
5. "Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.

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25 EQUIPMENT/ FURNISHINGS				
6. Cargo Restraint Systems	C	-	-	(M) May be inoperative, or missing provided acceptable cargo loading limits from an approved source, i.e., an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
7. Pilot Seats				
1) Vertical Adjustment	C	-	-	(M) (O) May be inoperative provided: a) Seat is secured in a position acceptable to the affected crewmember, and b) Seat is able to move Fore-Aft on its track.
2) Armrest(s)	C	-	-	(M) (O) May be inoperative provided: a) Armrest is secured in the full up position, and b) Seat is acceptable to the affected crewmember.
3) Recline Adjustment	C	-	-	(M) (O) May be inoperative provided: a) Seat is secured in a position acceptable to the affected crewmember, and b) Seat is able to move Fore-Aft on its track.
4) Lumbar Adjustment	C	-	-	May be inoperative provided the seat is acceptable to the affected crewmember.
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7. Pilot Seats (continued)				
5) Thigh Adjustment	C	-	-	May be inoperative provided the seat is acceptable to the affected crewmember.
6) Seat Belt Inertial Reel	C	-	-	May be inoperative provided the inertial reel lock handle engages and locks the shoulder straps securely and is acceptable to the affected crewmember.
7) Vertical Back Rest Adjustment	C	-	-	May be inoperative provided the seat is acceptable to the affected crewmember.
8. Rudder Pedal Adjustment	C	-	-	(M) May be inoperative provided: a) Rudder Pedal(s) can be secured in a position acceptable to the affected crewmember, and b) Position of Rudder Pedal(s) permits full flight control movement.

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9. Observer Seat ***				
1) Primary Observer Seat (including associated equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA Inspector for the performance of official duties, and b) Repairs are made within two (2) flight days.
	A	-	-	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for performance of official duties, and c) Repairs are made within two (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).

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10. Megaphones ***	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from passenger cabin, and b) Required distribution is maintained.
11. Crash Axe ***	B	-	-	Any in excess of those required by 14 CFR may be missing.
12. Overhead Storage *** Bin(s)/Cabin and Galley Storage Compartment/ Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Any emergency equipment located in affected compartment is considered inoperative, and c) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire overhead storage compartment is considered one (1) bin.

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25 EQUIPMENT/ FURNISHINGS					
13. Galley Waste *** Receptacles Access	C	-	-	(M) (O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste intrusion into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.	
14. Exterior Lavatory Door Ashtray	A	1	0	May be missing provided it is replaced within three (3) calendar days.	
15. Baggage Compartment *** Shelves	D	-	-	May be removed or inoperative provided the shelves are in the down position.	
16. Restraint Straps (Aft Coat Closet)	D	-	-	May be inoperative or removed provided the shelves are not used.	
17. Keyed Locks	C	-	-	May be inoperative provided the associated door, compartment or cover is verified to be secure before each departure.	I
18. External Camera System ***	D	-	0		
19. Emergency Vision *** Assurance System (EVAS)	C	-	0		

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25 EQUIPMENT/ FURNISHINGS				
20. Cockpit Convenience Items (Expires on December 31, 2007)	D	-	-	NOTE: Cockpit items, as expressed in this MMEL, are those related to crew convenience or comfort such as, but not limited to side console boxes, pencil holders, sunshades, upholstery, upholstery trim, cup holders and yoke clips. Items addressed elsewhere in this document shall not be included.
21. Crewmember Flashlight Holder Assemblies (Including Flashlight)	C	-	0	May be inoperative or missing provided crewmember has a flashlight of equivalent characteristics readily available.
22. Reference Eye Locator	C	1	0	May be missing or damaged.
23. Passenger Under Seat *** Stowage Drawers	C	-	-	(O) May be inoperative, missing, or have broken latches provided: a) The drawer does not block an Emergency Exit, b) The drawer does not restrict any passenger from access to the main airplane aisle, and c) Affected drawer is emptied, secured and placarded "DO NOT USE".
24. Airshow System ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

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25 EQUIPMENT/ FURNISHINGS					
25. Flite Phone System ***	C	-	0		
26. Airplane Ladder ***	D	-	0	May be inoperative, damaged, missing or removed. NOTE: Removal will require airplane weight and balance considerations.	
27. Airplane Tow Bar ***	D	-	0	May be inoperative, damaged, missing or removed. NOTE: Removal will require airplane weight and balance considerations.	
28. Baggage Compartment Heating Blankets	D	2	0	(M) Both may be inoperative provided the system is deactivated and the BAGGAGE COMPRT Heat Switch is OFF.	

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26 FIRE PROTECTION				
1. Baggage Compartment Smoke Valve	C	1	0	May be inoperative CLOSED.
2. Baggage Compartment Smoke Detector System	C	1	0	May be inoperative provided: a) Baggage Compartment Smoke Valve is verified CLOSED, b) Baggage compartment remains empty or non-combustible materials only are carried, and c) Baggage COMPRT Heat Switch is OFF.
3. APU Bleed Leak Detector	C	1	0	May be inoperative provided APU bleed air is not used.
4. Portable fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.
5. Fire Extinguisher Thermal Discharge Disk	C	1	0	May be missing provided: a) Adequate charge is checked during preflight inspection, b) Crew confirms EICAS message L ENG FIRE BTLE or R ENG/APU FIRE BTLE is not displayed, and c) Yellow EMPTY light is not illuminated.

