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

Master Minimum Equipment List (MMEL)

Revision: 2
Date: XX/XX/XXXX

Gulfstream Aerospace
G150

** FOR 14 CFR PARTS 91 and 135 OPERATIONS ONLY **

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	12/07/2005	All pages.
1	11/12/2018	Cover Page, Table of Contents, Control Page, Log of Revisions, Highlights of Change, Definitions, 21-1 thru 21-7, 22-1 thru 22-6, 23-1 thru 23-8, 24-1 thru 24-3, 25-1 thru 25-9, 26-1 thru 26-2, 27-1 thru 27-5, 28-1 thru 28-5, 29-1 thru 29-3, 30-1 thru 30-5, 31-1 thru 31-3, 32-1 thru 32-2, 33-1 thru 33-4, 34-1 thru 34-15, 35-1 thru 35-2, 38-1 thru 38-2, 45-1, 46-1 thru 46-2, 52-1 thru 52-2, 73-1, 76-1, 77-1, 78-1, 79-1.
2	XX/XX/XXXX	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 2, 21-5 thru 6, 22-1 thru 2, 22-4, 23-1 thru 10, 24-1 thru 3, 25-1 thru 5, 25-7 thru 12, 26-1 thru 3, 27-1 thru 5, 28-1 thru 4, 29-1 thru 3, 30-1 thru 4, 31-1 thru 2, 32-1, 33-1 thru 5, 34-1 thru 6, 34-8 thru 16, 35-1 thru 2, 38-1, 46-1, 49-1, 52-1 thru 2, 73-1, 74-1, 77-1, 78-1, 79-1, 80-1.

The following changes are the Highlights of Changes for **Revision 2**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
General	Several Items were changed from plural to singular and are indicated with change bars.
General	Replaced circuit breaker names and locations with the phrase "associated circuit breaker(s)" in the REMARKS OR EXCEPTION column.
ATA 21 Air Conditioning	
21-1	Item 21-2, HP Bleed Air Duct Blow Out Disc: Changed spelling to "discs" in Remarks or Exceptions to be consistent with item description.
21-1 thru 2	Item 21-4, Automatic Cabin Temperature Control: Revised title and NOTE and added CAUTION to provide better guidance for operation with ECS Selector in EMER.
21-2	Item 21-5, Manual Cabin Temperature Control: Revised title and NOTE and added CAUTION to provide better guidance for operation with ECS Selector in EMER.
21-6	Item 21-15, Cockpit Duct Temp HI Warning System: Removed item. Relief was deleted in Revision 1. Renumbered subsequent steps. Item 21-17, Cabin Pressurization System: Added (O) procedures for unpressurized operation.
ATA 22 Autoflight	
22-1	Item 22-2, Autopilot System: Editorial change to clarify conditions of relief. Item 22-4, Mach Trim: Revised title. Editorial changes to clarify operating restrictions with Mach Trim inoperative.
22-2	Item 22-6, Takeoff/Go-Around (TOGA) Button: Added additional relief and updated Note. Item 22-7, Flight Control Computer: Revised Remarks or Exceptions. Item 22-10, Autopilot Coupler: Deleted, Revision 2.
22-4	Item 22-13, Auto Throttle System: Revised Remarks or Exceptions and added relief for Auto Throttle Status Display.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 23	Communications
23-1	Item 23-1, Communications System (VHF, UHF): Added Note.
23-1 thru 2	Item 23-2, Passenger Address (PA) System: Revised per Policy Letter 9, Revision 12 as appropriate for G150.
23-3	Items 23-5 thru 7 Cockpit Voice Recorder (CVR): Revised per Policy Letter 29, Revision 5. Renumbered CVR items per PL 29 and renumbered subsequent items. Item 23-9, Static Discharge Wick: Deleted, Revision 2.
23-4	Item 23-10, Crewmember Interphone System: Revised per Policy Letter 9, Revision 12 as appropriate for G150.
23-5	Item 23-12, Emergency Locator Transmitter: Revised per Policy Letter 120, Revision 3.
23-6	Item 23-15, Flight Deck Hand Microphone: Revised per Policy Letter 58, Revision 4 and renumbered subsequent items.
23-7 thru 8	Item 23-16, Flight Deck Headsets Earphones/Headphones and Boom Microphones: Revised per Policy Letter 58, Revision 4 and renumbered subsequent items.
23-8	Item 23-17, High Frequency (HF) Communication System: Removed second set of relief because it does not apply to G150. Item 23-18, Headset: Relief combined with ATA 23-16, Flight Deck Headsets Earphones/Headphones and Boom Microphones, Revision 2.
23-9	Item 23-19, Alerting System (Audio/Visual): Removed Flight Attendant Visual and Audio Alerting System that was deleted in Revision 1.
23-10	Item 23-26, Flight Deck Hot Microphone: Added new relief.
ATA 24	Electrical Power
24-2	Item 24-8, 60Hz AC Electrical Power System: Updated Repair Category from C to D.
24-3	Item 24-10, 50Hz AC Electrical Power System: Updated Repair Category from C to D.
ATA 25	Equipment/Furnishings
25-1 thru 2	Item 25-1, Passenger Seats: Revised per Policy Letter 79, Revision 9.
25-3 thru 5	Item 25-2, Emergency Medical Equipment: Revised per Policy Letter 132, Revision 0.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
25-7	Item 25-6, Cargo Restrain Systems, Revised per Policy Letter 100, Revision 3.
25-8	Previous Item 25-8, Rudder Pedal Adjustment: Removed item. Relief was moved to 27-15 in Revision 1. Renumbered subsequent items.
25-9 thru 10	Item 25-9, Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets: Revised per Policy Letter 104, Revision 7.
25-11	Item 25-10, Galley/Cabin/Waste Receptacles Access Doors/Covers: Revised per Policy Letter 96, Revision 2. Item 25-12, Cockpit Smoke Vision System: Revised per Policy Letter 129, Revision 0. Previous Item 25-14., Cockpit Convenience Items: Removed item. Relief was deleted in Revision 1. Renumbered subsequent items. Item 25-13, Portable Flashlight/Flashlight Holder: Revised per Policy Letter 132, Revision 0.
ATA 26	Fire Protection
26-1	Previous Item 26-1, APU Bleed Leak Detector: Removed item. Relief was deleted in Revision 1. Renumbered subsequent items. Item 26-1, Portable Fire Extinguisher: Revised per Policy Letter 132, Revision 0.
26-2	Item 26-4, APU Fire Extinguisher System: Added additional proviso. Item 26-7, Lavatory Smoke Detection System: Revised per Policy Letter 24, Revision 5.
26-3	Item 26-8, Cargo Compartment Smoke Detection System: Revised per Policy Letter 102, Revision 2.
ATA 27	Flight Controls
27-3	Item 27-8, Flight Airbrakes Warning System: Removed item. Relief was deleted in Revision 1. Renumbered subsequent items.
ATA 28	Fuel
28-3	Item 28-9, Standby Fuel Pumps: Removed item. Relief was deleted in Revision 1. Renumbered subsequent items.
28-4	Item 28-13, Pressure Defueling System: Removed item. Relief was deleted in Revision 1. Renumbered subsequent items.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 31	Indicating/Recording Systems
31-1 thru 2	Item 31-2, Flight Data Recorder (FDR): Revised per Policy Letter 87, Revision 10.
ATA 32	Landing Gear
32-1	Item 32-1, Anti-Skid System: Deleted in Revision 2. Item 32-3, Nose Wheel Steering System: Deleted in Revision 2 per Policy Letter 114, Revision 1.
ATA 33	Lights
33-1	Item 33-1, Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System: Revised per Policy Letter 77, Revision 4.
33-2	Item 33-3, Passenger Lighted Information Signs: Revised per Policy Letter 123, Revision 1.
33-3	Item 33-5, Navigation Light System: revised Remarks and Exceptions. Item 33-8, Wing Icing Detection Light: Revised per Policy Letter 72, Revision 4.
33-4	Item 33-12, Floor Proximity Emergency Escape Path Marking System Lights: Deleted, Revision 2. Item 33-16, Strobe Light (Tail Position Only): Added new relief and renumbered subsequent items.
33-5	Item 33-23, Flashlight: Relief moved to ATA 25-13, Revision 2.
ATA 34	Navigation
34-1	Item 34-3, Flight Information System: Removed item. Relief was moved to Section 23 (Communications) and renamed “Airborne Flight Information System” in Revision 1. Renumbered subsequent items.
34-2	Item 34-3, Altitude Alerting System: Revised per Policy Letter 39, Revision 5.
34-3	Item 34-9, Radio Altimeter System: Revised Remarks or Exceptions.
34-4	Item 34-10, ATC Transponders and Automatic Altitude Reporting System: Combined ADS-B Squitter Transmissions with Item 34-16, Automatic Dependent Surveillance-Broadcast System, per Policy Letter 76, revision 7 and Policy Letter 105, Revision 4.
34-5	Item 34-13, Adaptive Flight Displays, 4) Accel/Decel Indication: Removed item. Relief was deleted in Revision 1. Renumbered subsequent items.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
34-6	Item 34-13, Sub-items Vertical Speed Indications (PFD) and Multi-Function Display (MFD): Removed items. Reliefs were deleted in Revision 1.
34-12 thru 13	Item 34-16, Automatic Dependent Surveillance Broadcast (ADS-B) System: Revised per Policy Letter 105, Revision 4.
34-14	Item 34-18, Altitude Heading and Reference System (AHRS): Changed operable to operative in NOTE.
34-15	Item 34-20, Flight Management Systems (FMS) (CDU and Nav Computer only), 1) Navigation Database: Revised per Policy Letter 98, Revision 1. Replaced MNPS with NAT HLA.
34-16	Item 34-27, Lightning Sensor System: Added new relief.
ATA 35	Oxygen
35-2	Item 35-6, Portable Protective Breathing Equipment (PBE): Revised per MMEL Policy Letter 132, Revision 0.
ATA 46	Information Systems
46-1	Item 46-1, Electronic Flight Bag (EFB) System: Deleted, Revision 2.
ATA 52	Doors
52-1	Item 52-1, Cabin Door Warning System: Revised Remarks or Exceptions.
52-2	Item 52-10, Lavatory Door: Added new relief.
ATA 79	Engine Oil
79-1	Previous item 79-1, Engine Oil Level Low Warning System: Removed item. Relief was deleted in Revision 1. Renumbered subsequent item.

