

**JOINT AVIATION AUTHORITIES**

**MASTER MINIMUM EQUIPMENT LIST**

**(SUPPLEMENT)**

**GULFSTREAM GIV, (G400), (G300)**

**JOINT AVIATION AUTHORITIES**

MASTER MINIMUM EQUIPMENT LIST

(SUPPLEMENT)

Revision: 01

Date: 17 February 2006

**GULFSTREAM GIV, (G400), (G300)**

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Revision: 02

Date: 17 December 2007

**GULFSTREAM GIV, (G400), (G300)**

Revision: 02

This Master Minimum Equipment List (MMEL) Supplement is issued by the Joint Aviation Authorities at the above revision level and is recommended for approval as the basis for the preparation and approval of individual operator's Minimum Equipment Lists (MELs) for aircraft of this type, as certified by and operated under the jurisdiction of JAA member States National Authorities.

This JAA MMEL Supplement must only be used in conjunction with the FAA Approved MMEL for the GULFSTREAM GIV, (G400), (G300) at Revision 9 (dated 19 December 2006).

Signed by:



EASA MMEL Section Manager

Date: 17 December 2007

Correspondence concerning this document should be addressed to the office below:

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REVISION HIGHLIGHTS

**Revision: 02**

This supplement has been issued to align the JAA MMEL Revision 1 with the FAA Revision 9 (dated 19 December 2006) of the FAA MMEL.

- Item 21-11 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 21-14 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 22-1 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 22-4 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 23-14 Amended supplement entry in line with GV supplement entry 23-5.
- Item 23-15 Amended supplement entry in line with GV supplement entry 23-15.
- Item 23-18 Amended supplement entry in line with GV supplement entry 23-16.
- Item 24-1 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 24-2 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 24-3 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 24-19 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 24-20 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 25-1 Amended this item in compliance with TGL 26.
- Item 25-3 Updated JAA supplement in line with changes made to FAA MMEL. Rectification interval remains "D".
- Item 25-14 Amended this item in compliance with TGL 26.
- Item 25-28 Not applicable.

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Item 26-2            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 26-3            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 26-9            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 26-12           Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 28-2            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 28-4            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 28-5            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 28-6            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 28-8            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 30-1            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 30-2            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 30-3            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 30-4            Under 1) Side Window Heat Sensors - changed rectification interval to agree with FAA MMEL.

Item 30-7            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 30-9            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 30-10           Amended this item in compliance with TGL 26.

Item 33-10           Amended this item in compliance with TGL 26.

Item 33-28           Added supplement entry in line with TGL 26 "Tourches".

Item 34-3            Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

Item 34-4            Amended supplement entry in line with GV supplement entry 34-4.

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- Item 34-8 Added a new supplement entry in line with TGL 26 "ATC Mode S Transponder System".
- Item 34-15 Added supplement entry in line with TGL 26 "Navigation Databases".
- Item 34-19 Amended supplement entry in line with TGL 26 ACAS System.
- Item 34-34 Added supplement entry in line with TGL 26 "Navigation Databases".
- Item 34-41 Added supplement entry in line with TGL 26 "Electronic Flight Bag (EFB) System".
- Item 34-42 Revised entry in supplement to agree with JAA/EASA.
- Item 36-1 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 36-2 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 49-1 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 49-2 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 49-3 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 49-4 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 49-13 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 52-10 Added an (O) procedure to tell the crew member how to verify that the associated door is CLOSED and LOCKED.
- Item 52-11 Added an (O) procedure to tell the crew member how to verify that the associated door is CLOSED and LOCKED.

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**GULFSTREAM GIV, (G400), (G300)**

PREAMBLE

The following is applicable for authorized certificate holders operating under Authorities Operating Requirements (JAR-OPS). The JAR requires that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Requirements must be operative. However, the requirements also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

A Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder and approved by the JOEB on behalf of the Authorities to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The JAA approved MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which the JAA finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. It does not contain obviously required items such as wings, flaps, and rudders.

The MMEL is the basis for development of the individual operator's MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator's MELs, may include items not contained in the MMEL, relief for these items must be authorized by the appropriate Authority. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved, permits operation of the aircraft with inoperative equipment.

Equipment that is not required by the operation being conducted and equipment in excess of JAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from Airworthiness Directives or any other Mandatory Requirement. It is important to remember that all equipment related to the airworthiness and the operating requirements of the aircraft not listed on the MMEL must be operative.

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

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

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PREAMBLE

(Continued)

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

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

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative systems or components must also be considered. Wherever possible account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload must be considered.

Operators are to establish a controlled and sound rectification program including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. This program should identify the actions required for Maintenance discrepancy messages.

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

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DEFINITIONS AND EXPLANATORY NOTES

The definition(s) presented here are additional to any which are otherwise applicable:

As required by National Authority: means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the National Authority operating rules. The number of items required by the National Authority must be operative. When National Authority does not require the listed item it may be inoperative for time specified by repair category.

Extended Range (ER) Operations: As described in this MMEL and specifically in relation to the types covered herein, are those flights conducted in accordance with JAR-OPS 1.245 over a route that contains a point further than 120 minutes at the approved one engine inoperative cruise speed from an adequate aerodrome.

National Authority: means the applicable portions of the National Aviation Regulations.

Visual Flight Rules (VFR): is as defined by National Authority operating rules. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

As required by Operating Requirements: The associated item must comply with JAR-OPS 1 or any other legislation in force during the flight. Operators should refer to JAR-OPS 1 MEL Policy Document (Administrative and Guidance Material, Section Four: Operations, Part Three: Temporary Guidance Leaflet Number 26) for suitable alleviation's based upon the required equipment identified within JAR-OPS 1, subparts K and L.

Rectification Intervals: The following definitions are used throughout this document.

