



PC-12 SERIES AIRPLANE MASTER MINIMUM EQUIPMENT LIST (MMEL)

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This Master Minimum Equipment List (MMEL) is issued by Pilatus Aircraft Ltd. at the above revision and is approved by the European Aviation Safety Agency (EASA) as the basis for the preparation and approval of individual operator's Minimum Equipment List (MEL) for aircraft of this model, as certified by and operated under the jurisdiction of EASA Member States' national authorities.

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LIST OF EFFECTIVE PAGES

Section	Page No	Revision No	Applicability
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All pages are issued at issue 1 revision 1 dated November 02/2016

GENERAL

Not applicable

ITEM LIST

Items marked (***) may be implemented depending on aircraft configuration.



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LOG OF REVISIONS

ORIGINAL ISSUE: December 14/2015

The original issue of this document has been approved under EASA Approval Number 10056003 dated December 14/2015.

REVISION: Issue 1 Revision 1, dated November 02/2016

Revision 1 of this document is approved under EASA Approval Number 10058440 dated November 02/2016.

Purpose of revision:

To include several new items and amend previous ones. All changes are marked with a revision bar. Furthermore, not recorded amendments to the layout have been done.

GENERAL

Not applicable

ITEM LIST

Not applicable



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CHANGE HIGHLIGHTS OF ISSUE 001 REVISION 01

Page No.	Paragraph No.	Description of Changes
11	-	List of Effective Pages updated to reflect Issue 001 Revision 01.
13	-	Log of Revision updated to reflect Issue 001 Revision 01.
15-18	-	Change Highlights Issue 001 Revision 01 added.
28	21-30-02D	Effectivity added.
28	21-30-03A	Maintenance Procedure (M) added.
29	21-30-04B	Maintenance Procedure (M) added.
29	21-30-05A	Maintenance Procedure (M) added.
29	21-30-06A	Maintenance Procedure (M) added.
30	21-30-10	Emergency dump function added.
30	21-30-20	ECS ground mode function added.
30	21-30-30	Cabin temperature indication added.
32	21-40-01-3	Auxiliary electric battery heater system added.
32	21-40-01-4	Auxiliary electric engine heater system added.
32	21-40-01-5	Electric foot warmer system added.
32	21-50-01A	Editorial change only.
33	21-90-10	ATA 21 CAWS annunciators (MSN 101-888) added.
33	21-90-10-1	CAB PRESS annunciator (CAWS) added.
33	21-90-10-2	ECS annunciators (CAWS) added.
33	21-90-10-3	COOL annunciator (CAWS) added.
34	21-90-20	ATA 21 CAS messages (MSN 1001 and up) added.
34	21-90-20-1	CPCS fault message (White) (CAS) added.
35	22-10-02A	Quantity added (One).
36	22-10-04A	Rectification Interval changed from "-" to "A".
36	22-90-10	ATA 22 CAWS Annunciators (MSN 101-888) added.

Page No.	Paragraph No.	Description of Changes
36	22-90-10-1	A/P DISENG annunciator (CAWS) added.
37	22-90-10-2	A/P TRIM annunciator (CAWS) added.
39	23-11-02	Selective call system (SELCAL) added.
40	23-50-01	Oxygen mask microphone added.
40	23-60-01	Static dischargers added.
40	23-60-01-1	Static dischargers for MSN 101-180 without SB 23-001 added.
42	23-60-01-2	Static discharger for MSN 181 and up and MSN 101-180 with SB 23-001 added.
43	24-30-01	Generator 2 added.
43	24-30-02	Battery 2 added.
44	24-51-01	AC Inverter added.
44	24-52-01	Emergency power supply (EPS) system added.
45	24-90-10	ATA 24 CAWS annunciators (MSN 101-888) added.
45	24-90-10-1	INVERTER annunciator (CAWS) added.
47	25-10-01	Cockpit sun-visors added.
49	25-20-01	Storage cabinets/wardrobe added.
52	25-21-01-5	Editorial change only.
53	25-40-01	Previous paragraph no. 25-40-40 has been renumbered to 25-40-10.
53	25-50-01	Cargo restraint system added.
54	25-62-01A	“Number required for dispatch” changed from “-“ to “1”.
54	25-62-01B	Deleted.
59	27-15-01	Aileron trim added.
61	27-90-10	ATA 27 CAWS annunciators (MSN 101-888) added.
61	27-90-10-1A	STAB TRIM annunciator (CAWS) added.
64	28-40-02	Fuel flow/Fuel used system added.