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

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

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

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

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
1.	Bleed Switching Valve	C	2	1	(M) One may be inoperative provided airplane is operated at or below FL 250.	|
		C	2	0	(M) May be inoperative provided: a) Affected valves are closed, and b) Environmental Control System (ECS) Selector is in RAM. NOTE: Cabin pressurization and Temperature control are not available with Environmental Control System (ECS) Selector in RAM.	
2.	HP Bleed Air Duct Blow Out Disc	C	2	0	(M) One or both discs may be missing provided no airflow from respective port(s) is verified with respective engine(s) running before each takeoff.	| |
3.	Ram Air Check Valve	C	1	0	(O) May be inoperative in OPEN position provided airplane is operated unpressurized.	
4.	Automatic Cabin Temperature Control	C	1	0	May be inoperative provided Manual Cabin Temperature Control is operative.	| |
		C	1	0	(O) May be inoperative provided airplane is operated unpressurized. NOTE: When operating without either automatic or manual cabin temperature control, it is possible to heat cabin/cockpit using emergency bleed air from right engine. Place ECS Selector in EMERG and modulate right engine thrust to control temperature. If DUCT TEMP HI message comes on, reduce right engine thrust.	| | | | | |

(Continued)

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
4.	Automatic Cabin Temperature Control (Cont'd)					
		C	1	0	CAUTION: Application of takeoff thrust to right engine below 10000 ft. with ECS Selector in EMERG may cause damage to ECS ducting. Do not take off with ECS Selector in EMERG.	|
5.	Manual Cabin Temperature Control	C	1	0	May be inoperative provided Automatic Cabin Temperature Control is operative.	|
		C	1	0	(O) May be inoperative provided airplane is operated unpressurized. NOTE: When operating without either automatic or manual cabin temperature control, it is possible to heat cabin/cockpit using emergency bleed air from right engine. Place ECS Selector in EMERG and modulate right engine thrust to control temperature. If DUCT TEMP HI message comes on, reduce right engine thrust. CAUTION: Application of takeoff thrust to right engine below 10000 ft. with ECS Selector in EMERG may cause damage to ECS ducting. Do not take off with ECS Selector in EMERG.	|

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Sequence No.	Item	1	2	3	4	Change Bar
6.	Air Conditioning Unit	C	1	0	May be inoperative provided airplane is operated with Environment Control System (ECS) Selector in RAM. NOTE: Cabin pressurization and Temperature control are not available with Environmental Control System (ECS) Selector in RAM.	
7.	Cabin Pressurization Control System					
1)	Automatic Mode	B	1	0	May be inoperative provided: a) Manual Mode is operative, and b) CABIN DOOR UNLOCK message is operative.	
		B	1	0	May be inoperative provided airplane is operated with Environment Control System (ECS) Selector in RAM. NOTE: Cabin pressurization and Temperature control are not available with Environmental Control System (ECS) Selector in RAM.	
2)	Manual Mode	B	1	0	May be inoperative provided Automatic Mode is operative.	
		B	1	0	May be inoperative provided airplane is operated with Environment Control System (ECS) Selector in RAM. NOTE: Cabin pressurization and Temperature control are not available with Environmental Control System (ECS) Selector in RAM.	

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Sequence No.	Item	1	2	3	4	Change Bar
8.	Valves					
1)	Outflow Valve	C	1	0	(M) May be inoperative provided: a) Extended overwater operations are not conducted, b) Outflow valve is secured OPEN, and c) Airplane is operated unpressurized.	
2)	Safety Valve	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	
9.	Cabin Altitude Rate of Climb Indicator	C	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, and b) Automatic and Manual Mode of Cabin Pressurization Control System (CPCS) is operative.	
		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 crew, and c) Automatic and Manual Mode of Cabin Pressurization Control System (CPCS) is operative.	
		C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	

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Sequence No.	Item	1	2	3	4	Change Bar
10.	Cabin Altitude Indicator	C	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, and c) Cabin Altitude is monitored during flight by crewmember.	
		C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	
11.	Cabin Differential Pressure Indicator	C	1	0	May be inoperative provided: a) Cabin Altitude Indicator is operative, b) A chart to convert cabin altitude to cabin differential pressure is provided to crew, and c) Cabin Altitude is monitored during flight by crewmembers.	
		C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	
12.	Nose Cooling Fan	C	2	1	One may be inoperative provided AFM procedures are followed for each flight	|
13.	Bleed Pressure/ Temperature HI Warning System	C	1	0	May be inoperative provided airplane is operated with Environment Control System (ECS) Selector in RAM. NOTE: Cabin pressurization and Temperature control are not available with Environmental Control System (ECS) Selector in RAM.	

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Sequence No.	Item	1	2	3	4	Change Bar
14.	Duct Temp HI Warning System	C	1	0	May be inoperative provided airplane is operated with Environment Control System (ECS) Selector in RAM. NOTE: Cabin pressurization and Temperature control are not available with Environmental Control System (ECS) Selector in RAM.	
15.	Overhead Airflow Vent (Wemac/Gasper)	D	-	-		| |
16.	Cabin Altitude High Warning System	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	|
17.	Cabin Pressurization System	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	|
18.	Cabin Temperature Indicator	C	1	0	May be inoperative provided Automatic or Manual Temperature Control System is operative.	|
19.	Windshield Defog System	C	1	0	May be inoperative provided windshield heating system is operative.	|
20.	APU Airflow HI Flow Pushbutton	D	1	0		|
21.	Cabin Temperature Remote Controller	D	-	-		| |

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
22.	Emergency Pressurization System	C	1	0	(O) May be inoperative provided airplane is operated unpressurized.	|
23.	Ditch Pushbutton	C	1	0	May be inoperative provided outflow valve can be controlled by Manual Cabin Pressure operation.	|
24.	Dump Pushbutton	C	1	0	May be inoperative provided outflow valve can be controlled by Manual Cabin Pressure operation.	|

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flight Director System	C	2	0	May be inoperative provided enroute or 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 and provided AFM Limitations are observed. NOTE: Airplane must be operated at or below FL 310 when both autopilot and yaw damper are inoperative.	|
3.	Yaw Damper System	C	1	0	May be inoperative provided: a) Autopilot and Yaw Damper are disengaged by placing YD/AP DISC bar in DOWN position, and b) Airplane is operated at or below FL 310.	|
4.	Mach Trim	C	1	0	May be inoperative provided airplane is operated in accordance with AFM Limitations. NOTE: Airplane must be operated at or below 0.78 Mach if autopilot is disengaged with Mach Trim inoperative.	| | |
5.	Control Wheel Autopilot Disconnect Button	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1500 ft. AGL, and b) Approach minimums do not require use of autopilot.	| |
		B	2	0	May be inoperative provided autopilot is not used.	