*Category A*

No standard interval is specified; however, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (4) of the MMEL.

When a time period is specified it shall start at 00:01 on the calendar day following the day of discovery.

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*Category B*

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery.

*Category C*

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery.

*Category D*

Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

Required Cabin Crew Seat: Is a seat in the aeroplane cabin which meets the following conditions:

- 1) Where the certification of the cabin required this seat to be occupied by a qualified cabin crew member as specified in the Operations Manual,
- 2) This seat is part of the station to which a qualified cabin crew member is to be assigned for the flight, and
- 3) The qualified cabin crew member assigned to the station is a member of the minimum cabin crew designated for the flight.

Category II Required Equipment: The minimum equipment required to conduct Category II operations are not addressed in the MMEL. The Category II AFM Supplement contains the information on the minimum equipment required to conduct Category II operations.

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**GULFSTREAM GIV, (G400), (G300)**

GUIDANCE FOR USE OF THIS SUPPLEMENT

1. Aircraft Model Applicability

This supplement is applicable to the following GULFSTREAM IV variants only:

- GULFSTREAM GIV, (G400), (G300)

2. Treatment of STCs

The STCs that have been approved by the FAA will be approved on GIV JAA airplanes as long as GULFSTREAM Aerospace is the Supplemental Type Certificate Holder (reference document GV-GER-1301).

MREL relief for STCs granted in the relevant FAA MREL revision is not permitted by JAA unless the STC is included in document number GV-GER-1301.

For FAA STCs which have been subject to National Approval(s) only, the Authority of the State of Registry may determine the applicability of the MREL relief as defined in the FAA MREL.

3. This supplement defines the standard of MREL approved for the above aircraft type by the members of the Joint Aviation Authorities (JAA) by identifying the differences from the JAA MREL and the latest revision.

4. The information presented in the FAA MREL for the aircraft type is acceptable to JAA except where superseded by an item in this supplement.

Items within this supplement will use the same reference numbers as the corresponding item in the FAA MREL. Where an item in this supplement does not appear in the FAA MREL, the number will be preceded by "J" and the sequential reference will commence from "1" again (e.g. J52-8 would be the first JAA specific item in ATA chapter 52). Such items will be placed at the end of the related chapter.

5. Unless superseded by information within this supplement, where the FAA MREL refers to an item "as required by FAR" it shall be interpreted as meaning, "as required by JAA and/or by applicable National Operating Regulations".

6. The Preamble and Definitions of the FAA MREL, adjusted by use of JAA equivalents, should be applied to any MEL generated by use of this supplement in conjunction with the FAA MREL.

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GUIDANCE FOR USE OF THIS SUPPLEMENT (Cont'd)

7. This supplement is based upon the FAA approved GULFSTREAM GIV, (G400), (G300) MMEL, up to Revision 9 dated 19 December 2006. Additional MMEL alleviation provided by later issues of the FAA MMEL must not be used until this JAA Supplement has been updated to confirm that issue as the base document.
8. The text presented in **bold** format within this document highlights parts of the JAA MMEL Supplement entry, which differ from the FAA MMEL entry.

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1. System & Sequence Numbers		2. Number installed		3. Number required for dispatch	
				4. Remarks or Exceptions	
21	AIR CONDITIONING				
11.	Environmental Control System (ECS) Packs				
	1) Pressurized Configuration	C	2	1	<p><b>Except for ER operations</b>, one may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Inoperative ECS Pack is selected OFF,</li> <li>b) Bleed Air Isolation Valve is CLOSED and OPERATIVE, and</li> <li>c) Airplane is operated in accordance with AFM Limitations.</li> </ul>
	2) Unpressurized Configuration	C	2	0	(O) <b>Except for ER operations</b> , both may be inoperative provided outflow valve is operative.
14.	Air Conditioning Flow Control and Shutoff Valves	C	2	1	<p>(M) <b>Except for ER operations</b>, one may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected Valve is CLOSED and deactivated electrically when associated Air Conditioning Pack is selected OFF, and</li> <li>b) Airplane is operated in accordance with AFM Limitations.</li> </ul>

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1. System & Sequence Numbers		2. Number installed		3. Number required for dispatch	
				4. Remarks or Exceptions	
22	AUTO FLIGHT				
1.	Flight Guidance Computer (FGC)	C	2	1	<p><b>Except for ER operations</b>, one may be inoperative provided flight time with one engine inoperative does not exceed one hour cruise from a suitable airport.</p> <p>NOTE: Each FGC provides mach trim compensation, electric trim, yaw damper, autopilot, and flight director functions independent of the other FGC. Failure of the second FGC after dispatch would result in the complete loss of these functions, and AFM restrictions would apply.</p>
		B	2	0	<p><b>Except for ER operations</b>, both may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Automatic Cabin Pressurization System is operative,</li> <li>b) Flight time with one engine inoperative does not exceed one hour cruise from a suitable airport,</li> <li>c) Landing weather minimums are not dependent upon its use,</li> <li>d) Airplane is operated at or below FL 390, and</li> <li>e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper.</li> </ul> <p>NOTE: One FGC is required for MNPS, RVSM, RNP and PRNAV operations.</p>
4.	Yaw Damper System	B	1	0	<p>(M) <b>Except for ER operations</b>, may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Airplane is operated in accordance with AFM Limitations, and</li> <li>b) Procedures are established to deactivate Yaw Damper System.</li> </ul>

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1. System &		2. Number installed		
Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
23	COMMUNICATIONS			
	1. <b>Radio</b> Communication Systems (VHF, UHF)			
	1) <b>VHF Communications</b>	C	-	2
				Any in excess of two and not powered by an emergency bus may be inoperative.
***	a) Frequency Transfer Light	C	-	0
***	b) Frequency Transfer Switch	C	-	0
***	c) Frequency Selector Knob	C	-	2
***	d) Frequency Indication	C	-	2
	2. <b>Cockpit Voice Recorder System</b>			
***	1) <b>CVR</b>	A	-	0
				One or more may be inoperative provided:
				a) The airplane does not exceed 8 further consecutive flights with the cockpit voice recorder unserviceable,
				b) Not more than 72 hours have elapsed since the cockpit voice recorder was found to be unserviceable, and
				c) Any flight data recorder required to be carried is operative.
				NOTE 1: This alleviation is not applicable to combined CVR/FDR. For those combined systems refer to JAR OPS 1 MEL Policy Document.

