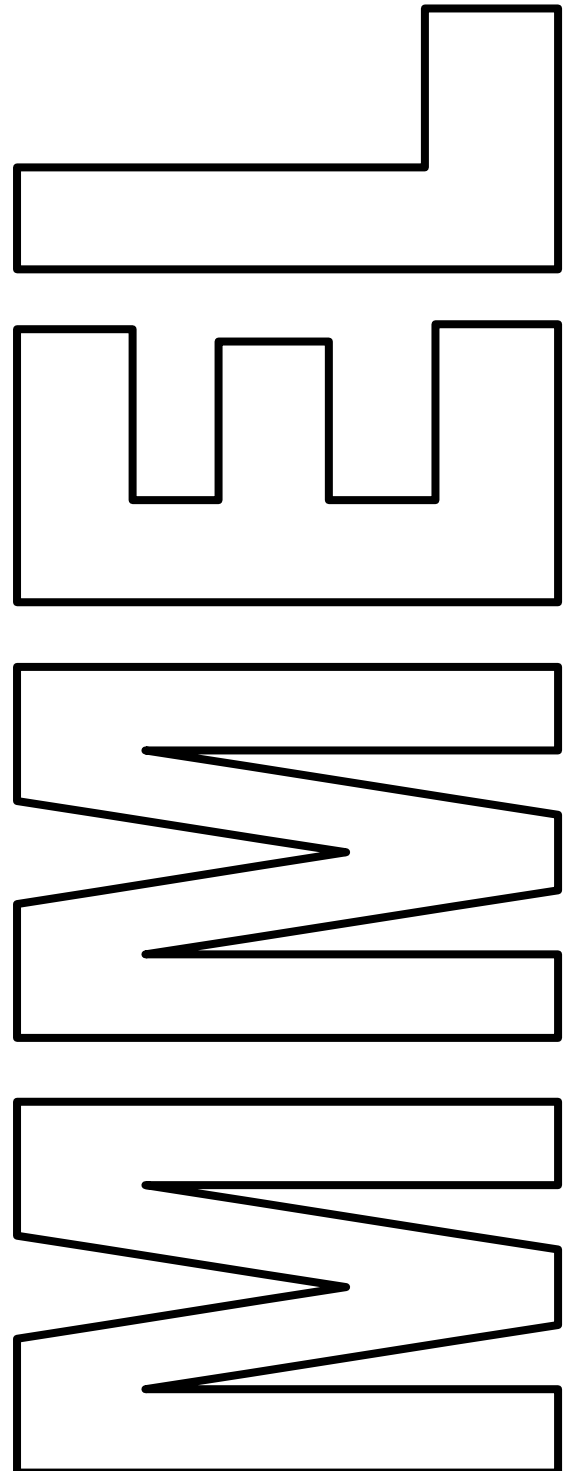




P180 AVANTI II

s/n 1105 and up



Rpt No.180-RPT-0000-01203
Rev. 00 – 07/12/06

JOINT AVIATION AUTHORITIES

MASTER MINIMUM EQUIPMENT LIST

7th Dec. 2006

P. 180 Avanti II

Rev. 00


This Master Minimum Equipment List (MMEL) is issued by the Joint Aviation Authorities at the above revision and is recommended for approval as the basis for the preparation and authorisation of individual operator's Minimum Equipment Lists (MELs) for aircraft of this Type, as certificated by and operated under the jurisdiction of JAA Member States Competent Authorities.



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(for and behalf of JAA)


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Revisions Sheet

Rev.	Date	Description of change
00	07/12/06	First issue

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Definitions

1. System Definitions

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

- a. “Item” (Column 1) means the equipment, system, component, or function listed in the “Item” column.
- b. “Category” (Column 2) defines the allowed rectification intervals.
- c. “Number installed” (Column 3) is the number (quantity) of items normally installed in the aeroplane. This number represents the aeroplane configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

Note: Where MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Authority.

- d. “Number Required for Dispatch” (Column 4) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 5 are met.

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

- e. “Remarks or Exceptions” (Column 5) in this Column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- f. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of the page only. The change bar is dropped at the next revision of the page.

2. “Airplane Flight Manual” (AFM) is the document required for type certification and approved by the Authority.

The approved AFM for the specific aeroplane is listed on the applicable Type Certificate Data Sheet.

3. “♦” symbol in Column 5 indicates the listed item if inoperative, must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition.


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

4. “-“ symbol in Column 3 and / or Column 4 indicates a variable number (quantity) of the item installed.

Note: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed.


5. “Deleted” in the Remarks Column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aeroplane.

6. “Calendar Day” means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator.

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7. “Icing Conditions” means an atmospheric environment that may cause ice to form on the aeroplane or in the engine(s).
8. Alphabetical symbol in Column 5 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
9. “Inoperative” means that the equipment does not accomplish its intended purpose or is not consistently functioning within its design operating limit or tolerances. Some equipments have been designed to be fault tolerant and are monitored by computers which transmit fault messages to a centralized computer for the purpose of maintenance. The presence of this category of message does not necessarily mean that the equipment is inoperative.
10. “Notes:” in Column 5 provides additional information for crew members or maintenance consideration, Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not part of the provisos.
11. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning / caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
12. “(M)” symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator’s manual or MEL. The Manufacturer’s suggested maintenance procedures however are attached in the Appendix A of this MMEL. Unless specifically permitted, an inoperative item must not be removed from the aeroplane
13. “(O)” symbol indicates a requirement for a specific operational procedure which must be accomplished in planning for and / or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator’s manual or MEL. The Manufacturer’s suggested operations procedures however are attached in the Appendix A of this MMEL.