Page No.	Paragraph No.	Description of Changes
64	28-90-10	ATA 28 CAWS annunciators (MSN 101-888) added.
64	28-90-10-1	R FUEL LOW and L FUEL LOW annunciators added.
65	28-90-20	ATA 28 CAS messages (MSN 1001 and up) added.
65	28-90-20-1	FCMU fault message (White) (CAS) added.
65	28-90-20-2	Low LVL Sense fault message (White) (CAS) added.
67	30-00-01	Inertial separator added.
68	30-00-02	Inertial separator - Position indicating system renumbered from 30-00-01 to 30-00-02.
73	31-31-01	Lightweight data recorder added.
74	31-90-20	ATA 31 CAS messages (MSN 1001 and up) added.
74	31-90-20-1	ACMF Logs Full (Cyan) (CAS) added.
74	31-90-20-2	AMF Logs >80% Full (Cyan) (CAS) added.
74	31-90-20-3	Engine Logs Full (Cyan) (CAS) added.
74	31-90-20-4	Engine Logs >80% Full (Cyan) (CAS) added.
78	33-42-02	Red flashing beacons added.
79	33-45-01	Taxi lights added.
80	33-46-01	Recognition lights added.
80	33-47-01	Logo lights added.
84	34-15-02	Altitude pre-select (MSN 1001 and up) added.
84	34-15-03	Radar altimeter (***) renumbered from 34-15-02 to 34-15-03.
86	34-20-02B	Editorial change only.
89	34-41-01	Added proviso for NCO per GM (was erroneously omitted).
91	34-50-01	Flight management system (FMS) added.
91-92	34-50-01-1	Navigation databases added.

Page No.	Paragraph No.	Description of Changes
96	34-90-20	ATA 34 CAS messages (MSN 1001 and up) added.
96	34-90-20-1	AGM 2/FMS 1 GFP Inop (White) (CAS) added.
96	34-90-20-2	AGM 1 DB error or AGM 2 DB error (White) (CAS) added.
96	34-90-20-3	AGM 1+2 DB error (White) (CAS) added.
97	34-90-20-4	AGM 1 DB Old or AGM 2 DB Old (White) (CAS) added.
97	34-90-20-5	AGM 1+2 DB Old (White) (CAS) added.
99	35-10-01-1A	“Number required for dispatch” changed from “-“ to “0”.
99	35-10-01-3A	“Number required for dispatch” changed from “-“ to “0”.
100	35-20-01-1	Passenger service units added.
101	45-10-01	Central maintenance computer (MSN 1001 and up) added.
103	46-10-01	Modular avionics unit (MAU) (MSN 1001 and up) added.
103	46-10-01-1	Actuator input/output processor (AIOP) module channels added.
103	46-10-01-2	Advanced graphics module (AGM) channels added.
104	46-20-01	Display units (MSN 1001 and up) added.
104	46-20-01-1	Four display configuration (***) added.
104	46-20-01-2	Three display configuration added.
105	46-30-01	Multi-function controller (MFC) (MSN 1001 and up) added.
105	46-30-01-1	MFC Shortcut control keys added.
105	46-30-01-2	MFC secure digital data card slot added.
106	46-30-01-3	MFC joystick added.
106	46-30-01-4	MFC DETAIL and ENT keys added.
106	46-30-01-5	MFC arrow keys added.
107	46-30-01-6	MFC PAGE and MFD keys added.
107	46-30-01-7	MFC alphanumeric keys added.
108	46-30-01-8	MFC weather radar control device added.
108	46-31-01	Cursor control device added.
108	46-32-01	Wireless data loading/downloading system (***) added.
109	52-20-01	Cabin door seal added.
109	52-20-02	Cargo door seal added.
109	52-20-03	Emergency exit seal added.

Page No.	Paragraph No.	Description of Changes
110	52-30-01	Cargo door closing mechanism (electric motor) added.
110	52-30-02	Cargo door opening mechanism (gas strut) added.
111	56-20-01	DV-window seal added.
113	77-10-01	Engine trend monitoring system added.
113	77-90-20	ATA 77 CAS messages (MSN 1001 and up) added.
113	77-90-20-1	No engine trend store (White) (CAS) added.



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PREAMBLE

Introduction

The following is applicable for operators under European air operation regulations (Part-CAT, Part-NCO, Part-SPO). Paragraph 1.c.2 of Annex I to Article 5 (Essential requirements for airworthiness) of Regulation (EC) No 216/2008 (hereinafter referred to as the 'Basic Regulation') requires that all equipment installed on an aeroplane required for type certification or by operating rules shall be operative. However, paragraph 2.a.3 of Annex IV to Article 8 (Essential requirements for air operations) of the Basic Regulation also allows the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interest of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aeroplanes, operation of every system or installed items may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

Purpose and limitations

This Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder or the Supplemental Type Certificate Holder and approved by the Agency. This MMEL includes those items related to airworthiness and air operations regulations, and other items the Agency 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. In order to maintain an acceptable level of safety, the MMEL establishes limitations on the duration of and conditions for operation with inoperative items. Unless specifically permitted by this MMEL, an inoperative item may not be removed from the aeroplane.