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1. System &		2. Number installed			
Sequence		3. Number required for dispatch			
Numbers		4. Remarks or Exceptions			
23	COMMUNICATIONS				
12.	Boom Microphone	-	-	-	One boom microphone must be operative for each required member on flight deck duty.
14.	Crewmember Interphone System				
	1) Passenger Configuration				
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Alternate procedures are established and used for communications with the flight deck, and b) The PA system is operative. NOTE: Any station function(s) that is operative may be used.
	b) Cabin to Cabin Function	C	-	0	(O) May be inoperative provided: a) Alternate, normal and emergency procedures are established and used, and b) The PA system is operative. NOTE: Any station function(s) that is operative may be used.
	c) Flight Deck to Ground	C	-	0	May be inoperative provided alternate, normal and emergency procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.

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1. System &		2. Number installed		
Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
23	COMMUNICATIONS			
15.	Alerting System	C	-	-
***	(Audio/Visual)			
		C	-	-
				Visual signal may be inoperative on the flight deck.
				Both visual and aural signals may be inoperative in the cabin provided the PA system is operative from the flight deck.
				NOTE: Any station function(s) that is operative may be used.
18.	Handset Systems	C	-	-
		C	-	-
				Handsets at non required stations may be inoperative.
				(O) One handset may be inoperative provided alternate procedures are established and used to compensate for the loss of PA and interphone function at the affected station.
				NOTE: Any handset in excess of that required at each station may be inoperative.

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1. System &		2. Number installed		
Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
24	ELECTRICAL POWER			
1.	Engine Alternators	A	2	1
		B	2	1
				<p><b>Except for ER operations,</b> one may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) TRU is operative,</li> <li>b) APU Alternator is used for all phases of flight,</li> <li>c) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed, and</li> <li>d) Repairs are made within one (1) flight day.</li> </ul> <p>(M) <b>Except for ER operations, one</b> may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) TRU is operative,</li> <li>b) APU Alternator is used for all phases of flight,</li> <li>c) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed,</li> <li>d) Opposite Converter is operative,</li> <li>e) Associated electrical cables are secured, and</li> <li>f) Inoperative Alternator drive shaft is removed and Alternator is reinstalled, OR a blanking plate is installed in place of alternator.</li> </ul>

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1. System &		2. Number installed		
Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
24	ELECTRICAL POWER			
2.	APU Alternator	B	1	0
				(M) (O) <b>Except for ER operations</b> , may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both Engine Alternators are operative,</li> <li>b) Both Converters are operative,</li> <li>c) Standby Electrical System is operative,</li> <li>d) Procedures do not require its use,</li> <li>e) AC BPCU No. 1 circuit breaker is pulled and collared, and</li> <li>f) APU is operated on ground only.</li> </ul> NOTE: APU may be used as a pneumatic source.
		C	1	0
3.	Converters			
				<b>Except for ER operations</b> , may be inoperative provided APU is not utilized.  (O) <b>Except for ER operations</b> , one may be inoperative provided: <ul style="list-style-type: none"> <li>a) TRU is operative,</li> <li>b) APU Alternate is used for takeoff, enroute and landing, and</li> <li>c) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed.</li> </ul>

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1. System & Sequence Numbers		2. Number installed		3. Number required for dispatch	
				4. Remarks or Exceptions	
24	ELECTRICAL POWER				
19.	APU Alternator Overheat Warning System	C	1	0	(M) <b>Except for ER operations</b> , may be inoperative provided:  a) APU CONT #1 and CONT #2 circuit breakers are pulled and collared, b) Both Engine Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.
		C	1	0	(M) <b>Except for ER operations</b> , may be inoperative provided:  a) Both Engine Alternators are operative, b) Both Converters are operative, c) TRU is operative, d) Standby Electrical System is operative, e) Procedures do not require its use, f) AC BPCU No. 1 circuit breaker is pulled and collared, and g) APU is operated on ground only.  NOTE: APU may be used as a pneumatic source.

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1. System &		2. Number installed		
Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
24	ELECTRICAL POWER			
20.	Engine Alternator Overheat Warning System	A	2	1
		B	2	1
<p><b>Except for ER operations</b>, one may be inoperative provided:</p> <p>a) TRU is operative,  b) The associated L Power or R Power control switch is selected OFF,  c) APU Alternator is used for all phases of flight,  d) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed, and  e) Repairs are made within one (1) flight day.</p> <p>(M) <b>Except for ER operations</b>, one may be inoperative provided:</p> <p>a) TRU is operative,  b) APU Alternator is used for all phases of flight,  c) Airplane is operated at FL 300 and below or up to FL 350 and below with Electrical Load Warning System (ELWS) installed or with ASC 420 or ASC 465 installed,  d) Opposite Converter is operative,  e) Associated electrical cables are secured, and  f) Inoperative Alternator drive shaft is removed and Alternator is reinstalled, OR a blanking plate is installed in place of Alternator.</p>				