Note: The (M) and (O) symbols are required in the operator’s MEL unless otherwise authorized by the Authority.
14. “Deactivated” and “Secured” means that specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
15. “Visual Flight Rules” (VFR) is as defined by operating rules. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

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16. “Visual Meteorological Conditions” (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
17. “Visible Moisture” means an atmospheric environment containing water in any form that can be seen in natural or artificial light: for example, clouds fog, rain, sleet, hail, or snow.
18. “Passenger Convenience Items” means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
19. Rectification Intervals: All users of a MEL approved under JAR OPS must effect rectifications of inoperative systems or components, deferred in accordance with the MEL, at or prior to the rectification times established by the following letter designators:

Category A: Items in this category shall be rectified in accordance with the conditions stated in the MMEL. Where a time period is specified in calendar days it shall start at 00:01 on the calendar day following the day of discovery


Category B: Items in this category shall be rectified within three (3) consecutive calendar days (72 hours), excluding the day of discovery. For example, if it was discovered at 10 a.m. on January 26th, the three days interval would begin at midnight of the 26th and end at midnight of the 29th.

Category C: Items in this category shall be rectified within ten (10) consecutive calendar days (240 hours), excluding the day of discovery. For example, if it was discovered at 10 a.m. on January 26th, the ten day interval would begin at midnight of the 26th and end at midnight of February 5th.

Category D: Items in this category shall be rectified within one hundred twenty (120) consecutive calendar days (2880 hours), excluding the day of discovery.

The letters designator are inserted in Column 2.

20. This document is applicable to P.180 Avanti II n.c. 1105 and up

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Preamble

The following is compliant to JAR-MMEL/MEL Amdt.1 (dated 01/08/05) -Subpart A and Subpart B- and is applicable for authorized A.O.C. Holders (operators) operating under: JAR OPS1 Amdt. 12 dated 01/12/06. The Airworthiness Regulations require that all equipment installed on an aeroplane in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL), where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions.

Experience has shown that with the various levels of redundancy designed into aeroplane, operation of every system, or installed component, may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

The present list of required equipment for various conditions of flight has been prepared as a guide to the operator. Its technical content has been reviewed during the JAA recommendation process however final approval by the Authority will be given for each MEL issued by A.O.C. Holders.

This JAA Recommended MMEL includes those items which 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.

An operator may consider an inoperative equipment as unnecessary for his operation and may want to delay rectification of such items for an indefinite period. In such cases modification of the aeroplane is appropriate and deactivation, inhibition or removal of the system should be accomplished by an approved change.

This MMEL is the basis for development of individual operator MEL's which take into consideration the operator's particular aeroplane equipment configuration and operational conditions. An operator's MEL can 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 aeroplane with inoperative equipment.


Equipment not required by the operation being conducted and equipment in excess of those required are included in the MEL with appropriate conditions and limitations.

The MEL must not deviate from the Airplane Flight Manual Limitations, Emergency Procedures or Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aeroplane 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 rectifications 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 operator's MEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aeroplane for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the applicable documents (*Aeroplane Technical Logbook*) as prescribed by JAR OPS1. The item is then either rectified or may be deferred per the MEL or other approval means acceptable to the Authority prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aeroplane is in a condition for safe operation with items of equipment inoperative.


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

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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 programme including the parts, personnel, facilities, procedures and schedules to ensure timely rectification.

Note: 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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Guidelines for (O) & (M) Procedures

The need has been identified for certain procedures to provide an adequate level of safety while providing relief for the following items.


The operator may apply the procedures suggested in the Appendix A of this MMEL or develop his procedures. The requirements are listed in the following guidelines:

Note: the suggested Maintenance/Operational procedures are referred to each page sequencing number (for example 21-8 is the Maintenance procedure related to item 21-8 at page 21-2.)


- 21-8 (M) Requirement of a maintenance procedure to ensure that failure is limited to seals and does not affect other equipment which could affect aeroplane operations.
- 21-9 (M) Requirements of a maintenance procedure to ensure that, after the failure of the Freon Air Conditioning System, no electrical power is supplied to this system.
- 22-1 (M) Requirements of a maintenance procedure to ensure that the autopilot is fully disengaged and no electrical or mechanical fault exists that will have an adverse effect on any flight control function.
- 22-2 (M)
or (O) Requirements of a maintenance or operational procedure to ensure that the Yaw Damper is disengaged and no fault exists that will have an adverse effect on Yaw flight control function.
- 24-1 (M) Requirement of a maintenance procedure to verify if the LH or RH Generator Annunciator is failed.
- 28-2 (O) Requirement of a operational procedure to verify that the fuel crossfeed system is operative.
- 29-1 (M) Requirement of a maintenance procedure to verify the proper hydraulic fluid level.
- 32-1 (M) Requirement of a maintenance procedure to make sure that the steering is fully disengaged.
- 34-17 (O) To provide an alternate procedure to capture and track Flight Level assigned by ATC when Altitude Preselector is inoperative