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26 FIRE PROTECTION				
6. APU Fire Detection System	C	1	0	(M) May be inoperative provided: a) APU is not used, and b) APU CONT circuit breaker is pulled and collared. NOTE: APU Master Switch set to OFF.
7. APU Fire Extinguisher System	C	1	0	(M) May be inoperative provided: a) APU is not used, and b) APU CONT circuit breaker is pulled and collared. NOTE: APU Master Switch set to OFF.
8. Cargo Compartment Fire *** Detection/Suppression System	C	-	0	May be inoperative provided associated cargo compartment remains empty. NOTE 1: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).

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26 FIRE PROTECTION				
9. Lavatory Smoke *** Detection System	C	-	-	(M) (O) The lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is LOCKED CLOSED and placarded, "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.
10. External Engine/APU Fire Bottle Indicating Test Circuit	C	1	0	May be inoperative provided the cockpit engine/APU fire bottle test is satisfactory.

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27 FLIGHT CONTROLS				
1. Aileron Trim System	B	1	0	(O) May be inoperative provided: a) Trim is in neutral position for takeoff, and b) Rudder trim system is operative.
2. Aileron Trim Position Indicator	C	1	0	May be inoperative provided: a) Aileron trim system is verified to be operative before each departure, and b) Aileron trim is properly set and checked visually before each departure.
3. Elevator Q Feel Unit (or Indicator)	C	1	0	(M) May be inoperative provided: a) Q-Feel Unit is verified in the low speed position, and b) Airspeed remains at or below 250 KIAS.
4. Rudder Trim Motors	C	2	1	One may be inoperative provided trim functions normally.
5. Rudder Trim Position Indicator	C	1	0	May be inoperative provided: a) Rudder Trim Control System operates normally, and b) Rudder Trim Tab is verified to be in the neutral position with Yaw Damper OFF before departure.
6. Rudder Bias OFF Warning Indicator	B	1	0	(O) May be inoperative provided Rudder Bias is verified to be operative and selected ON before each flight.

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7. Horizontal Stabilizer Position Indicator	B	1	0	One may be inoperative provided: a) Horizontal Stabilizer system is operative, and b) Stabilizer is visually verified to be set between the two (2) takeoff reference marks 0° and 10° on the vertical stabilizer before every takeoff. NOTE: Correct takeoff trim setting may be found in Section V of the AFM in the HORIZONTAL STABILIZER TRIM SETTING FOR TAKEOFF chart.
8. Slat/Flap/Krueger Position Indicator	C	1	0	May be inoperative provided: a) Slats are verified to be properly positioned after each commanded control movement, b) T/O UNSAFE Warning is operative, c) Flaps correspond with the Horizontal Stabilizer, and d) Kruegers are operative.
9. Krueger System	C	1	0	May be inoperative provided: a) Kruegers are retracted, and b) Slats are operative.
10. Flight Airbrakes EICAS Message				Deleted in Revision 3.

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11. Horizontal Stabilizer Trim Audio Signal	C	1	0	May be inoperative provided: a) Horizontal stabilizer trim is operative, b) T/O UNSAFE Warning message is operative, c) Horizontal stabilizer position indicator is operative, and d) Autopilot is not used.
12. Flap Asymmetry System				Deleted in Revision 3.
13. Flaps				Deleted in Revision 3.
14. Ground Airbrakes EICAS Message				Deleted in Revision 3.
15. Rudder Gust Lock	C	1	0	(O) May be inoperative provided: a) Rudder Gust Lock handle is in the "RELEASED" position, and b) Rudder has "Freedom of Movement".
16. Slats and Krueger Systems	A	1	0	May be inoperative provided: a) AFM Supplement No. 8, OPERATIONS WITH SLATS/KRUEGER RETRACTED (0°/0°) is used for flight operations under these conditions, and b) Repairs are made within one (1) flight day.

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27 FLIGHT CONTROLS				
17. Flight Airbrakes Warning System	B	1	0	May be inoperative provided: a) Airbrakes are verified to be operative before takeoff, b) Airbrakes are verified retracted before takeoff, and c) T/O UNSAFE warning is operative.
18. Ground Airbrakes Warning System	C	1	0	May be inoperative provided: a) Ground Airbrakes are verified to be operative, b) Ground Airbrakes are confirmed retracted before takeoff, and c) T/O UNSAFE warning is operative.

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28 FUEL				
1. FUEL LEVEL LOW Message				Deleted in Revision 3.
2. Fuel Temperature Indication	C	1	0	(O) May be inoperative provided flight is conducted at a TAT at least 3 degrees C above fuel low temperature limitation.
3. Pressure Fueling System	C	1	0	
4. Wing Interconnect Valve	C	1	0	(O) May be inoperative provided: a) Feed tank interconnect system is operative, b) Wing Interconnect Valve is verified CLOSED, and c) Active balance system is operative.
5. Wing Fuel Quantity Indicating Systems	C	2	1	One may be inoperative provided: a) Center fuel tank has a minimum of 1,000 lbs available for dispatch, b) Associated FUEL LEVEL LOW message is operative, c) All other fuel components are operative, and d) EICAS Fuel Total is placarded inoperative.
6. Fuel Total Indication	C	1	0	(O)