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Sequence No.	Item	1	2	3	4	Change Bar
6.	Takeoff/Go-Around (TOGA) Button	C	2	1	May be inoperative provided airplane is piloted from side with operative button when autopilot is used for coupled approaches.	|
		C	2	0	(O) May be inoperative provided: a) Both thrust levers are operated manually for takeoff and go-around, and b) Autopilot and flight director are not used below 500 ft. AGL or MDA, whichever is higher. NOTE: Automatic Flight Director Takeoff and Go-Around Guidance are not available with both TOGA buttons inoperative.	|
7.	Flight Control Computer (FCC)	A	2	0	One or both may be inoperative provided: a) Operations do not require an operational Autopilot, b) Airplane is operated at or below FL 310, c) Airplane is operated at or below 0.78M, and d) Repairs are made within 1 flight-day. NOTE: Loss of a single FCC results in loss of mach trim compensation, automatic stabilizer trim, yaw damper, and autopilot.	|
8.	Pitch Synchronization Pushbutton	C	2	0		
9.	FMS V-Speed Calculation and Upload System	C	1	0	May be inoperative provided V-speeds are manually input and crosschecked between each pilot station.	
10.	Autopilot Coupler				Deleted, Revision 2.	|

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11.	Flight Control Panel, Vertical 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.	
12.	Flight Control Panel, Lateral Guidance Modes					
1)	½ BANK Mode Selector Switch	C	1	0	May be inoperative provided autopilot operations do not require ½ 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 required.	
4)	Approach (APPR) Mode Selector Switch	C	1	0	May be inoperative provided Approach Mode Operations are not required.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
13. ***	Auto Throttle System	C	-	0		
1)	Auto Throttle Engage/Disengage Switch (on back of Thrust Lever Knob)	C	2	1		|
		C	2	0	Both may be inoperative provided Auto Throttle is not utilized.	
2)	Auto Throttle Quick Disconnect Switch (on front of Thrust Lever Knob)	C	2	1		|
		C	2	0	(M) Both may be inoperative provided Auto Throttle is disabled by pulling and collaring associated circuit breakers.	|
3)	Auto Throttle Status Display	C	2	1	May be inoperative provided airplane is piloted from side with the operative display.	|
		C	2	0	(M) Both may be inoperative provided Auto Throttle is disabled by pulling and collaring associated circuit breakers.	|

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
1.	Communications System (VHF, UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Battery Bus and not required for emergency procedures. NOTE: Comm 1 is powered by the Battery Bus.	|
2.	Passenger Address (PA) System					
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are used. NOTE: Any station function(s) that operate normally 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 operates normally may be used.	|
a)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2.	Passenger Address (PA) System (Cont'd)					
2)	Cargo Only Configuration (Courier/Supernumerary Address System)	C	1	0	(O) May be inoperative provided alternate, normal, and emergency procedures are established and used.	|
		D	1	0	May be inoperative provided procedures do not require its use.	
a)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	|
		D	1	0	May be inoperative provided procedures do not require its use.	
3.	Cockpit Speaker	C	2	0	May be inoperative provided affected crewmember(s) has an operative headset available.	|
4.	Hand Held Microphone	C	-	0	One or more may be inoperative provided affected cockpit crewmember: a) Uses a boom microphone, and b) Has an operative Radio Push-to-Talk Switch. NOTE: Additional Radio Push-to-Talk (PTT) buttons installed on each side console and each Display Control Grip may be used in lieu of each Control Wheel Push-to-Talk Switch.	|

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
5.	Cockpit Voice Recorder (CVR) (With Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within 3 flight-days.	|
1) ***	Independent Power Source	C	1	0		|
6.	Cockpit Voice Recorder (CVR) (Without Flight Data Recorder (FDR) Installed)	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	|
1) ***	Independent Power Source	C	1	0		|
7.	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.	|
1) ***	Independent Power Source	C	1	0		|
8. ***	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)	Channel	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	|
		D	-	0	May be inoperative provided procedures do not require its use.	
9.	Static Discharge Wick				Deleted, Revision 2.	|

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
10. ***	Crewmember Interphone System	C	2	1		|
1)	Passenger Configuration					|
a)	Flight Deck to Cabin, Cabin to Flight Deck Function	B	-	-	(O) May be inoperative provided flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of cabin handsets. NOTE: Any station function(s) that operates normally may be used.	|
		C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate normal and emergency procedures, and/or operating restrictions are used and established. NOTE: Any station function(s) that operates normally may be used.	|
b)	Flight Deck to Ground Function	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.	|
11. ***	Automatic Cabin Briefing System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	|

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TABLE KEY

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

23. Communications

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

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
13. ***	Flight Phone System	D	-	-		|
14.	Headset Jack	C	2	0	May be inoperative provided cockpit speakers are operative.	|
15.	Flight Deck Hand Microphone HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	C	-	0	May be inoperative provided associated boom microphone operates normally.	|
		D	-	0	Any in excess of those required by regulation may be inoperative.	|
	Flight Deck Hand Microphone OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE	D	-	0	Any in excess of those required by regulation may be inoperative.	|
		C	-	0	May be inoperative provided associated boom microphone operates normally.	|

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TABLE KEY

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

23. Communications

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

(Continued)

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
16.	Flight Deck Headsets Earphones/Headphones and Boom Microphones (Cont'd) OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					|
1)	Headset Boom Microphone	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	|
		D	-	-	Any in excess of those required by regulation may be inoperative.	|
2)	Headset Earphone/ Headphone	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	|
3)	Active Noise Canceling/ Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	|
17.	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative. Deleted, Revision 2.	|
18.	Headset				Relief combined with ATA 23-14, Flight Deck Headsets Earphones/Headphones and Boom Microphones, Revision 2.	|

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
19.	Alerting System (Audio/Visual)					|
1)	Passenger Configuration					
a)	Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided flight deck audio alerting system is operative. NOTE: Flight deck audio alerting must always be operative.	|
20.	Radio Push-to-Talk (PTT) Switch	C	6	0	Any or all may be inoperative provided an operative Hand Held Microphone is available to crewmember(s) on side of failed PTT switch(es).	| |
		C	6	2	Up to two may be inoperative at each cockpit crew position. NOTE: Each cockpit crew position has three radio push to talk buttons; one on yolk, one on side console and one on Display Control Grip.	
21.	Belts/No Smoke Cabin Chime	C	-	-	May be inoperative provided: a) Belts/No Smoke signs are visible to all passengers, and b) A Crewmember advises passengers verbally to secure their seat belts and when smoking is permitted.	|

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
22.	Radio Tuning Control In Cursor Control Panel	C	2	1	May be inoperative provided direct tuning is operative on at least one FMS.	| |
		C	2	0	May be inoperative provided direct tuning is operative on two FMSs.	
		A	2	0	May be inoperative provided: a) Direct turning is operative on one FMS, and b) Repairs are made within 1 flight-day.	|
23. ***	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.	
24.	Yoke Mounted Microphone Holder	C	2	0	One or both may be damaged, torn, or missing provided affected microphone is secured or removed. NOTE: Reference 23-4 if microphone is removed or rendered inaccessible.	|
25. ***	Airborne Flight Information System (AFIS) (VHF datalink and/or Satellite XM)	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.	
26.	Flight Deck Hot Microphone	D	2	0	May be inoperative provided Flight Deck communications are acceptable to affected crewmembers.	| | |