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. CATEGORY	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH	5. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
1. Cabin Altitude Annunciator	C	1	0	0	◆ May be inoperative provided: Aeroplane remains unpressurized, Bleed is ON and dump switch is set to DUMP or ◆ May be inoperative for pressurized flight at or below 10.000 ft msl.
2. Cabin Rate of Climb Indicator	C	1	0	0	◆ May be inoperative for pressurized flight provided cabin altitude / differential pressure indicator is operative. or ◆ May be inoperative provided: a. Aeroplane remains unpressurized, Bleed is ON and dump switch is set to DUMP and b. Passenger carrying operations are limited to 10.000 ft msl.
3. Pressurization Control – Autoschedule	C	1	0	0	◆ May be inoperative provided cabin select function is operative.
4. Pressurization Control – Autoschedule and Cabin Select	C	1	0	0	◆ May be inoperative provided: a. Only crew is on board or b. Aeroplane remains unpressurized, Bleed is ON and dump switch is set to DUMP and c. Passenger carrying operations are limited to 10.000 ft msl.


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2. CATEGORY					
3. NUMBER INSTALLED					
4. NUMBER REQUIRED FOR DISPATCH					
5. REMARKS OR EXCEPTIONS					
SYSTEM & SEQUENCE NUMBER					
21 AIR CONDITIONING					
5. Pressurization Control – Manual	C	1	0	◆	May be inoperative provided: a. Only crew on board or b. Aeroplane remains unpressurized, Bleed is ON and dump switch is set to DUMP and c. Passenger carrying operations are limited to 10.000 ft msl.
6. Differential Pressure / Cabin Altitude Indicator	C	1	0	◆	May be inoperative provided: a. Automatic operation is selected and b. Cabin altitude annunciator is operating
7. Cabin Door Seal Single Seal Failure	C	2	1	◆	May be inoperative for pressurized flight, up to and including 10.000 ft in passenger carrying operations, or up to and including 20.000 ft with crew only.
8. Cabin Door Seal Dual Seal Failure	C	2	0	◆	(M) May be inoperative provided: a. Aeroplane remains unpressurized, Bleed is ON and dump switch is set to DUMP and b. Passenger carrying operations are limited to 10.000 ft msl.
9. Freon Air Conditioning System	D	1	0	◆	(M) May be inoperative if ground ambient temperature is below +15°C.
10. Automatic Temperature Control System	C	1	0	◆	May be inoperative provided manual temperature control system is operative.
11. Manual Temperature Control System	C	1	0	◆	May be inoperative provided automatic temperature control system is operative.

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5. REMARKS OR EXCEPTIONS				
SYSTEM & SEQUENCE NUMBER				
22 AUTO FLIGHT				
1. Flight Guidance System	C	1	0	◆ (M) May be inoperative provided: a. VFR operations only or b. Two Pilot operations for IFR flights Note: - No RVSM or Cat.II operations are allowed.
2. Yaw Damper	D	1	0	◆ (M) or (O) Note: Full Flap coupled approaches are not allowed

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23 COMMUNICATIONS				
1. Communication Equipment (VHF)	C	2	1	◆ COMM2 may be inoperative when flying under VFR over routes navigated by visual reference to landmarks
2. Cockpit Speaker	C	2	0	◆ May be inoperative provided operative head sets are used by each person on cockpit duty.
3. Passenger Address System	D	-	0	◆ May be inoperative provided appropriate oral briefings are given to passengers.
4. Control Wheel PTT switches	B	2	1	◆ Right hand side may be inoperative provided: a. Second pilot is not required and b. The affected switch is either verified failed open or is deactivated
5. HF Communication Equipment (if installed)	D	1	0	◆ May be inoperative provided it is not required for the route to be flown
6. Cockpit Voice Recorder (if installed)	D	1	0	◆ The system is optional and may be inoperative

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24 ELECTRICAL POWER				
1. D.C. Generator Annunciator	B	2	1	◆ (M) One may be inoperative provided relevant Load annunciation on System Page on MFD is checked before flight and monitored during flight.
2. Battery Overheat Annunciator Light	B	1	0	◆ May be inoperative provided: a. relevant temperature indication on System Page on MFD is checked before flight and monitored during flight and b. Bat Temp Annunciator Light is operative
3. Battery Temp Annunciator Light	B	1	0	◆ May be inoperative provided: a. relevant temperature indicator on indication System Page on MFD is checked before flight and monitored during flight and b. Bat Overheat Annunciator Light is operative