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28 FUEL				
7. Fuselage Tanks (Forward, Fuselage, Center) Fuel Quantity Indicating Systems (Cockpit)	C	3	2	(O) One may be inoperative provided: a) Both Fuel Flow Indicating Systems are operative, b) Fuel reserves are increased by 10 percent, and c) EICAS Fuel Total Indication is placarded inoperative.
8. Standby Fuel Pumps	A	2	1	(M) One may be inoperative provided: a) Flight is limited to FL310 (In case of fuel pressure loss, descend to FL250.), b) Interconnect valves are operative, and c) Repairs are made within one (1) flight day.
9. Fuel Flow Indicating Systems	B	2	1	One may be inoperative provided: a) All other engine indications are operative, b) All Fuel Quantity Indication Systems are operative, and c) ITT, N1 and N2 Indicators are compared with those of the other engine.
10. Fuel Used Indicating System	C	1	0	May be inoperative provided: a) All other engine indications are operative, and b) All Fuel Tank Quantity Indication Systems are operative.
11. Pressure Fueling Cap	A	1	0	May be missing provided replacement is installed within three (3) flight days.

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12. Pressure Defueling System	C	1	0	
13. Fluid Quantity Measurement Computer (FQMC) Fail Warning Systems	A	2	0	Both may be inoperative provided: a) Both Fuel Quantity Measurement Computers (FQMC) are operative before each flight, and b) Repairs are made within one (1) flight day.
14. Engine Fuel Cutoff Switch Guards	A	2	0	(O) Both may be inoperative provided repairs are made within one (1) flight day.
15. Fuel Low Level Warning System	B	1	0	May be inoperative provided: a) All fuel quantity systems are operative, and b) Crew members monitor fuel quantity during flight.
16. Refuel Pushbutton	C	1	0	
17. Pressure Refueling Cap Chain	C	1	0	May be broken or missing.

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29 HYDRAULIC POWER				
1. HYD PUMP PRESS LOW L/R EICAS Messages				Deleted in Revision 3.
2. HYD PUMP PRESS HI L/R EICAS Messages				Deleted in Revision 3.
3. L/R Hydraulic Pressure Indications				Deleted in Revision 3.
4. AUX PUMP EICAS Message				Deleted in Revision 3.
5. Accumulator Pressure Gauges	C	2	0	(M) Both may be inoperative provided accumulator pressure is verified before each flight.
6. L/R HYD LEVEL LOW EICAS Message				Deleted in Revision 3.
7. L/R HYD PRESS FILTER EICAS Message				Deleted in Revision 3.
8. L/R HYD RTN FILTER EICAS Messages				Deleted in Revision 3.

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9. AUX HYD PRESS FILTER EICAS Message				Deleted in Revision 3.
10. HYD TANK PRESS LOW EICAS Message				Deleted in Revision 3.
11. Hydraulic Pump Pressure Warning Systems	C	2	1	(O) One may be inoperative provided: a) AUX pump is verified to be operative before each flight, and b) Speed brakes, elevators and ailerons are cycled simultaneously to ensure NO message light is turned ON before each flight.
12. Auxiliary Hydraulic Warning System	C	1	0	May be inoperative provided: a) Right Hydraulic Pressure Indicator is operative, b) Right Hydraulic Quantity Indicator is operative, and c) Crew Members monitor Auxiliary Hydraulic Pump operations.
13. Hydraulic Level Low Warning Systems	A	2	1	(O) One may be inoperative provided: a) Hydraulic system is operative, b) Associated hydraulic filter bypass indicator is verified to be in the normal (recessed) position before each engine start, and c) Repairs are made within one (1) flight day.

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14. Hydraulic Return Filter Warning Systems	A	2	1	(O) One may be inoperative provided: a) Hydraulic system is operative, b) Associated hydraulic filter pop-up indicator is verified to be in the normal (recessed) position before each engine start, and c) Repairs are made within one (1) flight day.
15. Auxiliary Hydraulic Press Filter Warning Systems	A	2	1	(O) One may be inoperative provided: a) Hydraulic system is operative, b) Associated hydraulic filter pop-up indicator is verified to be in the normal (recessed) position before each engine start, and c) Repairs are made within one (1) flight day.
16. Hydraulic Tank Pressure Warning System	C	2	0	Both may be inoperative provided: a) Both Hydraulic Pressure Indicators are operative, b) Hydraulic pressure is monitored during flight, and c) Flight is conducted in accordance with AFM procedures.
17. Hydraulic Accumulators	C	2	1	One hydraulic accumulator may be inoperative provided: a) Both hydraulic systems are operative, and b) The Auxiliary Hydraulic Pump is operative.