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TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Left Battery	B	1	0	(M) 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, d) Associated circuit breaker is pulled to disconnect it from its associated bus, and e) L BATT OFF message is displayed. NOTE: Observe APU altitude and electrical load limitations.	|
2.	Left Battery Temperature Indicating System	C	1	0	(M) 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) Associated circuit breaker is pulled and collared to disconnect it from its associated bus, and e) L BATT OFF message is displayed. NOTE 1: Observe APU altitude and electrical load limitations. NOTE 2: Temperature Indicating System is not applicable/ indication is not displayed for airplanes with Concord Valve Regulated Lead-Acid Main Batteries installed (STC ST03511AT-D).	|
3.	Generator DC Voltage Display	C	2	1	May be inoperative provided GEN OFF message and AMPS display of associated generating system are operative.	|

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TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
4.	DC External Power System	C	1	0		
5.	Engine Generator Warning System	C	2	1	May be inoperative provided: a) Associated Generator Volts and AMPS displays are operative, and b) Generator(s) output and engine vibration is closely monitored when airplane is operated.	|
6.	Engine Generator	A	2	1	(M) One may be inoperative provided: a) APU is kept operating with its generator selected ON throughout flight, b) Inoperative generator switch is left in OFF, c) Integrity of affected engine starter/generator is verified safe for starter operation, and d) Repairs are made within 1 flight-day. NOTE: Observe APU altitude and electrical load limitations.	|
7.	Main Batteries Voltage Display	C	2	1	One may be inoperative provided BATT OFF EICAS message of each battery is verified operative before each takeoff.	|
8.	60Hz AC Electrical Power System	D	1	0	(M)(O) May be inoperative provided associated circuit breaker is pulled and collared.	| |

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TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
9.	APU Generator	C	1	0	May be inoperative provided: a) Both Batteries are operative, b) Both Battery Temperature Indicating Systems are operative, and c) Both Engine Generators are operative. NOTE: Operating Battery Temperature Indicating System is not required (not applicable/ indication is not displayed) for airplanes with Concord Valve Regulated Lead-Acid Main Batteries installed (STC ST03511AT-D).	
10. ***	50Hz AC Electrical Power System	D	1	0	(M)(O) May be inoperative provided associated circuit breaker is pulled and collared.	|

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Passenger Seats					|
1)	Passenger Seat (Includes all Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered to be inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	|
2)	Positioning Control for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	|
		D	-	-	(M) May be inoperative and seat occupied provided seat back is immovable in the taxi, takeoff, and landing (TTL) position.	|
3)	Armrest					|
a)	With Seat Positioning Control for Taxi, takeoff, and Landing (TTL) and/or Other Control	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	|

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
1.	Passenger Seats (Cont'd)					
3)	Armrest (Cont'd)					
b)	Without Seat Positioning Control for Taxi, takeoff, and Landing (TTL) and/or Other Control	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	|
4)	Seat Belt/Air Bag Restraint System					|
a)	Seat Belt/Air Bag Required by 14 CFR	D	-	-	May be inoperative and occupied provided affected seat is blocked and placarded "DO NOT OCCUPY".	|
b) ***	Seat Belt/Air Bag Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	|

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2.	Emergency Medical Equipment					
1) ***	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, inoperative, or removed provided: a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	|
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	|
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	|

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2.	Emergency Medical Equipment (Cont'd)					
2) ***	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	|
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	|
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	|

(Continued)

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2.	Emergency Medical Equipment (Cont'd)					
3) ***	First Aid Kit (FAK) and/or Associated Equipment	A	-	0	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	|
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	|
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	|

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
3.	Overwater Survival Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
4.	Non-Essential Equipment & Furnishings (NEF)	D	-	0	May be inoperative, damaged or missing provided item(s) is deferred in accordance with operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flightcrew and included in appropriate operator's document. NOTE: Exterior lavatory door 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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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
6.	Cargo Restraint Systems	A	-	-	(M) May be inoperative or missing provided: a) Approved cargo-loading limits are observed. The only source documents are: • Type Certificate (TC), • Supplemental Type Certificate (STC), • Airplane Flight Manual (AFM), • Airplane Flight manual Supplement (AFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 consecutive calendar-days.	|
		A	-	-	May be inoperative or missing provided: a) Cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	|
		A	-	-	Individual cargo areas may be inoperative provided: a) Aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made with 120 consecutive calendar-days.	|

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
7.	Pilot Seats	C	-	-		
1)	Vertical Adjustment	C	-	-	(M)(O) May be inoperative provided: a) Seat is secured in a position acceptable to 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 full up position, and b) Seat is acceptable to affected crewmember.	|
3)	Recline Adjustment	C	-	-	(M)(O) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Seat is able to move Fore-Aft on its track.	|
4)	Lumbar Adjustment	C	-	-	May be inoperative provided seat is acceptable to affected crewmember.	
5)	Thigh Adjustment	C	-	-	May be inoperative provided seat is acceptable to affected crewmember.	
6)	Inertial Reel	C	-	-	May be inoperative provided inertial reel lock handle engages and locks shoulder straps securely and is acceptable to affected crewmember.	
7)	Vertical Back Rest Adjustment	C	-	-	May be inoperative provided seat is acceptable to affected crewmember.	
8)	Headrest	C	-	-	May be inoperative provided seat is acceptable to affected crewmember.	|
8. ***	Crash Axe	B	-	-	Any in excess of those required by 14 CFR may be missing.	|

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
9. ***	Storage Bin/Cabin, Galley and Lavatory Storage Compartment/ Closet	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure the affected bin, compartment, or closet in the closed position, b) Affected bin, compartment, or closet is prominently placarded “DO NOT USE”, c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Proviso is not intended to preclude crewmember inspections.	|
		C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is prominently placarded “DO NOT USE”, d) Affected bin, compartment, or closet is not used for storage of any items, except those permanently affixed, e) Procedures are established and used to alert crew members and passengers of inoperative bins, compartments, or closets, and (Continued)	|

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
9. ***	Storage Bin/Cabin, Galley and Lavatory Storage Compartment/ Closet (Cont'd)					
	(Cont'd)	C	-	-	f) Passengers are briefed that affected bin, compartment or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	|
		C	-	-	May be inoperative provided: a) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured. NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate.	|
1) ***	Storage Compartment Key Lock	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	|

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
10. ***	Galley/Cabin Waste Receptacle Access Door/Cover	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and access is secured to prevent waste introduction into compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	|
11.	Exterior Lavatory Door Ashtray	A	1	0	May be missing provided it is replaced within 3 calendar-days.	|
12. ***	Cockpit Smoke Vision System (CSVS)	D	-	0	May be inoperative or missing.	|
13.	Portable Flashlight/ Flashlight Holder	C	-	0	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	|
		D	-	0	Any in excess of those required by 14 CFR may inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	|
***	Tamper Seal or Tag	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	|

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
14.	Reference Eye Locator	C	1	0	May be missing or damaged.	|
15. ***	Passenger Underseat Stowage Drawer	C	-	-	(O) May be inoperative, missing or have broken latches provided: a) Drawer does not block an Emergency Exit, and b) Drawer does not restrict any passenger from access to main airplane aisle, and c) Affected drawer is emptied, secured where possible and placarded “DO NOT USE”.	| |
16. ***	Cabin Flight Information System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	|
17. ***	Airplane Ladder	D	-	0	May be inoperative, damaged, missing or removed. NOTE: Removal will require airplane weight and balance considerations.	|
18. ***	Airplane Tow Bar	D	-	0	May be inoperative, damaged, missing or removed. NOTE: Removal will require airplane weight and balance considerations.	|
19.	Baggage Compartment Heating Blanket	D	2	0	(M) May be inoperative provided system is deactivated and BAGGAGE COMPRT Heat Switch is OFF.	| |

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TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	|
	Tamper Seal or Tag	C	-	0	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	|
2.	Fire Extinguisher Thermal Discharge Disk	C	1	0	May be missing provided: a) Adequate charge is checked during preflight inspection, and b) Yellow EMPTY light is not illuminated “on ARM/EMPTY Discharge Pushbuttons.”	|
3.	APU Fire Detection System	C	1	0	(M) May be inoperative provided: a) APU is not used, b) Associated circuit breaker is pulled and collared, and c) APU Master Switch is set to OFF.	|