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25 EQUIPMENT / FURNISHINGS			
1. Passenger Convenience Item(s)	-	-	-
2. Passenger Seat and Passenger Divan	C	-	0
3. ELT	A	1	0
			<p>◆ Convenience items, as expressed in this MMEL are those related to passenger convenience comfort or entertainment such as, but not limited to, rear partition with door, galley equipment, movie equipment, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedure may be required and included in the air carrier's appropriate document.</p> <p>◆ All may be inoperative provided:</p> <ol style="list-style-type: none"> Affected seat does not block emergency egress to the aisle or exit and Affected seat is blocked and placarded "DO NOT OCCUPY". <p>Note:</p> <ol style="list-style-type: none"> A seat with an inoperative seat belt or shoulder harness is considered to be inoperative. A seat with an inoperative recline mechanism is considered to be operative when the seat back is secured in the upright position. A seat with an inoperative fwd/side motion clutch is considered to be inoperative. <p>◆ May be inoperative provided rectifications are made within 6 further flights or 25 flying hours, whichever occurs first</p>

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25 EQUIPMENT / FURNISHINGS			
4. Pilot and Copilot Seat Adjustment	B	-	- ♦ May be inoperative provided: a. Horizontal adjustment must be operative and b. Other adjustments may be inoperative provided the seat is secured in a position acceptable to the pilot (or copilot) before flight
5. Portable Protecting Breathing Equipment (PBE)	D	2	1 ♦ In single pilot operations, one may be inoperative or missing provided: a. the inoperative PBE is placarded inoperative, and b. removed from the installed location, and c. placed out of sight
6. Survival Equipment (signalling equipment, ELT, etc., according to the route to be flown)	D	-	- ♦ May be inoperative or missing provided: a. survival equipments required by operating regulations must be operative, and b. the inoperative equipment is placarded inoperative, and c. removed from the installed location, and d. placed out of sight
7. Torches	C	-	- ♦ One electric torch for each required crew member must be readily accessible and operative.
8. Lifejackets	D	-	- ♦ Any in excess of the minimum required may be missing or inoperative, provided: a. Inoperative lifejacket is placarded inoperative, and b. removed from the installed location, and c. placed out of sight, and d. required distribution of serviceable lifejackets is maintained

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26 FIRE PROTECTION			
1. Hand Fire Extinguishers	D	-	-
			<ul style="list-style-type: none"> ◆ Any in excess of the minimum required may be missing or inoperative, provided: <ul style="list-style-type: none"> a. Inoperative fire extinguisher is placarded inoperative, and b. removed from the installed location, and c. placed out of sight, and d. required distribution of fire extinguishers is maintained

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27 FLIGHT CONTROLS			
1. Trim Tab Indicator (Roll and Yaw)	C	1	0 <ul style="list-style-type: none"> ◆ May be inoperative provided: <ul style="list-style-type: none"> a. Tab is visually checked for full range of operation <li style="text-align: center;">and b. Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection. <p>Note: Controls must be held in neutral position to determine tab settings.</p>
2. Pitch Trim Indicator	C	1	0 <ul style="list-style-type: none"> ◆ May be inoperative provided: <ul style="list-style-type: none"> a. Trim is visually checked for full range of operation <li style="text-align: center;">and b. Trim is positioned to take off position prior to each departure and verified by visual inspection.

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28 FUEL					
1. Low Fuel Level Caution Light	C	2	0	◆ Provided fuel quantity indicators are operative.	
2. Fuel Crossfeed Annunciator Light	C	2	0	◆ (O) May be inoperative provided: a. Proper operation of cross feed system is checked prior to takeoff. and b. both fuel pressure annunciator lights (L/R FUEL PRESS) are operative	
3. Single Point Pressure Filling System	D	1	0	◆	

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SYSTEM & SEQUENCE NUMBER			
29 HYDRAULIC			
1. Hydraulic Fluid Low Annunciator	C	1	0 ♦ (M) May be inoperative provided Hydraulic fluid level is verified prior to each departure.
2. Hydraulic Press Annunciator Light	C	1	0 ♦ May be inoperative provided Pressure Gauge Indicator is checked before flight and monitored during flight.

1. ITEM				
2. CATEGORY				
3. NUMBER INSTALLED				
4. NUMBER REQUIRED FOR DISPATCH				
SYSTEM & SEQUENCE NUMBER	5. REMARKS OR EXCEPTIONS			
30 ICE & RAIN PROTECTION				
1. Pitot Heater	B	2	1	<ul style="list-style-type: none"> ◆ One may be inoperative provided: <ul style="list-style-type: none"> a. Aeroplane is not operated in visible moisture with Outside Air Temperature (OAT) below +5°C and b. Aeroplane is not flown in known or forecast icing conditions. <p>Note: Pitot Heating System is required to be operative for RVSM operations</p>
2. Static Port Heater	B	2	0	<ul style="list-style-type: none"> ◆ May be inoperative provided: <ul style="list-style-type: none"> a. Aeroplane is not operated in visible moisture with Outside Air Temperature (OAT) below +5°C and b. Aeroplane is not flown in known or forecast icing conditions. <p>Note: Static Port Heating System is required to be operative for RVSM operations</p>
3. Pitot Heater Fail Annunciator Light	D	2	0	<ul style="list-style-type: none"> ◆ May be inoperative for VFR day only operations
	B	2	1	<ul style="list-style-type: none"> ◆ One may be inoperative provided: <ul style="list-style-type: none"> a. The relating pitot heater is checked to operate normally before each flight, and b. Flight is conducted in VMC conditions, and c. Aeroplane is not flown in known or forecast icing conditions
4. Alternate Static Port Heater	D	1	0	<ul style="list-style-type: none"> ◆ It may be inoperative