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30 ICE AND RAIN PROTECTION				
1. Forward Windshield Heating Systems	C	2	1	One may be inoperative provided: a) Windshield defogging system is operative, b) Inoperative system is deactivated, and c) Airplane is not operated in visible moisture, or known or forecast icing conditions.
2. Side Windows Heating System	C	-	0	May be inoperative provided: a) Windshield defogging system is operative, b) Inoperative system is deactivated, and c) Airplane is not operated in known or forecast icing conditions.
3. Pitot Heaters	B	2	1	Except where enroute operations require their use, one may be inoperative provided: a) Flight is conducted in day VMC only, b) Flight is not conducted in visible moisture of any form, c) Both Ice Detectors must be operative, and d) Airplane is not operated in known or forecast icing conditions.
4. Static Port Heating System	C	6	4	Except where enroute operations require their use, two (2) may be inoperative provided flight is not conducted in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION					
5. Angle of Attack Sensor Heating Systems	C	2	1		One may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Both Ice Detector Systems are operative.
6. PITOT HEAT L/R EICAS Messages					Deleted in Revision 3.
7. Pneumatic Boot Deicing System	C	1	0		(M) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) System is secured to ensure boots will remain deflated by suction.
8. Deicing System Timers	C	2	1		One may be inoperative provided the other timer, normal or alternate, is operative.
9. Ice Detection Systems	C	2	1		One may be inoperative provided the Engine Anti-Ice systems are turned on when SAT on the ground, or TAT in the air, is +10 degrees C or less with visible moisture present in any form. NOTE: Wing De-Icing should be activated according to visual monitoring of ice accumulation on wing and remaining ice detection system signals.
10. DE-ICING LOW/HI PRESS EICAS Message					Deleted in Revision 3.

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30 ICE AND RAIN PROTECTION				
11. Windshield Wipers ***	C	2	0	(M) Both may be inoperative or missing provided: a) Airplane is not operated in precipitation within five nautical miles of the airport of intended departure and landing, b) Wiper switch is turned to OFF/PARK position, and c) Wipers/Arms are secured in the stowed position.
12. Windshield Surface Seal Protection Systems	D	2	0	Both may be inoperative provided airplane is not operated in precipitation within 5 NM of the airport of takeoff or intended landing.
13. Engine Anti-Ice System	B	2	0	Both may be inoperative provided flight is not conducted in visible moisture below +10 degrees C.
14. Windshield Ice Detector Light	C	1	0	May be inoperative provided both ice detection systems are operative.
15. Ejector Flow Control Valve (EFCV) Heater Blanket	C	3	0	All may be inoperative provided airplane is not operated in known or forecast icing conditions.
16. Pitot Heat Warning Systems	C	2	0	Both may be inoperative provided airplane is not operated in known or forecast icing conditions.
17. Pneumatic Boot Deicing Warning System	C	1	0	May be inoperative provided Pneumatic Deicing System is confirmed operative before each departure.
	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.

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30 ICE AND RAIN PROTECTION				
18. Drain Mast Heating System	C	1	0	(O) May be inoperative provided: a) Associated galley service basin, ice drawer and lavatory basin are not used, b) Any ice or liquid is removed from the galley service drawer, and c) Water tank is fully purged.

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31 INDICATING/ RECORDING SYSTEMS				
1. Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but before takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the airplane may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished before dispatch, and d) Repairs are made within three (3) flight days.
1) FDR Recording Parameters required by FAR	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar days.
2) FDR Recording Parameters not required by FAR	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.
(continued)				

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31 INDICATING/ RECORDING SYSTEMS				
1. Flight Data Recorder (FDR) System (continued)				
3) Flight Data Recorder (FDR) Installed for an 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 14 CFR.
2. Master Warning Lights System	A	2	1	One flasher may be inoperative provided: a) All remaining warning lights and indications are operative, and b) Repairs are made within two (2) flight days.
3. Master Caution Lights System	A	2	1	One flasher may be inoperative provided: a) All remaining warning lights, caution lights, and indications are operative, and b) Repairs are made within three (3) flight days.
4. Clocks	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
5. Security System ***	D	-	-	
6. Flight Hours Recorder	C	1	0	May be inoperative provided the flight crew records airplane flight time.

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31 INDICATING/ RECORDING SYSTEMS				
7. AOA Indexer	C	1	0	
8. AOA Digital Readout	C	1	0	
9. Maintenance Data Computer	D	1	0	

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SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

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4. REMARKS AND EXCEPTIONS

32 LANDING GEAR

1. Anti-Skid System

B

1

0

(O) May be inoperative provided appropriate AFM procedures and performance charts are used.

2. PARKING BRAKE "ON"
EICAS Message

Deleted in Revision 3.

3. Nose Wheel Steering
System

A

1

0

May be inoperative provided:
a) Airplane is towed to/from congested areas, and
b) Repairs are made within one (1) flight day.

NOTE: A congested area is considered to be other airplanes or obstacles within 50 feet.

4. Nose Landing Gear
(NLG) Towing Adapter

D

1

0

(M) Must be removed before takeoff if bent or damaged.

5. Parking Brake Warning
System

C

1

0

(O) May be inoperative provided:
a) Crewmembers confirm operation of Parking and Emergency Brake before each flight, and
b) Crewmembers will ensure Parking Brake is released before taxi, takeoff and landing.

NOTE: The Parking Brake is not meant to take the place of wheel chocks for maintaining the airplane in its parked position.

6. Wheel Despin System

D

1

0

(O) May be inoperative provided appropriate AFM procedures are used.

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32 LANDING GEAR

7. Rudder Pedal Steering

B

1

0

May be inoperative provided:
 a) All takeoff and landings are made from the left seat,
 b) The Nose Wheel Steering Switch is ON, and
 c) Operational runway conditions:
 1) Crosswind component does not exceed 10 knots, for a DRY runway condition, and
 2) Crosswind component does not exceed 5 knots, for a WET runway condition.