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TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
4.	APU Fire Extinguisher System	C	1	0	(M) May be inoperative provided: a) APU is not used, b) Associated circuit breaker is pulled and collared, c) APU Master Switch is set to OFF, and d) Both fire bottles are operational for discharge into the engines.	|
5. ***	Entertainment System Overheat Detection System	D	1	0	(M) May be inoperative provided Entertainment System is disabled and not used.	|
6. ***	Entertainment System Smoke Detection System	D	1	0	(M) May be inoperative provided Entertainment System is disabled and not used.	|
7. ***	Lavatory Smoke Detection System	C	1	0	(M)(O) Lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Associated lavatory door is CLOSED and placarded, “INOPERATIVE – DO NOT ENTER”, and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	|
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	|

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TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
8. ***	Cargo Compartment Smoke Detection System	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.	|

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
1.	Automatic Slat Extension System	C	1	0	May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Airplane is operated in day VMC, c) Flightcrew extends slats before AOA exceeding 0.70, and d) Airplane is operated in accordance with AFM Limitations.	|
		C	1	0	May be inoperative provided airplane is operated with slats extended.	
2.	Aileron Trim System	B	1	0	(M) May be inoperative provided: a) Trim is in neutral position for takeoff, b) System is deactivated, and c) Rudder trim system is operative.	
3.	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.	
4.	Rudder Trim Motor	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 is operative, and b) Rudder Trim Tab is verified to be in the neutral position with Yaw Damper OFF before departure.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
6.	Horizontal Stabilizer Position Indicator	B	1	0	(O) May be inoperative provided: a) Horizontal Stabilizer system is operative, b) Before each takeoff the flightcrew verifies by visual inspection that actual horizontal stabilizer position, as indicated by the position placard on the vertical stabilizer, matches the setting in AFM Section V, “Horizontal Trim Setting for Take-Off” chart, c) CONFIG TRIM warning system is operative, d) CONFIG TRIM warning message is extinguished for takeoff, and e) Horizontal Stabilizer Trim Audio Signal is operational.	|
7.	Slat/Flap Position Indicators					
1)	Slat Position Indicator	C	1	0	May be inoperative provided: a) Slats are verified to be properly positioned after each commanded control movement, and b) CONFIG SLATS Warning is operative.	
2)	Flap Position Indicator	C	1	0	May be inoperative provided: a) Flaps are operative, b) CONFIG FLAPS Warning is operative, and c) Flap setting and position corresponds with the Horizontal Stabilizer trim setting for take-off. NOTE: Correct takeoff trim setting may be found in Section V of AFM in HORIZONTAL STABILIZER TRIM SETTING FOR TAKEOFF chart.	|

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
8.	Horizontal Stabilizer Trim Audio Signal	C	1	0	May be inoperative provided: a) Horizontal stabilizer trim is operative, b) CONFIG TRIM Warning message is operative, c) Horizontal stabilizer position indicator is operative, and d) Autopilot is not used.	|
9.	Ground Airbrake Indicating System	C	1	0	May be inoperative provided: a) Ground Airbrakes are verified to be operative, b) Ground Airbrakes are visually confirmed retracted before takeoff and landing, c) FLT A/B FAIL messages do not come on when Ground Airbrakes are extended, and d) A/B T/O NOT ARMED Caution is operative.	|
10.	Elevator and Rudder Gust Lock	C	1	0	(O) May be inoperative provided: a) Gust Lock handle is in “RELEASED” position, and b) Elevator and Rudder has “Freedom of Movement”.	|
11.	Slats System	A	1	0	May be inoperative provided: a) Slats are fully extended, b) FLAP/SLAT lever is not selected UP, c) Airplane is operated in accordance with AFM limitations, and d) Repairs are made within 1 flight-day.	|

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
12.	Ground Airbrakes Auto Deploy System	B	1	0	(O) May be inoperative provided: a) Ground airbrakes are verified operative by selecting GROUND A/B switch to LAND, b) The GROUND A/B switch is OFF for takeoff and landing. c) Takeoff and landing distances and V1 are adjusted in accordance with AFM, and d) Takeoff, abort, and landing procedures are briefed accordingly. NOTE 1: A/B T/O NOT ARMED message will be displayed during takeoff. NOTE 2: Takeoff and landing distances must be adjusted in accordance with Ground A/B Failure Before Takeoff and Ground A/B Failure During Landing procedures in Section III of the AFM.	|

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
13.	Ground Airbrakes System	B	1	0	(M)(O) May be inoperative provided: a) Ground Airbrakes System is deactivated, b) Ground Airbrakes are confirmed retracted before takeoff, c) Takeoff and landing distances are adjusted in accordance with AFM, and d) Takeoff, abort and landing procedures are briefed accordingly. NOTE: Takeoff and landing distance adjustments are documented in Ground A/B Failure Before Takeoff and Ground A/B Failure During Landing procedures in Section III of the AFM.	|
14.	Rudder Pedal Adjustment	C	-	-	(M) May be inoperative provided: a) Rudder pedals can be secured in a position acceptable to affected crewmember, and b) Position of Rudder Pedals permits full flight control movement.	|

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
1.	Jettison Valve	C	2	1	One may be inoperative provided interconnect valves operate normally.	|
2.	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.	
3.	Fuel Tank Temperature Indication	C	1	0	(O) May be inoperative provided flight is conducted at a TAT at least 3 °C above fuel low temperature limitation.	|
4.	Pressure Fueling System	C	1	0		
5.	Forward (Wing) Interconnect Valve	C	1	0	(O) May be inoperative provided: a) Aft (collector box) interconnect valve is operative, b) Forward (Wing) interconnect valve is verified CLOSED, and c) Fuel jettison valves are operative.	
6.	Wing Fuel Quantity Indicating System	A	2	1	(O) One may be inoperative provided: a) Total fuel quantity is verified before departure b) Fuselage fuel tank has a minimum of 1,000 lbs. available for dispatch, c) All other fuel system components and fuel indicating systems are operative, d) After takeoff, power is set by matching fuel flow indications on both engines, e) Flightcrew maintains a log of fuel burned, and f) EICAS Fuel Total is placarded inoperative. g) Repairs are made within 2 flight-days.	| | | |

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
7.	Fuel Total Indication	C	1	0	(O) May be inoperative provided: a) Total fuel quantity is verified before departure, and b) All other fuel system components and fuel indicating systems are operative, and c) Flightcrew maintains a log of fuel burned.	|
8.	Tank Fuel Quantity Indicating Systems					
1)	Fuselage Tank Fuel Quantity Indicating System	C	1	0	(O) May be inoperative provided: a) Total fuel quantity is verified before departure, b) All other fuel system components and fuel indicating systems are operative, c) Flightcrew maintains a log of fuel burned, and d) EICAS Fuel Total Indication is placarded inoperative.	|
		C	1	0	(O) May be inoperative provided: a) Total fuel quantity is verified before departure to be less than 3600 lbs. (i.e. Fuselage Tank is empty), and b) All other fuel components and indications are operative.	

(Continued)

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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
8.	Tank Fuel Quantity Indicating Systems (Cont'd)					
2)	Center Tank Fuel Quantity Indicating System	C	1	0	(O) May be inoperative provided: a) Total fuel quantity is verified before departure, b) All other fuel system components and fuel indicating systems are operative, c) Flightcrew maintains a log of fuel burned, and d) EICAS Fuel Total Indication is placarded inoperative.	|
		C	1	0	(O) May be inoperative provided: a) Total fuel quantity is verified before departure to be less than 4900 lbs. (i.e. Center Tank is empty), and b) All other fuel system components and fuel indicating systems are operative.	|
9.	Fuel Flow Indicating System	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 other engine.	|

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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
10.	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 3 flight-days.	|
12.	Fluid Quantity Measurement Computer (FQMC) Fail Warning System	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 1 flight-day.	|
13.	APU Fuel Shutoff Valve	C	1	0	(M) May be inoperative provided: a) APU is not used, b) Associated circuit breaker is pulled and collared, and c) APU Master Switch is set to OFF.	|
14.	Refuel Pushbutton	C	1	0		|
15.	Pressure Refueling Cap Chain	C	1	0	May be broken or missing.	|