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5. REMARKS OR EXCEPTIONS					
SYSTEM & SEQUENCE NUMBER					
30 ICE & RAIN PROTECTION					
5. Fwd Wing Leading Edge Anti-ice System	C	2	0	◆	May be inoperative, in day time only, provided: a. Aeroplane is not operated in visible moisture with Outside Air Temperature (OAT) below +5°C and b. Aeroplane is not flown in known or forecast icing conditions.
6. Main Wing Anti-ice System (Automatic Control)	C	2	0	◆	May be inoperative, in day time only, provided: a. Aeroplane is not operated in visible moisture with Outside Air Temperature (OAT) below +5°C and b. Aeroplane is not flown in known or forecast icing conditions. or c. Only crew is on board, provided manual control system is operative.
7. Main Wing Anti-ice System (Manual Control)	C	2	0	◆	May be inoperative, in day time only, provided: a. Aeroplane is not operated in visible moisture with Outside Air Temperature (OAT) below +5°C and b. Aeroplane is not flown in known or forecast icing conditions.
8. Windshield Heating System (PRI and SEC)	C	2	1	◆	One may be inoperative provided flight is not conducted in known or forecast icing conditions and windshield demist diffuser is operative.

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4. NUMBER REQUIRED FOR DISPATCH				
5. REMARKS OR EXCEPTIONS				
SYSTEM & SEQUENCE NUMBER				
30 ICE & RAIN PROTECTION				
9. Engine Ice Vane	B	2	1	<ul style="list-style-type: none"> ◆ May be inoperative, in day time only, provided: <ul style="list-style-type: none"> a. Aeroplane is not operated in visible moisture with Outside Air Temperature (OAT) below +5°C and b. Aeroplane is not flown in known or forecast icing conditions.
10. Ice Detector	B	1	0	<ul style="list-style-type: none"> ◆ May be inoperative, in day time only, provided: <ul style="list-style-type: none"> a. Aeroplane is not operated in visible moisture with Outside Air Temperature (OAT) below +5°C and b. Aeroplane is not flown in known or forecast icing conditions.
11. AOA Transducer Heater	B	1	0	<ul style="list-style-type: none"> ◆ May be inoperative provided: <ul style="list-style-type: none"> a. Aeroplane is not operated in visible moisture with Outside Air Temperature (OAT) below +5°C and b. Aeroplane is not flown in known or forecast icing conditions. and c. Flight in VFR conditions
12. Ice Evidence Probe	B	1	0	<ul style="list-style-type: none"> ◆ May be missing for day VMC only, provided the aeroplane is not flown in known or forecast icing conditions.

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5. REMARKS OR EXCEPTIONS			
SYSTEM & SEQUENCE NUMBER			
30 ICE & RAIN PROTECTION			
13. Engine Inlet Deicing System (Timer Control)	B	2	1 ♦ One may be inoperative provided: a. Aeroplane is not operated in visible moisture with Outside Air Temperature (OAT) below +5°C and b. Aeroplane is not flown in known or forecast icing conditions.
14. Engine Inlet Deicing System (Automatic Control)	C	1	0 ♦ May be inoperative provided Timer Mode Control is available
15. Oil Inlet Heating System	B	2	1 ♦ One may be inoperative provided: a. Aeroplane is not operated in visible moisture with Outside Air Temperature (OAT) below +5°C and b. Aeroplane is not flown in known or forecast icing conditions.


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3. NUMBER INSTALLED			
4. NUMBER REQUIRED FOR DISPATCH			
5. REMARKS OR EXCEPTIONS			
SYSTEM & SEQUENCE NUMBER			
31 INDICATING / RECORDING SYSTEM			
1. Electrical Digital Clock	C	2 0	◆ May be inoperative provided an accurate timepiece is operative on the flight deck indicating hours, minutes and seconds and is acceptable to the pilot
2. Engine Data Concentrator	B	2 1	◆ One may be inoperative provided that both Data Concentrator Units are operative

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5. REMARKS OR EXCEPTIONS			
SYSTEM & SEQUENCE NUMBER			
32 LANDING GEAR			
1. Steering System	B	1	0 ♦ (M)

SYSTEM & SEQUENCE NUMBER	1. ITEM	2. CATEGORY	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH	5. REMARKS OR EXCEPTIONS
33 LIGHTS					
1. Cabin Lights	C	-	-		<ul style="list-style-type: none"> ◆ Some lights may be inoperative provided: <ul style="list-style-type: none"> a. Lighting is acceptable to the crew to perform required duties <li style="text-align: center;">and b. Cabin Entry-Crew/Emergency Lights are operative
2. Cockpit and Instrument Lighting Systems	B	-	-		<ul style="list-style-type: none"> ◆ May be inoperative provided that: <ul style="list-style-type: none"> a. Sufficient lighting is operative to make each required instrument, control and other device, for which it is provided, easily readable <li style="text-align: center;">and b. Lighting configuration at dispatch is acceptable to the flight crew <li style="text-align: center;">and c. Sufficient flight deck emergency lighting is operative
3. Taxi Light	C	1	0		◆ May be inoperative
4. Landing Lights	B	2	0		◆ Both may be inoperative for day operations
	B	2	1		◆ One may be inoperative for night operations provided taxi light is operative
5. Position Lights	C	4	0		◆ May be inoperative for day VMC operations