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33 LIGHTS				
1. Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
2. Cabin Interior Lights	C	-	-	May be inoperative provided lighting configuration is acceptable to the flight crew.
3. Passenger Notice System (No Smoking/Fasten Seat Belt Signs)	B	2	1	(O) One may be inoperative and the associated passenger seat(s) occupied provided: a) The Passenger Address system is operative and can be clearly heard throughout the cabin during flight, and b) Procedures are established and used to alert and notify passengers when seat belts should be fastened or smoking is prohibited.
4. Baggage Compartment Lighting System (Interior/Exterior)	C	1	0	

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33 LIGHTS				
5. Landing Lights	C	2	1	One may be inoperative for night operations provided taxi lights are operative.
	C	2	0	Both may be inoperative for day operations.
1) Pulse Light Function	D	1	0	May be inoperative provided both Landing Lights are operative.
6. Taxi Lights	C	2	0	Both may be inoperative for night operations provided both landing lights are operative.
	C	2	0	Both may be inoperative for day operations.
7. Navigation Light System	C	1	0	May be inoperative for day operations.
8. Anti-Collision Light System	B	2	0	Both may be inoperative for night operations provided the Strobe Light system is operative.
	B	2	0	Both may be inoperative for day operations.
9. Wing Inspection Lights	C	2	0	(O) Both may be inoperative provided a portable lamp/light of adequate capacity for wing inspections is available for night operations in icing conditions.
	C	2	0	Both may be inoperative for day operations.
10. Exterior Emergency *** Lighting System	C	1	0	May be inoperative for day operations.

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33 LIGHTS				
11. Logo Lights ***	D	2	0	
12. Strobe Lights	C	2	0	Both may be inoperative for night operations provided Anti-Collision Light system is operative.
	C	2	0	Both may be inoperative for day operations.
13. Pylon Lights	C	2	0	
14. Flashlight Charging System	D	-	0	NOTE: Flashlight requirements remain as per 14 CFR.
15. Floor Proximity Emergency Lighting System	C	-	-	Individual lights may be inoperative provided it is verified that FAA approved minimum acceptable lighting levels specified in one of the following documents are complied with: a) FAA engineering approval letter, b) FAA approved report of the type design holder, c) Limitations and conditions of the applicable STC, or d) An FAA approved report incorporated in the Master Drawing List for the applicable STC. NOTE: Applicable document from above must accompany the airplane MEL.
16. Exterior Service Door Lights	D	-	0	

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33 LIGHTS					
17. Segmented LED Wing Position Light System	C	5	3		Two of the five LED light segments may be inoperative per wingtip assembly.
18. Dome Lights	C	2	0		
19. Entry Lights	C	3	0		
20. Boarding Lights	C	-	0		
21. Lavatory Lights	C	-	0		
22. Vanity Lights	C	-	0		
23. Reading Lights	C	-	0		
24. Flashlight	D	-	0		Any in excess of 14 CFR may be inoperative, damaged or missing.

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34 NAVIGATION				
1. Standby Altimeter	B	1	0	May be inoperative for day VMC flight only.
2. Standby Airspeed Indicator	B	1	0	May be inoperative for day VMC flight only.
3. Non-stabilized Compass	B	1	0	(O) May be inoperative provided any combination of three (3) gyro or INS (IRU) stabilized compass systems is operative.
	B	1	0	(O) May be inoperative provided: a) Any combination of two (2) gyro or INS stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on the enroute portion of the flight.
	B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two (2) Stabilized Directional Gyro Systems are installed, operative and used in conjunction with approved free gyro navigation techniques.
4. VMO/MMO Aural Warning	B	2	1	One may be inoperative provided both Mach/Airspeed Indicators are operative.
5. Airspeed Warning Clacker	C	2	1	One may be inoperative.
6. Flight Information System ***	C	-	0	

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34 NAVIGATION				
7. Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three (3) flight days.
	C	-	0	May be inoperative provide it is not required by 14 CFR.
8. Navigation Systems (VOR/ILS, ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
9. Long Range Navigation System (IRS, GPS, & LORAN)	C	-	0	May be inoperative provided: a) Affected system is not required for attitude or heading data, and b) 14 CFR does not require system for operations conducted.
10. Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
11. Weather Radar System	C	-	-	As required by 14 CFR.
12. Storm Scope ***	C	-	0	
13. Radio Altimeter System	A	1	0	May be inoperative provided: a) Approach minimums are not dependent on its use, and b) Repairs are made within two (2) flight days.
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34 NAVIGATION				
13. Radio Altimeter System (continued)				NOTE: Inoperative Radio Altimeter will affect the Ground Proximity Warning System (GPWS) and Traffic Collision and Avoidance System (TCAS).
14. ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Before 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) Enroute operations do not require its use, and b) Repairs are made before completion of the next heavy maintenance visit.
15. Automatic Direction Finding Equipment (ADF)	D	-	-	Any in excess of those required by-14 CFR may be inoperative.
16. Marker Beacon Receivers	C	-	-	May be inoperative provided approach minimums do not require its use.