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Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
25	EQUIPMENT/FURNISHINGS			
	1. Emergency Medical Equipment			
	2) Emergency Medical Kits	D	-	- Any in excess of those required may be inoperative.
		A	-	- The required emergency medical kits may be incomplete for flight to a destination where repairs or replacements can be made but not to exceed a maximum of 2 calendar days.
	3) First Aid Kit	D	-	- Any in excess of those required may be incomplete or missing.
		A	-	- If more than one is required, only one of the required first aid kits may be incomplete for a maximum of 2 calendar days.
	3. Passenger Seats	D	-	- May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative or missing seat belt is considered inoperative.  NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.  NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
	1) Recline Mechanism	D	-	- May be inoperative and seat occupied provided seat is secured in the up-right position.
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Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
25	EQUIPMENT/FURNISHINGS			
	3. Passenger Seats (continued)			
	2) Underseat <b>D</b>	-	-	(0) May be inoperative provided:
	Baggage			a) Baggage is not stowed under seat
	Restraining Bars			with inoperative restraining bar,
				b) Associated seat is placarded "DO
				NOT STOW BAGGAGE UNDER THIS SEAT",
				and
				c) Procedures are established to
				alert Cabin Crew of inoperative
				restraining bars.
	3) Armrests <b>D</b>	-	-	May be inoperative provided:
				a) Seat does not block an Emergency
				Exit, and
				b) Seat does not restrict passenger
				from access to the main airplane
				aisle.
				c) Seat with a recline mechanism is
				secured in the upright position.
***	4) Swivel Mechanism <b>D</b>	-	-	May be inoperative provided:
				a) Associated seat does not block an
				Emergency Exit,
				b) Associated seat does not restrict
				any passenger from access to the
				main airplane aisle, and
				c) Associated seat remains in takeoff
				position.
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Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
25	EQUIPMENT/FURNISHINGS			
	3. Passenger Seats (continued)			
***	5) Divan High Backs D	-	-	May be inoperative provided:  a) Associated seat does not block an Emergency Exit,  b) Associated seat does not restrict any passenger from access to the main airplane aisle, and  c) Associated seat remains in takeoff position.
***	6) Electrical/ Electronic Systems/ Components D	-	-	(M)May be inoperative and seat occupied provided associated component(s) is deactivated.
6.	Observer Seat(s) D	-	-	One or more may be inoperative provided the seat is not required and is correctly stowed.

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1. System &		2. Number installed		
Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
25	EQUIPMENT/FURNISHINGS			
14.	Cabin Crew	B	-	-
***	Seat Assembly			
				<p>(M) (O) One seat or assembly may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Inoperative seat or seat assembly is not occupied,</li> <li>b) Cabin crew displaced by inoperative seat occupies the adjacent cabin crew seat or the passenger seat most suitable to perform assigned duties,</li> <li>c) Alternate procedures are established/approved and used for displaced cabin crew,</li> <li>d) Folding type seat is stowed or secured in the retracted position, and</li> <li>e) Where a passenger seat is assigned to the displaced cabin crew it is placarded "FOR CABIN CREW USE ONLY".</li> </ul> <p>NOTE 1: A seat with an inoperative or missing seat belt or harness is considered inoperative.</p> <p>NOTE 2: This requirement does not preclude use of passenger seats by cabin crew members carried in excess of the required cabin crew complement.</p>
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Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
25	EQUIPMENT/FURNISHINGS			
14.	Cabin Crew			
***	Seat Assembly (continued)			
	1) Non-Required C	-	0	(M)(O) Seat or seat assembly may be inoperative provided:
***	Cabin Crew Seats			<ul style="list-style-type: none"> <li>a) Inoperative seat or seat assembly is not occupied,</li> <li>b) Alternate procedures are established/approved and used for displaced cabin crew,</li> <li>c) Folding type seat is stowed or secured in the retracted position, and</li> <li>d) Where a passenger seat is assigned to the displaced cabin crew it is placarded "FOR CABIN CREW USE ONLY".</li> </ul>
	2) All Cargo D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.
***	Configuration			NOTE: No further relief is permitted.

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1. System &		2. Number installed		
Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
25	EQUIPMENT/FURNISHINGS			
19.	Pilot Seat(s)			
	1) Vertical Adjustment	B	-	-
				(M) (O) May be inoperative provided:  a) Seat is secured at the individual crewmember requirements, and  b) Fore-aft adjustment is operative.
	2) Armrest	C	-	-
				(M) (O) May be inoperative provided:  a) Affected armrest is in the up position, and  b) Seat is acceptable to the affected crewmember.
	3) Recline Adjustment	B	-	-
				(M) (O) May be inoperative provided:  a) Seat is secured at a position acceptable to the affected crewmember, and  b) Seat is able to move Fore-Aft on its track.
28.	Passenger Convenience/NEF Items			<b>Not applicable.</b>

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1. System & Sequence Numbers		2. Number installed		3. Number required for dispatch
				4. Remarks or Exceptions
26	FIRE PROTECTION			
2.	Wing Overheat Warning System C	2	1	<b>Except for ER operations</b> , one may be inoperative provided: <ul style="list-style-type: none"> <li>a) Wing anti-ice is not used, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ul>
3.	APU Fire Detection System C	2	0	(M) <b>Except for ER operations</b> , may be inoperative provided: <ul style="list-style-type: none"> <li>a) APU is not operative,</li> <li>b) Both Engine Alternators are operative,</li> <li>c) Both Converters are operative,</li> <li>d) TRU is operative, and</li> <li>e) Standby Electrical System is operative.</li> </ul>
9.	Engine Fire Detection System C	2	1	<b>Except for ER operations</b> , one complete loop (A or B) may be inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.
12.	APU Fire Extinguishing System C	-	-	(M) <b>Except for ER operations</b> , may be inoperative provided: <ul style="list-style-type: none"> <li>a) APU is not operated,</li> <li>b) Both Engine Alternators are operative,</li> <li>c) Both Converters are operative,</li> <li>d) TRU is operative, and</li> <li>e) Standby Electrical System is operative.</li> </ul>

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Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
27	FLIGHT CONTROLS			
6.	Elevator Trim Actuator Heater System	<b>B</b>	2	0
				(M) May be inoperative provided maintenance personnel pull and collar the affected circuit breaker(s).