Utilisation

The MMEL is the basis for the development of the individual operator's MEL which takes into consideration the operator's particular aeroplane equipment configuration and operational conditions.

An operator's MEL may differ in format from the MMEL, but shall not be less restrictive than the MMEL. The individual operator's MEL, when approved or declared as applicable, allows operation of the aeroplane with inoperative items for a certain period of time until rectification can be accomplished.

The MEL cannot deviate from Airworthiness Directives or any other additional mandatory requirements. It is important to remember that all items related to airworthiness and operational regulations of the aeroplane not listed on the MMEL shall be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as prescribed in this MMEL shall be specified in the MEL to ensure that an acceptable level of safety is maintained. It is important that rectifications be accomplished at the earliest opportunity.

When an item is discovered to be inoperative, it is reported by making an entry in the continuing airworthiness record system or the operator's technical log as applicable. Following sufficient fault

identification, the item is then either rectified or may be deferred following the MEL or other approved means of compliance acceptable to the competent authority and the Agency 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 inoperative.

Prior to operation, any inoperative item should be made known to the crew in accordance with the continuing airworthiness requirements. For commercial air transport, acceptance by the crew is required.

Operators shall establish a controlled and sound rectification programme including the parts, personnel, facilities, procedures and schedules to ensure timely rectification.

Operators should include guidance in the MEL to deal with any failures which occur between the commencement of the flight and the start of the take-off.

When developing the MEL, compliance with the stated intent of the preamble, definitions and the conditions and limitations specified in this MMEL is required.

Multiple inoperative items

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 items shall 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 aeroplane operation and crew workload shall be considered.

Rectification intervals

For commercial operations under Part-CAT or Part-SPO, the operators may be allowed by their competent authority a one-time extension of the applicable rectification intervals B, C or D for the same duration as that specified in their MEL.

This extension policy is only applicable when the applicant has taken it into account during the development of this document.

For operations under Part-NCO, the rectification intervals indicated in the item list are only recommended and should be taken as guidelines as the maximum period of time during which an item would remain inoperative. It is important that repairs be accomplished at the earliest opportunity.

Definitions and explanatory notes

- (a) The systems in the MMEL are described and identified in accordance with the numbering system used in the aeroplane manufacturer's documentation.
- (b) The MMEL item list provides the list of pieces of equipment/system/function which may be inoperative prior to dispatch. Items are gathered by relevant chapter and provided under a table format. The structure of the MMEL item list table is as follows:

- (1) **System and sequence numbers item** — column No 1 — details equipment, system, component or function listed.

The applicability for each item may vary based on the type of operation, and is given, when needed, as follows:

(CAT): for Commercial Air Transport, regulated by Part-CAT;

(SPO): for Specialised Operations, regulated by Part-SPO;

(NCO): for Non-Commercial Operations, regulated by Part-NCO; and

(ALL): for all above types of operations.

- (2) **Rectification interval** — column No 2 — Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators:

Category A

No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the MMEL.

Where a time period is specified in days, the interval excludes the day of discovery.

Where a time period is specified in other than days, it shall start at the point when the defect is deferred in accordance with the operator's approved MEL.

Category B

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

Category C

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

Category D

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

- (3) **Number installed** — column No 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 or not applicable, a number is not required; a '-' is then inserted.

Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed, if applicable.

- (4) **Number required for dispatch** — column No 4 — is the minimum number (quantity) of items required for operation provided the conditions specified are met. Should the number be a variable or not applicable, a number is not required; a ‘-’ is then inserted.

Where the MMEL shows a variable number required for dispatch, the MEL should reflect the actual number required for dispatch, as applicable, or an alternate means of configuration control approved by the competent authority.

- (5) **Remarks or exceptions** — column No 5 — include statements either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations), notes, (M) and/or (O) symbols, as appropriate for such operation.

‘**(M)**’ 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 authorised to perform certain functions. 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 MEL or other documentation, endorsed by the operator and made available to the person(s) authorised to perform the task(s).

‘**(O)**’ indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flight crew, however, other personnel may be qualified and authorised 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 MEL or other documentation, endorsed by the operator and made available to the person(s) authorised to perform the task(s).