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4. NUMBER REQUIRED FOR DISPATCH				
5. REMARKS OR EXCEPTIONS				
SYSTEM & SEQUENCE NUMBER				
33 LIGHTS				
6. Ground Beacon Light	C	1	0	◆
7. Anti-collision Strobe Lights	B	2	2	◆
8. Recognition Light	C	1	0	◆
9. Wing Inspection Light	C	1	0	◆ May be inoperative provided another crew member is on board and a portable light of adequate capacity for wing and / or control surface inspection is available for night operations in icing conditions.
	C	1	0	◆ May be inoperative for day VMC operations.
10. Baggage Compartment Light	D	1	0	◆
11. Cabin Signs	C	1	0	◆ May be inoperative provided passengers are not carried
	C	1	0	◆ “No smoking” and “Fasten Seat Belt” signs may be inoperative and the affected passenger seat(s), cabin crew seat(s) or lavatory may be occupied provided: a. The Public Address System is operative and can be clearly heard throughout the cabin during flight and b. Flight crew verbally notify passengers when the seat belts must be fastened and smoking is prohibited

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2. CATEGORY					
3. NUMBER INSTALLED					
4. NUMBER REQUIRED FOR DISPATCH					
5. REMARKS OR EXCEPTIONS					
SYSTEM & SEQUENCE NUMBER					
34 NAVIGATION					
1. Copilot PFD	B	1	0	◆	May be inoperative for single pilot operations.
2. Copilot DCP	B	1	0	◆	May be inoperative for single pilot operations.
3. Air Data Computer (ADC)	B	2	1	◆	One may be inoperative for day VMC operations only
4. Radio Altimeter	C	1	0	◆	Note: It must be operative for Cat II operations
5. Mach/Airspeed on PFD	B	2	1	◆	One may be inoperative, for single pilot operations, provided the pilot's PFD airspeed tape is operative
6. Altimeter on PFD	B	2	1	◆	One may be inoperative for single pilot VFR operations only, in day VMC operations, provided the pilot's PFD altimeter tape is operative
7. Vertical Speed Indicator on PFD	C	2	1	◆	May be inoperative on right side PFD for single pilot operations.
8. Marker Beacon	D	2	0	◆	May be inoperative for VFR operations.
	B	2	0	◆	May be inoperative for IFR operations provided approach procedures on destination and on alternate aerodromes do not require marker fixes
					Note: One Marker Beacon must be operative for Cat II operations
9. ADF	B	1	0	◆	May be inoperative provided: a. Alternative approved navigational equipment is operative and b. ADF is not required for the route to be flown


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5. REMARKS OR EXCEPTIONS				
SYSTEM & SEQUENCE NUMBER				
34 NAVIGATION				
10. DME	B	1	0	<ul style="list-style-type: none"> ◆ May be inoperative provided: <ul style="list-style-type: none"> a. Alternative approved navigational equipment is operative <li style="text-align: center;">and b. The DME is not required for the planned route to be flown <p>Note: operators should consider if the in-flight failure of any FMS sensor allows safe navigation with the remaining serviceable sensors and equipment</p>
11. FMS	C	1	0	<ul style="list-style-type: none"> ◆ May be inoperative provided the planned routes to be flown do not require its use
12. Transponder (Modes A/C and S)				
Mode A/C	C	2	1	<ul style="list-style-type: none"> ◆ One may be inoperative if second optional Transponder is operative
	A	-	0	<ul style="list-style-type: none"> ◆ May be inoperative for VFR operations, over routes navigated by reference to visual landmarks, provided that agreement can be obtained from all ATC authorities along the route or any planned diversion, to a place where it can be repaired. <p>Note: Mode C Transponder is required to be operative for RVSM operations</p>


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3. NUMBER INSTALLED				
4. NUMBER REQUIRED FOR DISPATCH				
5. REMARKS OR EXCEPTIONS				
SYSTEM & SEQUENCE NUMBER				
34 NAVIGATION				
Enhanced Mode S Transponder	D	2	1	◆ One may be inoperative if second optional Transponder is operative
	C	-	0	◆ May be inoperative provided permission is obtained from the Air Navigation Service Provider when required for the intended route
Enhanced Surveillance Capability	D	-	0	◆ Downlinked Aeroplane Parameters, which provide Enhanced Surveillance, may be inoperative when not required for the intended route
13. Weather Radar	C	1	0	◆ May be inoperative provided the weather reports of forecast available to the crew indicate that cumulo-nimbus clouds or potentially hazardous weather conditions, which could be detected by the system when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom
14. Navigation Equipment (VOR)	C	2	1	◆ One may be inoperative provided ADF and DME and FMS are operative. Note: Operators should consider if the in-flight failure of any FMS sensor allows safe navigation with the remaining serviceable sensors and equipment
15. Navigation Equipment (ILS)	C	2	1	◆
	D	2	0	◆ May be inoperative for VFR operations.
	B	2	0	◆ May be inoperative for IFR operations, provided approach minima do not require their use Note: Two ILS must be operative for Cat II operations