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34 NAVIGATION				
17. Primary Flight Displays (PFD)				
1) ILS/VOR Deviation Indicator	C	2	0	Both may be inoperative provided approach minimums do not require its use.
2) Speed Trend	C	2	1	(M) One may be inoperative provided trend information is removed from display.
3) Mach Indicators	C	2	1	(M) One may be inoperative provided: a) Associated Mach information is removed from the display, and b) Both VMO/MMO Aural Warnings are operative.
4) Accel/Decel Indication	C	2	0	
5) DH Set	C	2	0	Both may be inoperative provided approach minimums do not require its use.
6) Selected Heading	C	2	0	
7) Selected Course	C	2	0	Both may be inoperative provided navigation does not require its use.
8) Bearing Indicators	C	4	2	One side may be inoperative.
9) Groundspeed/Time to Go	C	2	0	
10) Elapsed Time	C	2	0	
11) TAS Indications	C	2	0	

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34 NAVIGATION				
18. Vertical Speed Indications (PFD)	C	2	1	One may be inoperative for day VMC operations only.
19. MultiFunction Display (MFD)	C	2	1	One may be inoperative provided EICAS is operative.
20. Traffic Collision and Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute and approach procedures do not require its use.
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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34 NAVIGATION					
20. TCAS (continued)					
1) Combined Traffic Alert *** (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	One may be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	
2) Resolution Advisory (RA) Display System(s)	C	2	1	One may be inoperative on the non-flying pilot side.	
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4) Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) Airspace Selection *** Function	C	-	0		

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34 NAVIGATION					DELETED REVISION 2 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days. (O) All may be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days. May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
21. Traffic Collision and *** Avoidance System I (TCAS I)					
22. Terrain Awareness and Warning System (TAWS)					
Class A TAWS Equipment Required					
1) GPWS	A	-	0		
a) Modes 1-4	A	4	0		
b) Test Mode	A	1	0		
c) Glideslope Deviation (Mode 5)	C	-	1		
	B	-	0		
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34 NAVIGATION				
22. TAWS (continued)				
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, b) Alternate procedures are established and used.
e) Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) is operative.
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34 NAVIGATION				
22. TAWS (continued)				
2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3) Terrain Displays	C	1	0	
	B	-	0	
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0	
Class B TAWS Equipment Required				
1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
a) Modes 1 & 3	A	2	0	(O) Both may be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two (2) flight days.
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34 NAVIGATION				
22. TAWS (continued)				
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two (2) flight days.
c) Modes 2, 4 & 5 ***	C	3	0	
d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
e) Windshear Mode *** (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
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34 NAVIGATION				
22. TAWS (continued)				
3) Terrain Displays ***	C	-	0	
4) Runway Awareness & *** Advisory System (RAAS)	C	1	0	
Class C TAWS Equipment				
1) TAWS/GPWS ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that is operative may be used.
23. Automatic Dependent *** Surveillance - Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
1) Link and Display *** Processor Unit (LDPU)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other airplane systems may be used.
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34 NAVIGATION				
23. ADS-B System *** (continued)				
2) Cockpit Display and *** Traffic Information (CDTI)	D	-	0	NOTE: ADS-B data transmissions may continue.
3) CDTI Control Panel ***	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
4) Data Link Transmitter(s) ***	D	-	0	
5) Data Link Receivers ***	D	-	0	
24. 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 Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.

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34 NAVIGATION				
25. Compass System Flux Valves	C	2	1	One may be inoperative provided: a) All reference systems are operative (includes IRSs and/or AHRS), and b) The affected compass system can be slewed to correct heading.
26. Attitude Heading and Reference System (AHRS)	A	2	1	(O) One may be inoperative provided: a) Airplane is operated in VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, and c) Repairs are made within one (1) flight day.
27. Data Loader	D	1	0	
28. Air Data Reference Panel	B	2	1	One may be inoperative provided copilot Baro setting is operative.
29. Reversion Switching Panel (RSP)	B	2	1	One may be inoperative provided both Multi-Function Displays (MFDs) are operative.
30. Display Control Panel (DCP)	A	2	1	(M) One may be inoperative on the right side provided: a) Reversion Switching Panel (RSP) is operative, and b) Repairs are made within three (3) flight days.

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34 NAVIGATION				
31. Flight Management Systems (FMS) (CDU and Nav Computer only)	C	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Affected system is not required for IRS alignment, b) Long range Navigation is not dependent on its use, c) Procedures do not require its use, and d) Both RTUs must be operative. NOTE: Two (2) systems are required for dispatch into MNPS or RNP-10 airspace.
1) Navigation Database	C	-	-	May be out of currency provided: <ul style="list-style-type: none"> a) Current Aeronautical Charts are used to verify Navigation fixes before dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
32. Airborne Flight Information System (AFIS) (VHF and Satellite)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
***	D	1	0	May be inoperative provided procedures do not require its use.

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34 NAVIGATION				
33. Electronic Flight Bag ***	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.
1) Charts Database	C	-	0	(O) May be out of currency provided the terminal charts for the origin, destination, and alternate airports are verified to be current.

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	4. REMARKS AND EXCEPTIONS			
35 OXYGEN				
1. Passenger Oxygen System	C	1	0	As required by 14 CFR.
2. Passenger Oxygen Deployment System	C	1	0	May be inoperative provided: a) Manual deployment is operative, and b) Flight is conducted at or below FL250.
	C	1	0	One or more passenger service units may be inoperative provided: a) Associated seats are BLOCKED and placarded "DO NOT OCCUPY", and b) Units are operative at all lavatory and flight attendant locations.
3. Therapeutic Oxygen	C	-	-	
4. Lavatory Oxygen Drop Out Panel	C	-	0	May be inoperative provided lavatory is BLOCKED and placarded "DO NOT OCCUPY".
5. Protective Breathing *** Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
6. Oxygen Service Panel Pressure Gauge	C	-	0	(M) (O) May be inoperative provided Oxygen Pressure Indication on EICAS is operative and monitored.