‘**Notes**’ provide additional information for flight crew or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the dispatch conditions.

Placarding: each inoperative item must be placarded, as applicable, to inform and remind crew members and maintenance personnel of the items’ condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected, however, unless otherwise specified, placard wording and location will be determined by the operator. These placards do not relieve the operator from the obligation of writing an inoperative item entry into the appropriate document, such as a logbook.

- (c) A vertical bar (change bar) in the margin indicates a modification in the adjacent text for the current revision of that section only. The change bar is dropped at the next revision of that page.
- (d) Applicability: when a variant of page is required for certain aeroplanes, the special applicability is indicated at the lower part of the relevant page as well as in the list of effective pages.
- (e) Definitions for the purpose of this MMEL:

‘**Aeroplane Flight Manual (AFM)**’ is the document required for type certification and approved by the Agency.

‘Alternate procedures are established and used’ or similar statement, shall be taken to mean that alternate procedures (if applicable) to the affected process must be drawn up by the operator as part of the MEL approval process, so that they have been established before the MEL document has been approved. Such alternate procedures are normally included in the associated operations (O) procedure.

‘Any in excess of those required by regulations’ means that the item required by applicable legislation (e.g. Regulation Air Operations, Single European Sky legislation or applicable airspace requirements) must be operative, and only excess equipment may be inoperative. When the item is not required, it may be inoperative for the time specified by its rectification interval category. Whenever this condition is used in the MMEL, the applicable regulations for the intended flight routes and the resulting dispatching restrictions need to be clarified at operator’s MEL level.

‘As required by (operational) regulations’ means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the applicable legislation (Regulation Air Operations, Single European Sky legislation or applicable airspace requirements). When the item is not required, it may be inoperative for the time specified by its rectification interval category.

‘Calendar day’: a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator. All calendar days are considered to run consecutively.

‘Commencement of flight’ is the point when an aeroplane begins to move under its own power for the purpose of preparing for take-off.

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

‘Daylight’ corresponds to the period between the beginning of morning civil twilight and the end of evening civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate authority.

‘Day of discovery’ means the calendar day that a malfunction was recorded in the aeroplane maintenance record/logbook.

‘Flight’ (for the purposes of this MMEL): a flight is the period of time between the moment when an aeroplane begins to move by its own means, for the purpose of preparing for take-off, until the moment the aeroplane comes to complete stop on its parking area, after the first landing.

‘Icing conditions’ means an atmospheric environment that may cause ice to form on the aeroplane or in the engine(s) as defined in the AFM.

‘If installed’ means that the item is either optional or is not required to be installed on all aeroplanes covered by the MMEL.

‘Inoperative’ means that the item does not accomplish its intended purpose or does not consistently function within its approved operating limits or tolerances.

‘Intended flight route’ corresponds to any point on the route, including diversions to reach alternate aerodromes required to be selected by the operational rules.

‘Is not used’ in the dispatch conditions, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL ‘is not used’. In such cases, crew members should not activate, actuate, or otherwise utilise that item under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operations-related

provisions, (O) procedures and rectification interval must be complied with. An additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crew members that an item is not to be used under normal operations.

'Item' means component, instrument, equipment, system, or function.

'Master Minimum Equipment List (MMEL)' means a document approved by the Agency that establishes the aeroplane items allowed to be inoperative under conditions specified therein for a specific type of aeroplane.

'Minimum Equipment List (MEL)' means a document approved by or declared to the competent authority, as applicable, that authorises an operator to dispatch an aeroplane with aeroplane items inoperative under the conditions specified therein.

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

ITEM LIST

ATA CHAPTER: 21 Air conditioning		PAGE: 21-1		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
			(5) Remarks or exceptions	
21-10-01 Air cycle system				
21-10-01A (ALL)	C	1	0	(0) May be inoperative provided: <ul style="list-style-type: none"> (a) Flight is conducted unpressurised, (b) ECS or ACS (as applicable) Emergency Shut Off Lever is pulled, (c) ambient conditions allow acceptable cockpit/cabin temperatures, and (d) the regulations requiring oxygen use are complied with.
21-20-01 Fresh air ventilation outlets				
21-20-01A (ALL)	C	–	1	Any in excess of one may be inoperative provided the supply of fresh air is acceptable to the flight crew.