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1. System &		2. Number installed		
Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
28	FUEL			
	2. Fuel Quantity Indication			
	1) EICAS or Standby	C	1	0
				(M) (O) May be partially or completely inoperative provided associated Standby Fuel Quantity Indicating System or EICAS Fuel Quantity Indicating System is operative.
		C	1	0
				(M) (O) <b>Except for ER operations,</b> either Left or Right Fuel Quantity display may be inoperative provided:
				a) Both tanks are completely filled using overwing refueling,
				b) Both Fuel Flow Meters are operative,
				c) After takeoff, power is set by matching fuel flow indications on both engines, and
				d) Flight crew maintains a log of fuel burned.
		C	1	0
				(M) (O) <b>Except for ER operations,</b> either Left or Right Fuel Quantity display may be inoperative provided:
				a) Affected tank is defueled before each refueling,
				b) Affected tank is fueled with a known quantity of fuel,
				c) Both fuel flow meters are operative,
				d) After takeoff, power is set by matching fuel flow indications on both engines, and
				e) Flight crew maintains a log of fuel burned.
				NOTE: Total fuel indication will be incorrect with an inoperative indicator.

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1. System & Sequence			2. Number installed				
Numbers			3. Number required for dispatch		4. Remarks or Exceptions		
28	FUEL						
4.	Fuel Boost Pumps	C	4	3	(0) <b>Except for ER operations</b> , one may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, and d) Airplane is operated in accordance with AFM Limitations.		
5.	Fuel Intertank Valve	C	1	0	<b>Except for ER operations</b> , may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Crossflow Valve is operative, c) Fuel Quantity Indicating System is operative, and d) Intertank Valve is verified CLOSED and electrically deactivated.		
6.	Fuel Boost Pump Warning Lights	C	4	3	(0) <b>Except for ER operations</b> , one may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, and c) Airplane is operated in accordance with AFM Limitations.		

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		3. Number required for dispatch		
		4. Remarks or Exceptions		
28	FUEL			
8.	Fuel Crossflow Valve			
	1) Failed CLOSED C	1	0	(O) <b>Except for ER operations</b> , may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, d) Fuel Intertank Valve is OPENED when either wing tank contains 2,000 pounds or less fuel, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.
	2) Failed OPEN C	1	0	(O) <b>Except for ER operations</b> , may be inoperative provided: a) All Fuel Boost Pumps are operative, b) Fuel Intertank Valve is operative, c) Fuel Quantity Indicating System is operative, and d) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.

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1. System & Sequence		2. Number installed			
Numbers		3. Number required for dispatch		4. Remarks or Exceptions	
30	ICE AND RAIN PROTECTION				
1.	Cowl Anti-Ice Pressure Indicators	B	2	0	<b>Except for ER operations</b> , both may be inoperative provided SAT is greater than +8 degrees C for entire flight.
		B	2	0	<b>Except for ER operations</b> , both may be inoperative provided airplane is operated at greater than +8 deg. C SAT.
		B	2	0	Both may be inoperative provided both EICAS Cowl Anti-Ice Indications are operative.
2.	Wing Anti-Ice System	C	2	0	<b>Except for ER operations</b> , both may be inoperative provided airplane is not operated in known or forecast icing conditions.
3.	Windshield Heat Systems	C	2	1	(0) <b>Except for ER operations</b> , one may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) <b>Both side window heat systems are operative.</b>
1)	Windshield Heat Sensors	D	4	2	One sensor may be inoperative for each Windshield Heat System.
4.	Side Window Heat Systems	C	2	1	<b>May be inoperative provided airplane is not operated into known or forecast icing conditions.</b>
1)	Side Window Heat Sensors	D	4	2	One Side Window Heat Sensor must be operative for each side window heat system.  <b>NOTE: No further relief is permitted.</b>
7.	Pitot Heaters	B	3	2	<b>Except for ER operations</b> , one may be inoperative provided airplane is not operated in visible moistures or known or forecast icing conditions.

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		4. Remarks or Exceptions		
30	ICE AND RAIN PROTECTION			
9.	Cowl Anti-Ice Systems	C	2	0
		C	2	1
				(M) <b>Except for ER operations</b> , both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected Valves are secured CLOSED, and</li> <li>b) Airplane is not operated in known or forecast icing conditions.</li> </ul>
				(M) One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected Valve is secured OPEN,</li> <li>b) All components of both HP Bleed Air Systems are operative,</li> <li>c) Both Environmental Control Systems (ECS) Packs are operative,</li> <li>d) Performance Computer is initialized with COWL ANTI-ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, and</li> <li>e) Airplane is operated in accordance with AFM Limitations.</li> </ul>

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Numbers				4. Remarks or Exceptions
31	INDICATING/RECORDING SYSTEMS			
	<b>2. Flight Data Recorder</b>			
	***			
	1) FDR	A	-	0
				<p>One or more may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) The airplane does not exceed 8 further consecutive flights with the flight data recorder unserviceable,</li> <li>b) Not more than 72 hours have elapsed since the flight data recorder was found to be unserviceable, and</li> <li>c) Any cockpit voice recorder required to be carried is operative.</li> </ul> <p>NOTE 1: This alleviation is not applicable to combined CVR/FDR. For those combined systems refer to JAR OPS 1 MEL Policy Document.</p> <p>NOTE 2: The flight data recorder is considered to be inoperative when any of the following conditions exist:</p> <ul style="list-style-type: none"> <li>a) Loss of the flight recording function is evident to the flight crew during the pre-flight check e.g. by means of a system status monitor,</li> <li>b) The need for maintenance has been identified by the system monitors, where available, with the setting of an indicator and the cause of that setting has not been determined, or</li> <li>c) Analyses of recorded data or maintenance actions have shown that more than 5% of the total number of individual parameters (variable and discrete), required to be recorded for the particular aircraft, are not being recorded properly.</li> </ul> <p>NOTE 3: Where improper recording affects 5% of the parameters or less, timely corrective action will need to be taken by the airplane operator in accordance with approved maintenance procedures.</p>