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	4. REMARKS AND EXCEPTIONS			
35 OXYGEN				
7. Passenger Oxygen ON Warning Light	C	1	0	May be inoperative provided: a) Both Automatic and Manual Modes of Cabin Pressurization Control system (CPCS) are operative, b) Cabin Altitude and Differential Pressure Indicators are operative, and c) Cabin Altitude Pressure Warning System is operative.
	C	1	0	May be inoperative provided airplane is operated unpressurized.
8. Oxygen Cylinder Service Adaptor	D	1	0	May be inoperative, damaged or missing.

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	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

38 WATER/WASTE				
1. 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 have leaks. NOTE: Any portion of the system which is operative may be used.
	C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
2. Lavatory Waste System (Including Wheelchair Accessible Lavatories)	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 is operative may be used.
	C	-	-	(M) Associated lavatory System(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Lavatory Door is secured CLOSED and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.

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	3. NUMBER REQUIRED FOR DISPATCH				
38 WATER/WASTE					
3. Lavatory External Service Cap	C	1	0	May be inoperative or missing provided: a) The waste valve is verified CLOSED before each flight, and b) No leakage can be detected after each servicing.	
4. External Water Service Cap	C	1	0	May be inoperative or missing provided: a) The water valve is verified CLOSED before each flight, and b) No leakage can be detected after each servicing.	

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	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
49 AIRBORNE AUXILIARY POWER				
1. Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided its use is not required by other inoperative items.
2. APU Air Inlet Door Actuator	C	-	0	(M) May be inoperative provided: a) APU Air Inlet Door is secured fully CLOSED, and b) APU DOOR circuit breaker is OPENED and secured.
	C	-	0	(M) May be inoperative provided: a) APU Air Inlet Door is fully OPEN, b) APU Door circuit breaker is OPENED and secured, c) APU is operated throughout entire flight, and c) Airplane is operated in accordance with AFM limitations.
3. APU Bleed Shutoff Valve	A	1	0	May be inoperative provided: a) APU is operated for electrical power only, and b) Repairs are made within three (3) flight days.

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1. SYSTEM,
SEQUENCE NUMBERS &
ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

49 AIRBORNE AUXILIARY
POWER

4. APU Starter/Generator

B

1

0

(M) May be inoperative for electrical generation provided:
 a) The starter portion of the APU starter/generator is functional,
 b) The integrity of the starter/generator is determined safe for operation,
 c) The APU generator switch is OFF, and
 d) The APU GCU circuit breaker is pulled and deactivated.

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	4. REMARKS AND EXCEPTIONS			
52 DOORS				
1. BAGGAGE DOOR EICAS Message				Deleted in Revision 3
2. CABIN DOOR EICAS Message				Deleted in Revision 3.
3. Cabin Door Lifting System	C	1	0	
4. Cabin Door Assist Handle	C	1	0	May be inoperative provided it does not interfere with normal door operations.
5. Cabin Door Interior Railing	C	2	0	Both may be inoperative provided it does not interfere with normal door operations.
6. EMERGENCY EXIT EICAS Message	C	1	0	Deleted in Revision 3.
7. Service Door System Warning Light	C	1	0	(O) May be inoperative provided a crewmember verifies by visual inspection before each departure that associated system door is CLOSED and secured.
8. REFUELING DOOR EICAS Message				Deleted in Revision 3.

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	4. REMARKS AND EXCEPTIONS			
52 DOORS				
9. Baggage Door Warning System	C	1	0	May be illuminated provided it is verified before departure that: a) Door is CLOSED, latched (2 indications) and LOCKED, b) Baggage compartment pressurization valve is CLOSED (per AFM), and c) Pressurization is verified in Manual Mode before departure and remains in Manual Mode during flight.
10. Cabin Door Warning System	C	1	0	May be inoperative provided: a) Latching and LOCKING marks are aligned, b) Inner handle is securely LOCKED, and c) Pressurization is verified in Manual Mode before departure and remains in Manual Mode.
11. Emergency Exit Warning System	C	1	0	(O) May be inoperative provided a crewmember ensures Emergency exit is secured before each flight.
12. Refueling Door Warning System	B	1	0	(O) May be inoperative provided a crewmember checks door is secure and LOCKED before each departure.
13. Baggage Compartment Door Seal	C	1	0	May be inoperative provided: a) The airplane baggage compartment remains unpressurized, and b) BAGG PRESS Pushbutton is pressed CLOSE.
				NOTE: Pressure sensitive cargo is not carried in the baggage compartment.