ATA CHAPTER: 21 Air conditioning				PAGE: 21-2	
(1) System & sequence numbers item		(2) Rectification interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or exceptions			
<p>21-30-01 Cabin pressurisation system</p>					
21-30-01A	(CAT) (MSN 101 - 888)	C	1	0	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> (a) the Safety valve is removed, (b) flight is conducted unpressurised, and (c) the regulations requiring oxygen use are complied with.
21-30-01B	(NCO/SPO) (MSN 101 - 888)	D	1	0	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> (a) the Safety valve is removed, (b) flight is conducted unpressurised, and (c) the regulations requiring oxygen use are complied with.
(continued)					

ATA CHAPTER: 21 Air conditioning				PAGE: 21-3	
(1) System & sequence numbers item		(2) Rectification interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or exceptions			
(continued)					
21-30-01C	(CAT) (MSN 1001 and up)	C	1	0	(O) May be inoperative provided: (a) flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with.
21-30-01D	(NCO/SPO) (MSN 1001 and up)	D	1	0	(O) May be inoperative provided: (a) flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with.
21-30-02 Pressurisation safety valve					
21-30-02A	(CAT) (MSN 101 - 888)	C	1	0	<u>Note:</u> Up to MSN 888: Safety valve. MSN 1001 and up: Pressure relief valve (PRV). (M)(O) May be inoperative provided: (a) the Safety valve is removed, (b) flight is conducted unpressurised, and (c) the regulations requiring oxygen use are complied with.
21-30-02B	(NCO/SPO) (MSN 101 - 888)	D	1	0	(M)(O) May be inoperative provided: (a) the Safety valve is removed, (b) flight is conducted unpressurised, and (c) the regulations requiring oxygen use are complied with.
(continued)					

ATA CHAPTER: 21 Air conditioning				PAGE: 21-4	
(1) System & sequence numbers item		(2) Rectification interval			
		(3) Number installed		(4) Number required for dispatch	
				(5) Remarks or exceptions	
(continued)					
21-30-02C	(CAT) (MSN 1001 and up)	C	1	0	(O) May be inoperative provided: (a) flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with.
21-30-02D	(NCO/SPO) (MSN 1001 and up)	D	1	0	(O) May be inoperative provided: (a) flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with.
21-30-03 Cabin altitude indicator					
21-30-03A	(ALL)	D	1	0	(M)(O) May be inoperative provided: (a) the flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with.
21-30-04 Cabin altitude warning system					
21-30-04A	(ALL)	C	1	0	May be inoperative provided the flight is not conducted above 10 000 feet MSL.
(continued)					

ATA CHAPTER: 21 Air conditioning		PAGE: 21-5		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
(continued)				
21-30-04B (ALL)	D	1	0	(M)(O) May be inoperative provided: (a) the flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with.
21-30-05 Cabin rate of climb indicator				
21-30-05A (ALL)	D	1	0	(M)(O) May be inoperative provided: (a) the flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with.
21-30-06 Differential pressure indicator				
21-30-06A (ALL)	D	1	0	(M)(O) May be inoperative provided: (a) the flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with.

ATA CHAPTER: 21 Air conditioning				PAGE: 21-6	
(1) System & sequence numbers item		(2) Rectification interval			
		(3) Number installed			(5) Remarks or exceptions
		(4) Number required for dispatch			
21-30-10 Emergency dump function					
21-30-10A	(ALL)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> (a) the flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with.
21-30-20 ECS ground mode function					
21-30-20A	(ALL)	D	1	0	May be inoperative.
21-30-30 Cabin Temperature Indication					
21-30-30A	(ALL)	C	1	0	May be inoperative.
21-40-01 Auxiliary heating system					
21-40-01-1 Secondary heating system (up to MSN 320)					
21-40-01-1A	(CAT/SPO)	C	2	1	Cabin or cockpit heater may be inoperative.
21-40-01-1B	(CAT/SPO)	C	2	0	Cabin and cockpit heater may be inoperative provided the flight is conducted at IOAT above -15°C.
(continued)					

ATA CHAPTER: 21 Air conditioning				PAGE: 21-7	
(1) System & sequence numbers item		(2) Rectification interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or exceptions			
(continued)					
21-40-01-1C	(NCO)	D	2	1	Cabin or cockpit heater may be inoperative.
21-40-01-1D	(NCO)	D	2	0	Cabin and cockpit heater may be inoperative provided the flight is conducted at IOAT above -15°C.
21-40-01-2 Secondary heating system (MSN 321 and up)					
21-40-01-2A	(CAT/SPO)	C	2	1	Cabin heater may be inoperative provided underfloor heater is operative.
21-40-01-2B	(CAT/SPO)	C	2	0	Cabin and underfloor heater may be inoperative provided the flight is conducted at IOAT above -15°C.
21-40-01-2C	(NCO)	D	2	1	Cabin heater may be inoperative provided underfloor heater is operative.
21-40-01-2D	(NCO)	D	2	0	Cabin and underfloor heater may be inoperative provided the flight is conducted at IOAT above -15°C.
(continued)					