	1. ITEM			
SYSTEM & SEQUENCE NUMBER	2. CATEGORY			
	3. NUMBER INSTALLED			
	4. NUMBER REQUIRED FOR DISPATCH			
	5. REMARKS OR EXCEPTIONS			
34 NAVIGATION				
16. Flight Director	C	2	0	◆ Two pilot operations only Note: Both Flight Directors must be operative for Cat II operations
17. Altitude Alerting System	B	-	0	◆ (O) May be inoperative provided an autopilot with altitude hold is operative. Note: Altitude alerter must be operative for RVSM operations
18. Attitude Indicator				
Single pilot operations	A	2	0	◆ May be inoperative on pilot's and copilot's PFD for two calendar days, in day VFR only, provided the Standby Attitude Indicator is operative
Two pilot operations	B	2	1	◆ One may be inoperative on one PFD for day VMC only, provided the Standby Attitude Indicator is operative
19. Standby Attitude Indicator	B	1	0	◆ May be inoperative for day VMC only, provided both attitude sources are operative
20. Magnetic Compass	B	1	0	◆ May be inoperative provided both stabilised direction sources are operative
21. SAT indicator	C	2	0	◆ May be inoperative on MFD provided that it is displayed on FMS CDU

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5. REMARKS OR EXCEPTIONS				
SYSTEM & SEQUENCE NUMBER				
34 NAVIGATION				
22. Stabilised Direction Indicator				
Single pilot operations				
AHRS with automatic slaving	C	2	1	◆
Two pilot operations				
AHRS with automatic slaving	B	2	1	◆ One may be inoperative for day VMC only, provided: a. A stabilised heading indication is operative on each pilot's PFD panel and b. The Standby compass is operative
23. TCAS (if installed)	D	1	0	◆ Note: The system is optional
24. TAWS (if installed)	D	1	0	◆ Note: The system is optional

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4. NUMBER REQUIRED FOR DISPATCH				
5. REMARKS OR EXCEPTIONS				
SYSTEM & SEQUENCE NUMBER				
35 OXYGEN				
1. Passenger Oxygen Masks	C	-	0	◆ Individual masks may be inoperative or missing provided the associated seat is unoccupied
	C	-	0	or ◆ Maximum altitude is limited to an altitude pressure of 10.000 ft
2. Toilet Compartment – Passenger Masks	B	-	0	◆ May be inoperative provided the associated seat is unoccupied and the partition door is closed and tagged “Use of toilet not allowed”
3. External Oxygen Pressure Indicator	B	1	0	◆ May be inoperative provided cockpit oxygen pressure gauge is operative

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3. NUMBER INSTALLED			
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5. REMARKS OR EXCEPTIONS			
SYSTEM & SEQUENCE NUMBER 45 CENTRAL MAINTENANCE SYSTEM 1. Maintenance Diagnostic Computer (MDC)	C	1	0 ♦

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4. NUMBER REQUIRED FOR DISPATCH			
5. REMARKS OR EXCEPTIONS			
SYSTEM & SEQUENCE NUMBER 73 ENGINE FUEL & CONTROL 1. Fuel Flow Indicator	C	2	1
♦ One may be inoperative provided: <ul style="list-style-type: none"> a. Fuel quantity system is operative <li style="padding-left: 20px;">and b. All other engine instruments are operative 			

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4. NUMBER REQUIRED FOR DISPATCH			
5. REMARKS OR EXCEPTIONS			
SYSTEM & SEQUENCE NUMBER			
79 ENGINE			
1. Oil Pressure Indicator Light (Annunciator Panel)	B	2	0 ♦ May be inoperative provided corresponding oil pressure indication on MFD is monitored.
2. Oil Temperature Indicator Light (Annunciator Panel)	B	2	0 ♦ May be inoperative provided corresponding oil temperature indication on MFD is monitored.

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Appendix A – Suggested Maintenance & Operational Procedures

21-8 Maintenance Procedure – ATA100 Chapter 36-11-00:

To ensure that the failure is limited to seals and that it does not affect other equipment which could affect the aeroplanes operations.

1. Refer to AMM Chapter 52-00-00 and remove the trim panel which covers the door seal inflation system. Inspect the inflating valves for general condition and proper installation.
2. Refer to AMM Chapter 71-00-00 and perform a one-engine ground run at F.I.
3. Refer to AMM Chapter 36-11-00 Page Block 200 Figure 201 (Sheet 1) and verify that the air flows through the door inflation hoses (identified with “OUTLET” in Figure 200). If this test is positive shut down the engine and skip to step (6).
4. Shut down the engine.
5. If no airflow passes through both the door inflating hoses, a damage of the door inflation system is assumed and no flight is permitted until its identification and rectification.
6. Install the previously removed trim panel.
7. Apply a tag to the door internal handle to remind the operator the applicable limitations.


21-9 Maintenance Procedure – ATA100 Chapter 21-40-00:

To ensure that when the Freon Air Conditioning System is inoperative, no electrical power is supplied to the unit.

Note: If the system remains operative after the cockpit control has been switched off, start the procedure with step (1), otherwise skip to step (4).