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52 DOORS				
14. Main Entry Door, Primary Door Seal	C	1	0	(O) May be inoperative provided: a) The primary seal does not interfere with the door operation, b) Airplane is operated in an unpressurized configuration, and c) Airplane is operated in accordance with AFM Limitations.
15. Main Entry Door, Acoustic Seal Curtain	D	1	0	
16. Hinged Door Flapper-Sill	D	1	0	Flight crew must verify flapper is CLOSED before entering or exiting the airplane.
17. Keyed Door, Panel and Compartment Locks	C	-	-	May be inoperative, damaged or missing provided the associated door, compartment or cover is verified to be secured before each departure.
18. Baggage Compartment Fold-Down Stairs	C	1	0	(O) May be inoperative, damaged or missing provided: a) The stairs are not used to access the baggage compartment, and b) Stairs are secured to prevent interference with baggage door operation.
19. Baggage Door Latch Inspection Windows	C	2	0	May be damaged or missing provided viewing of positive latch engagement is not obstructed.

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	2. NUMBER INSTALLED		
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	4. REMARKS AND EXCEPTIONS		

71 POWERPLANT				
1. Automatic Power Reserve (APR) System	C	1	0	May be inoperative provided: a) APR is not armed, and b) AFM takeoff limitations and performance for APR OFF are observed.

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	2. NUMBER INSTALLED			
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	4. REMARKS AND EXCEPTIONS			
73 ENGINE FUEL & CONTROL				
1. Fuel Flow Indication on EICAS Message				Deleted in Revision 3.
2. FUEL PRESSURE LOW EICAS Message				Deleted in Revision 3.
3. L/R FUEL FILTER EICAS Message				Deleted in Revision 3.
4. Fuel Flow EICAS Indicators	B	2	1	One may be inoperative provided: a) Associated N1 and N2 Indicating Systems are operative, b) Fuel Quantity Indicating Systems are operative, and c) Fuel Flow Indications are verified on the Flight Management System (FMS).
5. Fuel Pressure Low Warning Systems	B	2	1	(O) One may be inoperative provided: a) Associated fuel boost pumps are operative, and b) Airplane is operated below FL250.
6. Fuel Filter Warning Systems	A	2	1	(M) One may be inoperative provided: a) Fuel Low Pressure System for the affected engine is operative, b) Fuel Flow Indications are operative, c) Associated Filter is verified free of clogging before each flight, and d) Repairs are made within three (3) flight days.

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	2. NUMBER INSTALLED				
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73 ENGINE FUEL & CONTROL					
7. Fuel Temperature Indicating System	C	-	-		May be inoperative provided the Fuel Tank Temperature Low Warning system is operative.
	C	-	-		May be inoperative provided: a) The SAT gauge is operative and is used as a reference for fuel temperature, and b) Flight altitude is planned so as to remain above the freeze point of the fuel type used.
8. Fuel Used Indicating System	C	2	0		Both may be inoperative provided fuel remaining indications are operative.

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	4. REMARKS AND EXCEPTIONS			
74 IGNITION				
1. IGNITION ON EICAS Message				Deleted in Revision 3.
2. Automatic Ignition System	C	2	1	One may be inoperative provided Manual Ignition is operative.
3. Ignition ON Indications	C	2	1	One may be inoperative provided: a) Automatic Ignition System is operative during engine start, and b) Crew monitors engine start for normal indications.

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	4. REMARKS AND EXCEPTIONS				
76 ENGINE CONTROLS					
1. Engine Synchronizer	C	1	0		

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	4. REMARKS AND EXCEPTIONS			
77 ENGINE INDICATING				
1. ITT Digital Indications	C	2	1	One may be inoperative provided: a) All other engine indications are operative, and b) Associated analog display is operative.
2. Engine Vibration Monitor	C	2	1	One may be inoperative provided all other engine indications are operative.
3. Engine Event Recording System	C	2	0	(O) Both may be inoperative provided alternate procedures are established and used.

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	4. REMARKS AND EXCEPTIONS			
78 ENGINE EXHAUST				
1. Thrust Reverser (T/R) ARM/READY Lights	D	2	0	One or both may be inoperative provided: a) T/R operation is verified visually before departure, b) T/R indication in the N1 display is operative, c) Both L T/R FAIL and R T/R FAIL Caution messages are operative, and d) Associated power lever is not LOCKED from reverser range before flight.
2. Thrust Reverser System	D	2	0	(M) One or both may be inoperative provided: a) There is no damage to the Thrust Reverser System which could adversely affect operation of the airplane, b) Affected Thrust Reverser(s) is/are deactivated and secured in the stowed position by use of the LOCKING device, c) Affected manual shutoff valve is selected SHUT-OFF, and d) Appropriate charts are used for wet runway. NOTE: Do not pull out T/R System Circuit Breakers as T/R FAIL message will be illuminated.

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	4. REMARKS AND EXCEPTIONS			
79 ENGINE OIL				
1. L/R ENG OIL LEVEL LOW EICAS Message				Deleted in Revision 3.
2. Oil Filter Bypass Indications				Deleted in Revision 3.
3. OIL FILTER EICAS Message				Deleted in Revision 3.
4. Engine Oil Level Low Warning Systems	C	2	0	(O) Both may be inoperative provided engine oil levels are verified adequate before each flight.
5. Oil Filter Warning System	C	2	0	(O) Both may be inoperative provided: a) Oil Low Pressure System for the affected engine is operative, and b) Associated Filter is verified free of clogging before each flight.

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	4. REMARKS AND EXCEPTIONS			
80 STARTING				
1. Automatic Starter Cutout Feature	C	2	0	Both may be inoperative provided starter is disengaged manually at 50% N2 during engine start.
2. Engine Start Switch Guard	C	2	0	One or both engine start switch guards may be damaged or missing.