ATA CHAPTER: 21 Air conditioning		PAGE: 21-8		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
(continued)				
21-40-01-3 Auxiliary electric battery heater system (*** - optional cold weather package)				
21-40-01-3A (ALL)	C	1	0	May be inoperative.
21-40-01-4 Auxiliary electric engine heater system (***)				
21-40-01-4A (ALL)	C	1	0	May be inoperative.
21-40-01-5 Electric foot warmer system (***)				
21-40-01-5A (ALL)	C	1	0	May be inoperative.
21-50-01 Vapour cycle cooling system (VCCS)				
21-50-01A (ALL)	D	-	0	May be inoperative.

ATA CHAPTER: 21 Air conditioning				PAGE: 21-9
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
21-90-10 ATA 21 CAWS Annunciators (MSN 101-888)				
21-90-10-1 CAB PRESS Annunciator (CAWS)				
21-90-10-1A (ALL)	C	1	0	May be inoperative provided the flight is conducted below 10 000 feet MSL, MEA and MOCA allowing.
21-90-10-2 ECS Annunciator (CAWS)				
21-90-10-2A (ALL)	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> (a) the flight is conducted unpressurised, (b) ECS EMERGENCY SHUT OFF LEVER is pulled, and (c) the regulations requiring oxygen use are complied with.
21-90-10-3 Cool Annunciator (CAWS) (***)				
21-90-10-3A (ALL)	C	1	0	(O) May be inoperative.

ATA CHAPTER: 21 Air conditioning		PAGE: 21-10		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
		(4) Number required for dispatch		
			(5) Remarks or exceptions	
21-90-20 ATA 21 CAS Messages (MSN 1001 and up) 21-90-20-1 CPCS Fault message (White) (CAS) 21-90-20-1A (ALL)	C	-	-	May be displayed.

ATA CHAPTER: 22 Auto flight				PAGE: 22-1	
(1) System & sequence numbers item		(2) Rectification interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or exceptions			
22-10-01 Autopilot					
22-10-01A	(SPO/NCO)	C	1	0	(O) May be inoperative provided: (a) autopilot is deactivated, (b) AFM limitations are observed, and (c) operations do not depend upon its use.
22-10-01B	(CAT)	B	1	0	(O) May be inoperative provided: (a) autopilot is deactivated, (b) the flight is conducted under VFR for single pilot operations, (c) AFM limitations are observed, and (d) operations do not depend upon its use.
22-10-02 Autopilot disconnect functions - Quick release controls					
22-10-02A	(ALL) (MSN 101 – 888)	C	2	1	(O) One may be inoperative provided: (a) the operative one is on the pilot flying side, and (b) approach and landing minima do not require use of the autopilot.
22-10-02B	(ALL)	B	2	0	May be inoperative provided autopilot is not used (refer to item 22-10-01).

ATA CHAPTER: 22 Auto flight		PAGE: 22-2		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
22-10-04 Yaw damper				
22-10-04A (ALL)	A	1	0	May be inoperative provided autopilot is not used (refer to item 22-10-01). <u>Note:</u> For MSN 1001 and up, above FL200 the aircraft must be flown only in balanced flight (slip ball centred +/- 1 ball).
22-90-10 ATA 22 CAWS Annunciators (MSN 101-888)				
22-90-10-1 A/P DISENG Annunciator (CAWS)				
22-90-10-1A (SPO/NCO)	C	1	0	May be inoperative provided autopilot is not used.
22-90-10-1B (CAT)	B	1	0	May be inoperative provided autopilot is not used.
22-90-10-2 A/P TRIM Annunciators (CAWS)				
22-90-10-2A (NCO/SPO)	C	1	0	May be inoperative provided autopilot is not used.
(continued)				

ATA CHAPTER: 23 Communications		PAGE: 23-1		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed		(4) Number required for dispatch	
			(5) Remarks or exceptions	
(continued)				
22-90-10-2B (CAT)	B	1	0	<p>May be inoperative provided autopilot is not used.</p> <p><u>Note:</u> A headset consists of a communication device which includes two earphones to receive and a microphone to transmit audio signals to the aeroplane's communication system.</p>
23-10-01 Headsets				
23-10-01A (NCO)	C	–	0	<p>May be inoperative or missing provided:</p> <p>(a) procedures do not depend on its use, and</p> <p>(b) audio over the cabin speaker is acceptable to the flight crew.</p>
23-10-01B (ALL)	D	–	–	<p>Any in excess of one for each flight crew member may be inoperative or missing.</p> <p><u>Note:</u> For interphone function refer to 23-40-01. For PA function refer to 23-30-01.</p>
23-10-02 Audio control panel				
23-10-02A (ALL)	D	–	–	<p>Any in excess of one for each flight crew member may be inoperative or missing.</p>