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Numbers		3. Number required for dispatch			
				4. Remarks or Exceptions	
31	INDICATING/RECORDING SYSTEMS				
10.	Plastic Guard Switch Covers	C	-	-	May be inoperative provided APU fire bottle switch cover is installed and operative.
12.	Quick Access Recorder	-	-	-	<b>As required by applicable Operating Requirements.</b>
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Numbers		4. Remarks or Exceptions			
33	LIGHTS				
1.	Cockpit/Flight Deck/Flight Compartment Instrument Lighting System (Excluding EFIS and EICAS)	C	-	-	Individual lights may be inoperative provided remaining lights are:  a) Sufficient to clearly illuminate all required instruments, controls and other devised for which it is provided,  b) Positioned so that direct rays are shielded from flight crewmembers' eyes,  c) Lighting configuration and intensity is acceptable to the flight crew, and  d) <b>Emergency flight deck lighting is operative.</b>
5.	Beacons	C	2	0	Both may be inoperative provided airplane is not operated at night.
		C	2	0	Both may be inoperative provided Strobes (Anti-Collision Lights) are operative.  <b>NOTE: If the red anti-collision light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.</b>
7.	Wing Inspection Lights	D	-	0	One or more may be inoperative for daylight operations.
		B	-	0	(O) One or more may be inoperative for night operations provided an alternate means is operative and used to illuminate ice accretion on another outside surface visible from the flight deck.

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Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
33	LIGHTS			
10.	Floor Proximity Lighting	B	-	-
				<p>Specific lights/strips may be inoperative for a particular lighting configuration As agreed by the authority.</p> <p>Note 1: All lights/strips within one (1) meter of an exit must be operative.</p> <p>Note 2: All lights/strips marking right angle intersections, including cross aisles and overwing exits must be operative.</p>
28.	Torches	C	-	-
				<p>One or more may be inoperative provided each required crew member assigned to affected position has on operative torch.</p>

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1. System &		2. Number installed			
Sequence		3. Number required for dispatch			
Numbers		4. Remarks or Exceptions			
34	NAVIGATION				
	3. Standby Flight Displays				
***	1) Standby Attitude Indicator (Electromechanical Gyro Horizon)	C	-	0	<b>Except for ER operations, may be inoperative provided not required by Operating Requirements.</b>
		B	-	0	<b>Except for ER operations, may be inoperative provided:</b> a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast VFR-on-TOP conditions.
***	a) Glideslope/ Localizer Indicator	C	1	0	
***	2) Standby Altimeter/ Airspeed Indicator (combined unit)	C	1	0	<b>Except for ER operations, may be inoperative provided airplane is operated in Day VMC only.</b>
	3) Standby Altimeter (stand alone)	C	1	0	<b>Except for ER operations, may be inoperative provided airplane is operated in Day VMC only.</b>
***	4) Standby Airspeed Indicator (stand alone)	C	1	0	<b>Except for ER operations, may be inoperative provided airplane is operated in Day VMC only.</b>
	5) Standby Flight Display (3-in-1 Color Video Standby Attitude, Altitude Airspeed Indicator) (SFDS)	C	1	0	<b>Except for ER operations, the Attitude Position Indicator may be inoperative provided it is not required by Operating Requirements.</b>
***	a) Standby Air Data Unit	C	1	0	<b>Except for ER operations, the Air Data Unit may be inoperative provided airplane is operated in day VMC only.</b>
***	b) Standby Heading Display	C	1	0	<b>Except for ER operations, the Heading Display may be inoperative provided all installed Heading Reference Systems are Operative.</b>
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				4. Remarks or Exceptions
34	NAVIGATION			
3.	Standby Flight Displays (continued)			
***	c) DME Function C	1	0	
***	d) FMS Navigation Function C	1	0	
***	e) Glideslope/ Localizer Functions C	1	0	
4.	Weather Radar C	-	-	Except for ER operations, one or more system(s) may be inoperative provided the weather reports or forecasts available to the commander indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which could be detected by the system(s) when in working order, are unlikely to be encountered on the intended route of any planned diversion therefrom.
8.	ATC Mode S Transponder System D	-	0	Any in excess of those required for the intended route, may be inoperative.  Note 1: An operative ATC Mode S transponder is defined as a transponder which can provide, at least, Elementary Surveillance capability.
	C	-	0	One or more may be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended route.  Note 1: An operative ATC Mode S transponder is defined as a transponder which can provide, at least, Elementary Surveillance capability.  Note 2: Altitude reporting, provided by an ATC Mode S Transponder, is required for ACAS II operation. Refer to 34-19 for flight with ACAS II inoperative.  Note 3: Altitude reporting, provided by an ATC Mode S Transponder, is required for flight into RVSM airspace.