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TABLE KEY

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Driven Hydraulic Pump Pressure Warning System	C	2	1	(O) One may be inoperative provided: a) AUX Hydraulic pump is verified to be operative before each flight, b) Ground air brakes, wheel brakes and ailerons are cycled simultaneously before each flight to ensure no associated hydraulic messages are triggered or displayed, c) Main hydraulic pressure indicating system is operative, and d) Engine driven hydraulic pump with inoperative pressure warning system is verified operative before each flight.	|
2.	Main Hydraulic Level Low Warning System	A	1	0	(O) May be inoperative provided: a) Hydraulic system is operative, b) Fluid Quantity is visually checked by reservoir indicator before each departure, and c) Repairs are made within 1 flight-day.	|

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TABLE KEY

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
3.	Aux Hydraulic Pressure Warning System	A	1	0	(O) May be inoperative provided: a) AUX HYD LEVEL LOW and AUX HYD TEMP HI messages are operative, b) AUX pump is verified operative before each flight, c) Main hydraulic system is operative, d) Emergency brakes, T/R, and ailerons are cycled simultaneously with the AUX pump ON, prior to engine start, before each flight to ensure that no associated hydraulic messages are triggered or displayed, e) Hydraulic pressure indication is constantly displayed and monitored, and f) Repairs are made within 1 flight-day.	|
4.	Accumulator Pressure Gauge	C	1	0	(M) May be inoperative provided accumulator pressure is verified before each flight.	

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TABLE KEY

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
5.	Hydraulic Tank Pressure Low Warning System	B	1	0	May be inoperative provided: a) All other hydraulic components are operative, and b) Airplane is not operated above FL 350. NOTE: Landing gear extension above 8,000 ft. MSL is not recommended.	|
6.	Hydraulic Tank Pressurization	C	1	0	May be inoperative provided: a) All other hydraulic components are operative, and b) Airplane is not operated above FL 350. NOTE: Landing gear extension above 8,000 ft. is not recommended.	|
7.	AUX Hydraulic Level Low Warning System	A	1	0	(O) May be inoperative provided: a) Hydraulic system is operative, b) Fluid Quantity is visually checked by reservoir indicator before each departure, and c) Repairs are made within 1 flight-day.	|

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
1.	Pitot Heater	B	2	1	Except where en route 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, and c) Airplane is not operated in known or forecast icing conditions.	|
2.	Probe Heat Warning System	C	3	0	May be inoperative provided airplane is not operated in known or forecast icing conditions. NOTE: Applies to Pitot, AOA and SAT/TAT Heat Warning Systems.	|
3.	Static Port Heating System	C	6	4	Except where en route operations require their use, 2 may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Two inoperative static ports do not support same Air Data System (i.e. Pilot, Co-pilot, or Standby system).	|
4.	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.	
5.	Angle of Attack Sensor Heating System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
6.	Deicing System Timer	C	2	1	One may be inoperative provided other timer, normal or alternate, is operative.	|
7.	Engine Anti-Ice System	B	2	0	(O) May be inoperative provided airplane is not operated in known or forecast icing conditions.	|
		B	2	0	(O) May be inoperative provided: a) Affected system(s) are verified continuously ON, b) Takeoff and landing field temperatures do not exceed +15 °C, c) Airplane is operated in accordance with AFM Engine Anti-ice ON Limitations and Performance corrections, and d) System is selected ON in icing conditions.	|
8.	Cockpit Defog System	C	1	0	May be inoperative provided: a) Both Forward Windshield Heating Systems are operative, and b) Both Side Window Heating Systems are operative.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
9.	Windshield Ice Detection Light	C	2	1	One may be inoperative provided: a) Both Forward Windshield Heating Systems are operative, and b) Windshield heat systems are operated in accordance with AFM procedures.	|
		C	2	0	(O) May be inoperative provided: a) Both Forward Windshield Heating Systems are operative, b) Windshield heat systems are operated in accordance with AFM procedures, and c) Crew uses other available light sources to detect ice on windshield.	
10.	Forward Windshield Heating System	C	2	1	One may be inoperative provided: a) Windshield Defogging System is operative, b) Inoperative system is selected OFF, and c) Airplane is not operated in visible moisture, or known or forecast icing conditions.	|
1)	High/Low Switches	C	2	1	One position of the switch may be inoperative provided other position of same switch is operative.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
11.	Side Window Heating Systems					
1)	Right Side Window Heating System	C	1	0		
2)	Left Side Window Heating System	C	1	0	May be inoperative provided: a) Windshield Defogging System is operative, b) Airplane is not operated in visible moisture of any form, and c) Airplane is not operated in known or forecast icing conditions.	
12.	Windshield Surface Seal Protection System	D	2	0	May be inoperative provided airplane is not operated in precipitation within 5NM of the airport of takeoff or intended landing.	|
13.	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 galley service drawer, and c) Water tanks are empty.	
14.	Pnuematic Boot Deice Low Pressure Warning System	C	1	0	May be inoperative provided: a) Pneumatic Deicing System is confirmed operative before each departure, and b) At least one engine is operated at 65% N1 or above whenever Pneumatic Deicing System is on.	
		C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
15.	Total Air Temperature (TAT) Probe Heating System	B	1	0	May be inoperative provided: a) Airplane is operated in day VMC only, b) Airplane is not operated in visible moisture, and c) Airplane is not operated in known or forecast icing conditions.	

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
1.	Flight Hours Recorder	C	1	0	May be inoperative provided flightcrew records airplane flight time.	|
2.	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	(Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR))	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless: 1) FDR failure occurs after pushback but before takeoff, or 2) FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, airplane may be dispatched on a flight or series of flights until next designated airport where repair must be accomplished before dispatch, and d) Repairs are made within 3 flight-days.	|
	FDR Recording Parameters required by 14 CFR	A	-	-	Up to 3 recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within 20 calendar-days.	|
	FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.	|

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
2.	Flight Data Recorder (FDR) System (Cont'd)					
	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 applicable 14 CFR.	|
3.	Master Warning Light 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 2 flight-days.	|
4.	Master Caution Light 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 3 flight-days.	|
5.	Clock	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	|
6. ***	Security System	D	-	-		|

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
7.	Verbal Aural Warning System	A	1	0	May be inoperative provided: a) STALL Verbal Warning is operative, b) Associated warning message is operative, c) Associated aural tones are operative, d) Associated visual indications are operative, and e) Repairs are made within 2 flight-days. NOTE: Verbal Aural Warnings are STALL, ENGINE FIRE, ENGINE OVERHEAT, APU FIRE, CONFIGURATION, CABIN ALTITUDE, GEAR.	|

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
1.	Anti-Skid System				Deleted, Revision 2.	|
2.	Parking Brake Warning System	C	1	0	(O) May be inoperative provided: a) Crewmembers confirm operation of Parking and Emergency Brake before airplane is operated, and b) Crewmembers confirm Parking Brake is released before taxi, takeoff and landing. NOTE: Parking Brake is not meant to take the place of wheel chocks for maintaining the airplane in its parked position.	
3.	Nose Wheel Steering System				Deleted, Revision 2.	|
4.	Rudder Pedal Steering	B	1	0	(O) May be inoperative provided: a) All takeoff and landings are made from left seat, and b) Tiller Nose Wheel Steering system is operative and Nose Wheel Steering Switch is placed in ON.	
5.	Nose Landing Gear (NLG) Towing Adapter	D	1	0	(M) May be inoperative, damaged or missing provided: a) Towing adapter is removed, and b) Towing adapter and associated hardware are stowed.	
6.	Wheel Despin System	D	1	0	(O)	