ATA CHAPTER: 23 Communications				PAGE: 23-2
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
23-10-03 Flight crew compartment speaker				
23-10-03A (ALL)	C	–	0	May be inoperative provided: (a) one headset is operative and used by each flight crew member, and (b) a spare operative headset is readily available in the flight crew compartment.
23-10-04 Handheld microphones				
23-10-04A (SPO/NC0)	C	2	0	May be inoperative provided one headset is operative and used by each flight crew member.
23-10-04B (CAT)	C	2	0	May be inoperative provided: (a) one headset is operative and used by each flight crew member, and (b) a spare operative headset is readily available in the flight crew compartment.
23-10-05 Yoke mounted push-to-talk switches				
23-10-05A (NC0)	D	2	0	May be inoperative provided the associated handheld microphone is operative.
(continued)				

ATA CHAPTER: 23 Communications		PAGE: 23-3		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
(continued)				
23-10-05B (SPO/CAT)	D	2	0	May be inoperative provided: (a) the flight is conducted under day VFR, and (b) associated handheld microphone is operative.
23-11-01 Long range communication systems				
23-11-01A (ALL)	D	–	–	Any in excess of those required may be inoperative.
23-11-02 Selective call system (SELCAL) (***)				
23-11-02A (ALL)	C	1	0	(0) May be inoperative provided alternate procedures are established and used.
23-11-02B (ALL)	D	1	0	May be inoperative provided procedures do not require its use.
23-12-01 VHF communication systems				
23-12-01A (ALL)	D	–	–	Any in excess of those required may be inoperative.

ATA CHAPTER: 23 Communications		PAGE: 23-4		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed		(4) Number required for dispatch	
			(5) Remarks or exceptions	
23-30-01 Public address system				
23-30-01A (ALL)	D	1	0	May be inoperative provided procedures do not depend upon its use.
23-30-01B (ALL)	C	1	0	(0) May be inoperative provided alternate procedures are established and used.
23-40-01 Flight crew interphone system				
23-40-01A (ALL)	D	–	–	Any in excess of those required may be inoperative.
23-50-01 Oxygen mask microphones				
23-50-01A (ALL)	C	2	1	One may be inoperative provided an operative mask microphone is available to the pilot. <u>Note:</u> Relief is only permissible for single-pilot operation.
23-60-01 Static dischargers				
23-60-01-1 (ALL) (MSN 101-180 without SB 23-001)				<u>Note:</u> No more than two of the provisos may be applied at any time.
(continued)				

ATA CHAPTER: 23 Communications		PAGE: 23-5			
(1) System & sequence numbers item		(2) Rectification interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or exceptions			
(continued)					
23-60-01-1A	Left winglet	C	3	2	One other than the outermost discharger on the left winglet may be inoperative or missing.
23-60-01-1B	Right winglet	C	3	2	One other than the outermost discharger on the right winglet may be inoperative or missing.
23-60-01-1C	Rudder	C	4	3	One other than the uppermost discharger on the rudder may be inoperative or missing.
23-60-01-1D	Left elevator	C	3	2	One other than the outermost discharger on the left elevator may be inoperative or missing.
23-60-01-1E	Right elevator	C	3	2	One other than the outermost discharger on the right elevator may be inoperative or missing.
(continued)					

ATA CHAPTER: 23 Communications		PAGE: 23-6			
(1) System & sequence numbers item	(2) Rectification interval				
	(3) Number installed			(4) Number required for dispatch	
				(5) Remarks or exceptions	
(continued)					
23-60-01-2 (ALL) (MSN 181 and up, and MSN 101-180 with SB 23-001)					
23-60-01-2A	Left winglet	C	2	1	One may be inoperative or missing.
23-60-01-2B	Right winglet	C	2	1	One may be inoperative or missing.
23-60-01-2C	Rudder	C	3	1	One or two may be inoperative or missing.
23-60-01-2D	Left elevator	C	2	1	One may be inoperative or missing.
23-60-01-2E	Right elevator	C	2	1	One may be inoperative or missing.