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1. System &		2. Number installed		
Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
34	NAVIGATION			
13.	Ground Proximity	A	-	0
***	Warning Systems			<p>May be inoperative provided repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.</p> <p>NOTE: If any of the Terrain Avoidance Modes 1-4 or the Test Mode are inoperative, then the GPWS is considered inoperative.</p>
	1) Glideslope Deviation (Mode 5)	B	-	0
		C	-	0
	2) Advisory	C	-	0
***	Callouts			<p>(O) May be inoperative provided alternate procedures are established and used.</p> <p>NOTE: Check Flight Manual limitations for approach minimums.</p>
	3) Windshear Mode	C	-	0
***				<p>(O) May be inoperative provided alternate procedures are established and used.</p>
	4) Terrain Awareness & Warning System (TAWS) (when required)	A	-	0
				<p>May be inoperative provided:</p> <p>a) The GPWS functions are operative, and</p> <p>b) Repairs or replacements are carried out within 10 calendar days.</p>
	5) Runway Awareness and Advisory System (RAAS)	C	1	0
***				

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1. System & Sequence Numbers		2. Number installed		3. Number required for dispatch	
				4. Remarks or Exceptions	
34	NAVIGATION				
15.	Flight Management Systems (CDU & Nav Computer Only)	B	-	0	<p>May be inoperative provided:</p> <p>a) Affected system is not required for IRS alignment,</p> <p>b) Long Range Navigation is not dependent on its use,</p> <p>c) Procedures do not require its use, and</p> <p>d) Both RFMU's must be operative.</p>
	1) Navigation Databases Note: Databases Which is/are out of data is/are considered to be inoperative.	C	-	0	<p>(O) One or more may be inoperative for the intended route where conventional (non-RNAV) navigation is sufficient, provided:</p> <p>a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and</p> <p>b) Navigation database information is disregarded.</p>
		C	-	1	<p>Any in excess of one may be inoperative. The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV, and provided this up to date Database is readily available to the flight crew member(s) responsible for navigation.</p>
		A	-	0	<p>(O) One or more may be out of date for a maximum of 10 calendar days provided:</p> <p>a) Area Navigation (RNAV) departure, arrival and approach procedures do not depend on the data amended in the current database cycle,</p>
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1. System &	2. Number installed		
Sequence	3. Number required for dispatch		
Numbers	4. Remarks or Exceptions		
34 NAVIGATION			
15. Navigation Databases (continued)			
A	-	0	<p>b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended route, and</p> <p>c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.</p> <p>(O) One or more may be out of date for a maximum of 10 calendar days provided:</p> <p>a) Conventional (Non-RNAV) departure, arrival and approach procedures, when available, or ANSP assistance are used as an alternative to RNAV procedures which have been amended in the current database cycle,</p> <p>b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended route, and</p> <p>c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.</p>

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1. System & Sequence Numbers		2. Number installed		3. Number required for dispatch
				4. Remarks or Exceptions
34	NAVIGATION			
19.	Airborne Collision			
***	Avoidance System (ACAS)			
1)	ACAS System	A	-	0
				(M) (O) May be inoperative provided the system is deactivated and secured, and repairs or replacements are carried out within 10 calendar days.
				NOTE: Local Authorities may impose a more restrictive rectification interval.
2)	Combined TA and RA Dual Displays	C	-	1
				(O) May be inoperative on the non-flying pilot side provided:
				a) TA and RA elements and audio functions are operative on flying pilot side, and
				b) TA and RA display indications are visible to the non-flying pilot.
3)	Resolution Advisory (RA) Display System(s)	C	-	1
		C	-	0
				(O) One may be inoperative on the non-flying pilot side.
				(O) One or more may be inoperative provided:
				a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and
				b) TA only mode is selected by the crew.
4)	Traffic Alert (TA) Display System(s)	C	-	0
				(O) One or more may be inoperative provided all installed RA display and audio functions are operative.

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1. System & Sequence Numbers		2. Number installed		3. Number required for dispatch
				4. Remarks or Exceptions
34	NAVIGATION			
34.***	Navigation Management Systems	-	0	May be inoperative provided:  b) At least one FMS is operative, b) System is not required for IRS alignment, c) Long Range Navigation is not dependent on its use, and d) Procedures do not require its use.
1)	Navigation Databases Note: Databases which is/are out of data is/are considered to be inoperative.	C	-	0
		C	-	1
		A	-	0
				(O) One or more may be inoperative for the intended route where conventional (non-RNAV) navigation is sufficient, provided:  a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and b) Navigation database information is disregarded.  Any in excess of one may be inoperative. The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV, and provided this up to date Database is readily available to the flight crew member(s) responsible for navigation.  (O) One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV) departure, arrival and approach procedures do not depend on the data amended in the current database cycle,
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1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
34 NAVIGATION  34. Navigation Databases (continued)			<p>b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended route, and</p> <p>c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.</p> <p>(O) One or more may be out of date for a maximum of 10 calendar days provided:</p> <p>a) Conventional (Non-RNAV) departure, arrival and approach procedures, when available, or ANSP assistance are used as an alternative to RNAV procedures which have been amended in the current database cycle,</p> <p>b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended route, and</p> <p>c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.</p>
A	-	0	

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1. System & Sequence Numbers		2. Number installed		3. Number required for dispatch
				4. Remarks or Exceptions
34	NAVIGATION			
41.	Electronic Flight Bag (EFB) System			
1)	Class 1, 2 and 3 EFB The purpose of this Entry is not to Require inclusion of Class 1 & 2 EFBs in an operators MEL, but it is one Means of controlling Inoperative EFB Equipment. Other means may also be agreed with the NAA.	C	- 0	(M)(O) May be inoperative provided alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB.  <u>Note:</u> Any EFB function which operates normally may be used.
2)	Class 2 EFB			
a)	Mounting Device	C	1 0	(M) (O) Any in excess of one may be inoperative provided the affected EFB is secured by an alternative means.
		C	- 0	(M) (O) May be inoperative provided: a) The associated EFB is used in accordance with Class 1 EFB stowage criteria, and b) Alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB.
b)	Data Connectivity	C	- 1	(M) (O) Any in excess of one may be inoperative provided an alternative means of data connectivity is used.
		C	- 0	(M) (O) May be inoperative provided alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB.
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1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		4. Remarks or Exceptions
34	NAVIGATION			
41.	Electronic Flight Bag (EFB) System (continued)			
	3) Power Connection For Class 1 and Class 2 EFB	C	-	1
		C	-	0
42.	Enhanced Vision System (EVS)	D	1	0
***	1) EVS Window Heat	D	1	0

Note: Any EFB function which operates normally may be used.