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

33. Lights

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

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

33. Lights

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

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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
4.	Baggage Compartment Lighting System (Interior/Exterior Pylon)	C	2	0	One or both lights may be inoperative provided battery cover installation is visually confirmed using an alternate light source.	
5.	Navigation Light System	C	1	0	May be inoperative provided airplane is operated sunrise to sunset only.	|
6.	Landing Light	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.	
7.	Taxi Light	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.	
8.	Wing Icing Detection Light	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	|
9. ***	Exterior Emergency Lighting System	C	1	0	May be inoperative for day operations.	
10. ***	Logo Light	D	2	0		|
11.	Flashlight Charging System	D	-	0	NOTE: Flashlight requirements remain as per 14 CFR.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
12.	Floor Proximity Emergency Escape Path Marking System Light				Deleted, Revision 2.	|
13.	Wing Tip Navigation Light Element	C	10	6	Up to 2 LED elements may be inoperative per wing tip assembly provided: a) Only 1 of the 3 forward (inboard) LED elements is inoperative, and b) Only 1 of the 2 aft (outboard) LED elements is inoperative.	|
		C	10	0	All LED elements may be inoperative provided airplane is not operated at night.	
14.	Tail Navigation Light Bulb	C	2	1		|
		C	2	0	Both bulbs may be inoperative provided airplane is not operated at night.	
15.	Beacon	C	1	0		
16.	Strobe Light (Tail Position Only)	C	1	0	May be inoperative provided: a) Wingtip Strobes (Anti-Collision Lights) are operative, and, b) Tail Navigation Light is operative.	|
		C	1	0	May be inoperative provided: a) Wingtip Strobes (Anti-Collision Lights) are operative, and, b) Airplane is not operated sunset to sunrise.	|

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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
17.	Cockpit Dome Light	C	2	0	May be inoperative provided: a) Sufficient lighting is operative for crew to perform required duties, and b) Lighting configuration at dispatch is acceptable to flightcrew.	|
18.	Entry Light	C	-	0	May be inoperative provided an alternate means is used to illuminate entry area. NOTE: An alternate means is only required when ambient lighting does not adequately illuminate entry area.	|
19.	Main Entry Door Step Boarding Light	C	4	0	May be inoperative provided an alternate means is used to illuminate entry area. NOTE: An alternate means is only required when ambient lighting does not adequately illuminate entry area.	| |
20.	Lavatory Light	C	-	0		|
21.	Vanity Light	C	-	0		|
22.	Reading Light	C	-	0		|
23.	Flashlight				Relief moved to ATA 25-13, Revision 2.	| |

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
1.	Non-Stabilized Magnetic Compass (Standby Compass)	B	1	0	(O) May be inoperative provided any combination of 3 gyro or INS (IRU) stabilized compass systems are operative.	|
		B	1	0	(O) May be inoperative provided: a) Any combination of 2 gyro or INS (IRU) stabilized compass systems are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on en route portion of flight.	|
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least 2 stabilized directional gyro systems are installed, operative and used in conjunction with accepted free gyro navigation techniques.	|
2.	VMO/MMO Aural Warning System	B	2	1	One may be inoperative provided both primary Mach/Airspeed Indicators are operative.	|

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

34. Navigation

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

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
4.	Navigation System (VOR/ILS, ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	|
5.	Long Range Navigation System (IRS & GPS)	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.	|
6.	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	|
7.	Weather Radar System	C	-	-	As required by 14 CFR.	|
8. ***	Storm Scope	C	-	0		|
9.	Radio Altimeter System	A	1	0	(M)(O) May be inoperative provided: a) Associated circuit breaker is pulled and collared, b) GPWS is considered inoperative, c) TCAS is considered inoperative, d) Approach minimums are not dependent on its use, e) The Auto Throttle System (if installed) is disengaged and the Power Levers are positioned manually during approach and landing when below 100 ft. AGL, and f) Repairs are made within 2 flight-days. NOTE: GROUND PROX FAIL and WINDSHEAR FAIL caution CAS messages will be displayed. TCAS FAIL will appear on MAP displays.	|

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10.	ATC Transponder and Automatic Altitude Reporting System	B	-	-	May be inoperative provided: a) Operations do not require its use, and b) Before airplane is operated, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	|
		D	1	0	Any in excess of those required by 14 CFR may be inoperative.	
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made before completion of next heavy maintenance visit.	
2) ***	ADS-B Squitter Transmissions				Relief is combined with ATA 34-16, Automatic Dependent Surveillance - Broadcast (ADS-B) System, Revision 2.	|
11.	Automatic Direction Finding Equipment (ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	|
12.	Marker Beacon Receiver	C	-	-	May be inoperative provided approach minimums do not require its use.	|
13.	Adaptive Flight Display (AFD) (PFD & MFD Display Unit)	C	4	3	One inboard AFD may be inoperative provided EICAS is operative and always displayed.	|
1)	ILS/VOR Deviation Indicator	C	4	0	May be inoperative provided approach minimums do not require its use.	
2)	Speed Trend	C	2	0	(M) May be inoperative provided trend information is removed from display.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
13.	Adaptive Flight Display (AFD) (PFD & MFD Display Unit) (Cont'd)					
3)	Mach Indicator	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)	DH Set	C	2	0	Both may be inoperative provided approach minimums do not require its use.	|
5)	Selected Heading					|
a)	Heading Bug	C	4	0		
b)	Heading Readout	C	4	1	May be inoperative provided selected heading readout is displayed on at least 1 Primary Flight Display.	|
6)	Selected Course Readout	C	2	0	May be inoperative provided navigation does not require its use.	|
7)	Bearing Indicator	C	8	2	May be inoperative provided both bearing indicators (#1 and #2 needles) can be displayed on at least one AFD.	|
8)	Groundspeed/Time to Go	C	4	0		|
9)	Elapsed Time	C	2	0		|
10)	TAS Indication	C	4	0		|

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
13.	Adaptive Flight Display (AFD) (PFD & MFD Display Unit) (Cont'd)					
11)	Vertical Speed Indication	C	2	1	May be inoperative for day VMC operations only.	|
12) ***	Electronic Checklist	C	-	0	May be inoperative provided accepted checklist is available for use.	|
13) ***	3-D Map Display	C	-	0		|
14) ***	Graphical Weather	C	-	0		|
15) ***	Enhanced Map Display (geo-political, airways)	C	-	0		|

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
14.	Traffic Collision and Avoidance System II (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) En route or approach procedures do not require its use.	|
		C	-	0	(M) May be inoperative provided: a) It is not required by 14 CFR, b) System is deactivated and secured, and c) En route and approach procedures do not require its use.	
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operated, b) TA only mode is selected by crew, and c) En route or approach procedures do not require its use.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
14.	Traffic Collision and Avoidance System II (TCAS II) (Cont'd)					
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) En route or approach procedures do not require its use.	
4)	Audio Function	B	1	0	May be inoperative provided en route or approach procedures do not require use of TCAS.	|
5)	Airspace Selection Function	C	-	0		
15.	Terrain Awareness and Warning System (TAWS) Class A 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 2 flight-days.	|
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	|

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	|
c)	Glideslope Deviation (Mode 5)	C	-	1		
		B	-	0		
d)	Advisory Callout	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)	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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TABLE KEY
1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
2)	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	|
3)	Terrain Display	C	-	1		|
		B	-	0		
4) ***	Runway Awareness & Advisory System (RAAS) Class B TAWS Equipment Required	C	1	0		
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	|
a)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	|
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	|

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
15.	Terrain Awareness and Warning System (TAWS) (Cont'd)					
c) ***	Modes 2, 4 & 5	C	3	0		
d)	Advisory Callout	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) Function	B	1	0		|
3) ***	Terrain Display	C	-	0		|
4) ***	Runway Awareness & Advisory System (RAAS) Class C TAWS Equipment	C	1	0		
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.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
16. ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out)	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	|
		C	-	1	One may be inoperative.	|
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	|
***	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	|
		C	-	1	One may be inoperative.	|
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	|

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
16. ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out) (Cont'd)					
***	ADS-B Out UAT	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	|
		C	-	1	One may be inoperative.	|
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	|
***	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	|
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B In function that operates normally may be used.	|

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
17.	Compass System Flux Valve	C	2	1	One may be inoperative provided: a) All reference systems are operative (includes IRSs and/or AHRS), and b) Affected compass system can be slewed to correct heading.	|
18.	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 1 flight-day. NOTE: Loss of a single AHRS without an IRS installed results in loss of yaw damper and autopilot functions. The flight director is still available when coupled to side with operative AHRS.	|
		B	2	1	(O) One may be inoperative provided: a) IRS provides Attitude Indicating System for inoperative AHRS, and b) Standby Attitude Indicator and Standby Compass Systems are operative.	
19.	Data Loader	D	1	0		|