1. Gain access to the compressor / condenser unit installed in baggage compartment area.
2. Disconnect the mating connector in the wiring harness which supplies the electrical power to the unit and carefully secure it to prevent any hazard.
3. Install the panels previously removed in the step (1).
4. Pull out the CB’s labeled “LH/RH COOL INTLK” located in the Main Junction Box circuit breaker panel.
5. Pull out the CB labeled “COOL PWR” located in the copilot circuit breaker panel and apply a tie-rop.
6. Tag the AIR COND switch located in the copilot switch panel to inform that the cooling system is inoperative.

Note: In case that the failure is related only to the cockpit blower or to the cabin blower, tag the relevant switch in the copilot switch panel to inform that the blower is inoperative.

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22-1 Maintenance Procedure – ATA100 Chapter 22-10-00:

To ensure that the autopilot is fully disengaged and no electrical or mechanical fault exists that will have an adverse effect on any flight control function.

1. Pull out the circuit breakers labeled “AP SERVO ELEV” and “A/P SERVO AIL/RUD” located on the flight compartment LH CB panel (pilot) and apply respectively a tie-rop each.
2. With the electrical /avionics system powered and trim surfaces at the neutral position, verify that the primary flight controls (all three axes) are free to move over their complete travel without exhibiting any roughness or abnormal stops.
3. Perform a complete movement of the longitudinal trim surface by selecting the PITCH TRIM switch to SEC in order to verify its proper operation.
4. Tag A/P to inform that autopilot/flight guidance system is inoperative.

22-2 Maintenance/Operating Procedure – ATA100 Chapter 22-10-00

To ensure that the Yaw Damper can be disengaged and no fault exists that will have an adverse effect on Yaw flight control function.


1. Apply a label “AT ANY AP ENGAGE, YD MUST BE DISENGAGED”,
2. Perform the following procedure before Taxi, after the Approach Mode Checks [AFM – Section 4 – § 4.2.4 point 39.(h)]:
 - a) Engage the Autopilot and disengage the Yaw Damper
 - b) Check that green YD annunciation on PFDs turns yellow flashing for 5 seconds and then OFF.
 - c) Verify that Elevator and Aileron Primary Flight Controls are controlled by the relevant Autopilot servos.
 - d) Verify that Rudder pedals are free to move on their complete travel without exhibiting any roughness or abnormal stops.
 - e) Disengage the Autopilot.

24-1 Maintenance Procedure – ATA100 Chapter 24-30-00:

To verify if the LH or RH Generator Annunciator is failed.

Warning: In case of “L/R GEN” Annunciators illuminate during the following lamp test of step (1), an extensive troubleshooting of the D.C. Generation System must be performed to detect and recover the failure prior to the next flight.

1. Perform the annunciator panel lamp test to verify that “L (or R) GEN” annunciation is failed.
2. Tag the MFD to inform that L (or R) GEN annunciation is inoperative.

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28-2 Operating Procedure – ATA100 Chapter 28-00-00

To verify that the fuel crossfeed system is operative

Starting condition: MAIN and ST BY PUMPS ON on each side;
Perform the following procedure:

1. Switch OFF the Right MAIN and ST BY pumps.
2. Verify that R FUEL PRESS light located on the Annunciator panel lits on.
3. Open the CROSSFEED valve (CROSSFEED switch in horizontal position).
4. Verify that R FUEL PRESS light located on the Annunciator panel comes off.
5. Close the CROSSFEED valve (CROSSFEED switch in vertical position).
6. Verify that R FUEL PRESS light located on the Annunciator panel lits on again.
7. Switch ON the Right MAIN and ST BY pumps.
8. Verify that R FUEL PRESS light located on the Annunciator panel comes off.

29-1 Maintenance Procedure – ATA100 Chapter 29-11-00:

To verify the proper hydraulic fluid level.

1. Refer to AMM Chapter 12-10-01 Page Block 300 and perform the Hydraulic Package filling procedure.

32-1 Maintenance Procedure – ATA100 Chapter 32-60-00:

Procedure to make sure that the steering is fully disengaged.

1. Verify that the steering disconnecting lever is connected.
2. Verify that the steering system is switched OFF.
3. Remove the CB NOSE STRG located on the LH CB PANEL (pilot).
4. Switch ON the hydraulic power and verify that the steering is at neutral position (Anti-Shimmy) and that it isn't possible to steer the nose wheels.
5. Connect the tow bar to the nose landing gear.
6. With rudder pedals centered, slightly moving the tow bar by hand, verify that it is possible to move the nose wheels to the left side and to the right side (the steering system is in anti-shimmy condition).
7. Apply a label: "STEERING SYSTEM INOPERATIVE".
8. During taxi steer the aeroplane using the brakes.

34-17 Operating Procedure – ATA100 Chapter 34-15-00:

To provide an alternate procedure to capture and track Flight Level assigned by ATC when Altitude Preselector is inoperative

1. Engage the Autopilot and select a vertical mode as desired.
2. Monitor the barometric altitude with particular care when within 1.000 ft of target Flight Level.
3. When altitude is within 250 ft of target Flight Level reduce the Vertical speed to less than 500 ft/min.
4. When the altitude is at target Flight Level, select Altitude Hold mode.
5. Check that AP maintain the desired Flight Level ± 50 ft.