(M) (O) Any in excess of one may be inoperative provided an alternative power source is available and can be used for the anticipated duration of use of the affected EFB.

(M) (O) May be inoperative provided alternate procedures are established and used or the affected EFB is considered inoperative.

May be inoperative provided that the use of EVS for approaches in icing conditions is not permitted.

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		4. Remarks or Exceptions		
35	OXYGEN			
6.	Protective Breathing Equipment (PBE)	D	-	-
				(M) Any in excess of that required may be inoperative or missing provided the inoperative PBE is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.

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1. System & Sequence Numbers		2. Number installed		3. Number required for dispatch
				4. Remarks or Exceptions
36	PNEUMATIC			
1.	HP Bleed Air System			
	1) Pressurized Configuration	B	2	1
				(M) <b>Except for ER operations</b> , one may be inoperative provided: <ul style="list-style-type: none"> <li>a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF,</li> <li>b) Opposite Engine Bleed Air System is operative,</li> <li>c) Isolation Valve is determined to be operative and selected OPEN, and</li> <li>d) Airplane is operated in accordance with AFM Limitations.</li> </ul> NOTE: Autothrottle will be inoperative for takeoff with Isolation Valve Open.
	2) Unpressurized Configuration	C	2	0
				(M) (O) <b>Except for ER operations</b> , both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both Bleed Air valves are CLOSED and deactivated electrically,</li> <li>b) Airplane is not operated in forecast or known icing conditions,</li> <li>c) Airplane is operated in accordance with AFM Limitations.</li> </ul>

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1. System & Sequence		2. Number installed		
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36	PNEUMATIC			
2.	Bleed Air Hot Warning System			
1)	Pressurized Configuration	C	2	1
				(M) <b>Except for ER operations</b> , one may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF,</li> <li>b) Opposite Engine Bleed Air System is operative,</li> <li>c) Isolation Valve is verified operative and selected OPEN, and</li> <li>d) Airplane is operated in accordance with AFM Limitations.</li> </ul> NOTE: Autothrottle will be inoperative with Isolation Valve Open.
2)	Unpressurized Configuration	C	2	0
				(M) (O) <b>Except for ER operations</b> , both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Both Bleed Air valves are CLOSED and deactivated electrically,</li> <li>b) Airplane is not operated in forecast or known icing conditions, and</li> <li>c) Airplane is operated in accordance with AFM Limitations.</li> </ul>

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1. System & Sequence Numbers		2. Number installed		3. Number required for dispatch
				4. Remarks or Exceptions
49	ARIBORNE AUXILIXRU POWER			
1.	Auxiliary Power Unit C	1	0	(O) <b>Except for ER operations</b> , may be inoperative provided: a) Both Engine Driven Alternators are operative, b) Both Converters are operative, c) TRU is operative, and d) Standby Electrical System is operative.
2.	APU EGT Indicators (EICAS and Overhead Indicator) C	2	0	(M) <b>Except for ER operations</b> , both may be inoperative provided: a) APU is not operated, b) Both Engine Driven Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.
3.	APU EGT Tachometers (EICAS and Overhead Indicator) C	2	0	(M) <b>Except for ER operations</b> , both may be inoperative provided: a) APU is not operated, b) Both Engine Driven Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.

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1. System & Sequence		2. Number installed			
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49	ARIBORNE AUXILIXRU POWER				
4.	APU Low Oil Pressure Warning Light	C	1	0	(M) (O) <b>Except for ER operations</b> , may be inoperative provided:  a) APU is not operated, b) Both Engine Driven Alternators are operative, c) Both Converters are operative, d) TRU is operative, and e) Standby Electrical System is operative.
13.	APU Air Inlet Doors	C	1	0	(M) <b>Except for ER operations</b> , may be inoperative provided APU Air Inlet Door is secured fully CLOSED.
		C	1	0	(M) May be inoperative provided: a) APU Air Inlet Door is fully OPEN, b) APU is operated throughout entire flight, and c) Airplane is operated in accordance with AFM Limitations.

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1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		
		4. Remarks or Exceptions		
52	DOORS			
10.	Baggage Door Warnng System C	1	0	(O) May be inoperative provided a crewmember verifies by visual inspection before each departure that the baggage door is CLOSED and LOCKED.
11.	Main Entry Door Warning System C	1	0	(O) May be inoperative provided a crewmember verifies by visual inspection before each departure that the main entry door is CLOSED and LOCKED.

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1. System & Sequence Numbers		2. Number installed		3. Number required for dispatch	
				4. Remarks or Exceptions	
80	STARTING				
1.	Engine Starting System	C	2	1	(M) (O) <b>One</b> may be inoperative provided:  a) Airstart Ignition System is operative,  b) Start Valve has not failed in OPEN position,  c) Start Valve is manually OPENED and CLOSED for engine starting,  d) Airstart Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed, and  e) Engine start is accomplished in accordance with AFM Engine Start Valve Fails to Open Procedure.
3.	Start Valve Position Indication	C	2	1	(M) <b>One</b> may be inoperative provided:  a) Start Valve has not failed in OPEN position as verified by visual means through an access panel,  b) Ignition ON indication is operative during engine start, and  c) Start Valve is verified CLOSED following engine start by visual means.
		C	2	1	(M) <b>One</b> may be inoperative provided:  a) Start Valve is manually OPENED and CLOSED for engine starting in accordance with AFM Start Valve Failure Procedure, and  b) Airstart Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed.

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