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
20.	Flight Management System (FMS) (CDU and Nav Computer only)	C	-	0	May be inoperative provided: 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 radio tuning controls in the curser control panels are operative. NOTE: 2 systems are required for dispatch into NAT HLA or RNP-10 airspace.	|
1)	Navigation Database	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	|
21.	Integrated Electronic Standby Instrument (IESI)	C	1	0	May be inoperative provided not required by 14 CFR.	|
		B	1	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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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
22.	Courser Control Panel (CCP)	B	2	1	One may be inoperative provided corresponding Display Control Panel (DCP) is operative.	|
		B	2	1	One may be inoperative provided corresponding Display Control Grip (DCG) is operative.	
23.	Display Control Panel (DCP)	B	2	1	One may be inoperative provided corresponding Cursor Control Panel (CCP) is operative.	|
		B	2	1	One may be inoperative provided corresponding Display Control Grip (DCG) is operative.	
24.	Display Control Grip (DCG)	C	2	0	Any or all functions may be inoperative provided inoperative function is available via other means such as the DCP, CCP, other push to talk buttons.	|
25. ***	Charts Function	D	-	0	May be inoperative provided current aeronautical charts are carried onboard the airplane and available to the flightcrew.	| |
1)	Charts Database	C	-	0	May be out of currency provided terminal charts for origin, destination, and alternate airports are verified to be current.	
26. ***	Enhanced Vision System (EVS)	D	1	0		|
1)	EVS Window Heat	D	1	0		
2)	EVS MFD Display	D	1	0	May be inoperative provided procedures are not dependent on its use.	
27. ***	Lightning Sensor System (LSS)	D	-	0		| |

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oxygen Blow Out Disc	C	1	0	(M) May be missing provided adequate oxygen is available for number of people on board including crew.	
2.	Passenger Oxygen System	C	1	0	As required by 14 CFR.	
3.	Automatic Passenger Oxygen Deployment System	C	1	0	May be inoperative provided: a) Manual deployment (Bypass function) is operative, b) Flight is conducted at or below FL 250, and c) Cabin Altitude Warning System is operative.	|
		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 lavatory location.	
4. ***	Therapeutic Oxygen	C	-	-		
5.	Lavatory Oxygen Drop Out Panel	C	-	0	May be inoperative provided lavatory is BLOCKED and placarded “DO NOT OCCUPY”.	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
6.	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBEs, removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	|
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	|
7.	Oxygen Service Panel Pressure Gauge	C	-	0	(M)(O) May be inoperative provided Oxygen Pressure Indication on EICAS is operative and monitored.	
8.	Passenger Oxygen ON Warning Light	C	1	0	(O) 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 High Warning System is operative.	
		C	1	0	May be inoperative provided airplane is operated unpressurized.	
9.	Oxygen Cylinder Service Adaptor	D	1	0	May be inoperative, damaged or missing.	

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
1.	Lavatory Waste System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which 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.	
2.	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 system is not serviced.	

AIRCRAFT:
G150

TABLE KEY

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
3.	Lavatory External Service Cap	C	1	0	May be inoperative or missing provided: a) Waste valve is verified closed before each flight, and b) No leakage can be detected after each servicing.	

AIRCRAFT:
G150

TABLE KEY

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

45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
1.	Maintenance Diagnostic Computer (MDC)	D	1	0		

AIRCRAFT:
G150

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
1. ***	Electronic Flight Bag (EFB) System				Deleted, Revision 2.	|
2. ***	Integrated Flight Information System (IFIS) File Server Units (FSU)	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE 1: Any function, program or document which operates normally may be used. NOTE 2: Two File Server Units are required to meet the operational requirements for FAA Advisory Circular 120-76A for paperless charts.	

AIRCRAFT:
G150

TABLE KEY

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
1.	Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided its use is not required by other inoperative items.	
2.	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 3 flight-days.	|
3.	APU External Fire Warning Horn	C	1	0	May be inoperative provided APU operation is monitored from the cockpit.	

AIRCRAFT:
G150

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
1.	Cabin Door Warning System	C	1	0	May be inoperative provided: a) Latching and LOCKING marks are aligned, b) Inner handle is securely LOCKED, c) Pressurization is verified in Manual Mode before departure and remains in Manual Mode.	
		C	1	0	May be inoperative provided: a) Latching and LOCKING marks are aligned, b) Inner handle is securely LOCKED, c) DOOR RESET Pushbutton is held for 2 seconds, and d) CABIN DOOR UNLOCK message is verified to be white.	|
2.	Cabin Door Assist Handle	C	1	0	May be inoperative provided it does not interfere with normal door operations.	
3.	Cabin Door Interior Railing	C	1	0	May be inoperative provided it does not interfere with normal door operations.	
4.	Baggage/Fuel Door Warning System	C	1	0	EICAS message may be inoperative or displayed provided baggage, fuel and service compartment doors are visually verified CLOSED, LATCHED and LOCKED before each flight.	
5. ***	Keyed Lock	C	-	-	Except for baggage compartment door and service compartment door locks, all other keyed locks may be inoperative provided associated door, compartment or cover is verified secured before each flight.	|

AIRCRAFT:
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TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
6.	Nose Compartment External Access Door Hold Open Support Rod and Attachment Point	C	2	0	(M) May be missing or inoperative provided: a) Door can be properly CLOSED and latched, and b) Rod is removed or secured for flight.	|
7.	Main Entry Door, Primary Door Seal	C	1	0	(O) May be inoperative provided: a) Primary seal does not interfere with door operation, and b) Airplane is operated in an unpressurized configuration.	
8.	Acoustic Seal Curtain (Main Entry Door & Cockpit)	D	2	0		
9.	Main Entry Door Steps Hinged Flapper Sill Spring	D	1	0	May be inoperative provided flightcrew verifies flapper sill is down in place before entering or exiting airplane.	|
10.	Lavatory Door	D	-	-	(M) May be inoperative provided the affected door is secured OPEN or CLOSED for taxi, takeoff, and landing. NOTE: Includes pop-up panels, latches, locks, and handles.	|

AIRCRAFT:
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TABLE KEY

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

71. Powerplant

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

AIRCRAFT:
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TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
1.	Fuel Flow EICAS Indicator	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 can be verified on the Flight Management System (FMS).	|
2.	Fuel Pressure Low Warning System	B	2	1	(O) One may be inoperative provided: a) Associated standby fuel pump is operative in AUTO, and b) Airplane is operated at or below 16,000 ft.	|
		B	2	1	(O) One may be inoperative provided: a) Associated standby fuel pump is operative, b) Airplane is operated with associated standby fuel pump ON, and c) Airplane is operated at or below 16,000 ft.	|
3.	Fuel Filter Warning System	A	2	1	(M) One may be inoperative provided: a) Fuel Low Pressure System for 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 3 flight-days.	|
4.	Fuel Used Indication	C	2	0	May be inoperative provided fuel remaining indications are operative.	|

AIRCRAFT:
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TABLE KEY

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

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
1.	Ignition “ON” Indication	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.	|
2.	Automatic Ignition System	C	2	1	One may be inoperative provided manual Ignition is operative.	
3.	Igniter	C	4	2	(O) One may be inoperative on each engine.	|

AIRCRAFT:
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TABLE KEY

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

76. Engine Control

Sequence No.	Item	1	2	3	4	Change Bar
1.	Engine Synchronizer	C	2	0		

AIRCRAFT:
G150

TABLE KEY

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
1.	ITT Digital Indication	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 System	C	2	1	Indicator on one engine may be inoperative provided all other engine indications are operative.	
		C	2	0	Both indicators may be inoperative provided: a) All other engine indications are operative, and b) Operations are not conducted in known or forecast icing conditions.	
3.	Engine Event Recording System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:
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TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
1.	Thrust Reverser (T/R) ARM Light	D	2	0	One or both may be inoperative provided: a) T/R operation is verified before departure, b) T/R indication in 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) May be inoperative provided inoperative thrust reverser system(s) is secured in forward thrust position.	

AIRCRAFT:
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TABLE KEY

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
1.	Oil Filter Warning System	C	2	0	(M) Both may be inoperative provided: a) Oil Low Pressure System for affected engine is operative, and b) Associated Filter is verified free of clogging before each flight.	|

AIRCRAFT:
G150

TABLE KEY

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

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
1.	Automatic Starter Cutout Feature	C	2	0	Both may be inoperative provided starter is disengaged manually at 50% N2 during engine start.	|