ATA CHAPTER: 24 Electrical		PAGE: 24-1		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
24-30-01 Generator 2				
24-30-01A (ALL)	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> (a) flight is conducted in VFR, (b) flight is not conducted in known or forecast icing conditions, and (c) it is not required by operating regulations.
24-30-02 Battery 2 (***)				
24-30-02A (ALL) (MSN 101-888)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> (a) Battery 1 is operative, (b) both generators are operative, and (c) it is not required by operating regulations.
24-40-01 External power system				
24-40-01A (ALL)	D	1	0	May be inoperative.

ATA CHAPTER: 24 Electrical				PAGE: 24-2
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
			(5) Remarks or exceptions	
24-51-01 AC Inverter (MSN 101-888)				
24-51-01A (ALL)	B	2	1	One may be inoperative provided autopilot is not required by operational regulations. <u>Note:</u> (a) Autopilot might be used. (b) Autopilot is required for RVSM operation. Both inverters must be operative.
24-52-01 Emergency power supply (EPS) system (***)				
24-52-01A (CAT)	C	-	0	May be inoperative for non-revenue flights.
24-52-01B (NCO/SPO)	C	-	0	May be inoperative.

ATA CHAPTER: 24 Electrical		PAGE: 24-3	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or exceptions		
<p>24-90-10 ATA 24 CAWS Annunciators (MSN 101-888)</p> <p>24-90-10-1 INVERTER Annunciator (CAWS)</p> <p>24-90-10-1A (ALL)</p>	C	1	0
	<p>(O) May be inoperative provided:</p> <p>(a) flight is conducted in VMC, and</p> <p>(b) both inverters are verified to be operative prior to each flight.</p> <p><u>Note:</u> During flight, an RMI flag may indicate a failure of the selected inverter. On the overhead panel, select the alternate inverter.</p>		



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ATA CHAPTER: 25 Equipment and furnishings				PAGE: 25-1
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
25-10-01 Cockpit sunvisors				
25-10-01A (ALL)	C	2	0	May be inoperative or missing provided there is no field of vision restriction for the flight crew.
25-11-01 Flight crew compartment seats				
25-11-01-1 Horizontal adjustment				
25-11-01-1A (ALL)	C	2	0	(M) May be inoperative provided: <ul style="list-style-type: none"> (a) the affected seat is secured and locked, (b) the position is acceptable to the flight crew member, and (c) the seat position when the seat is used allows a full travel of the flight controls. <p><u>Note:</u> No additional cushion(s) acceptable. Rudder pedal adjustment must be operative.</p>
(continued)				

ATA CHAPTER: 25 Equipment and furnishings				PAGE: 25-2
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
(continued)				
25-11-01-2 Vertical adjustment				
25-11-01-2A (ALL)	C	2	0	(M) May be inoperative provided: (a) the affected seat is secured or locked, (b) the position is acceptable to the flight crew member, and (c) the seat position when the seat is used allows a full travel of the flight controls. <u>Note:</u> No additional cushion(s) acceptable.
25-11-01-3 Other adjustments except horizontal, vertical and armrest adjustments				
25-11-01-3A (ALL)	C	–	0	(M) May be inoperative provided: (a) the affected seat is secured or locked, and (b) the position is acceptable to the flight crew member.
(continued)				

ATA CHAPTER: 25 Equipment and furnishings				PAGE: 25-3
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
25-11-01-4 Safety harnesses				
25-11-01-4A (ALL)	C	2	1	Right hand seat may be inoperative provided: <ul style="list-style-type: none"> (a) the flight is conducted in single pilot operations, and (b) the right hand seat is not occupied.
25-11-01-5 Armrest				
25-11-01-5A (ALL)	C	4	0	(M) May be inoperative provided: <ul style="list-style-type: none"> (a) it does not hinder emergency egress, and (b) it does not block access to the flight controls or restrict any other flight deck duties.
25-20-01 Storage cabinets/wardrobe (***)				
25-20-01A (ALL)	C	-	0	(M) May be inoperative provided: <ul style="list-style-type: none"> (a) the compartment is confirmed to be empty, (b) the compartment is secured closed, and (c) the compartment is placarded INOPERATIVE - DO NOT USE.

ATA CHAPTER: 25 Equipment and furnishings		PAGE: 25-4		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed		(4) Number required for dispatch	
			(5) Remarks or exceptions	
(continued)				
25-21-01 Passenger seats				
25-21-01A (ALL)	D	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> (a) inoperative seat does not block an emergency exit, (b) inoperative seat does not restrict any passenger from access to the aeroplane aisle, and (c) affected seat(s) are blocked and placarded 'DO NOT OCCUPY'. <p><u>Note:</u> A seat with an inoperative or missing restraint system is considered inoperative. On aft-facing seats the headrest must be operational.</p>
25-21-01-1 Recline functions				
25-21-01-1A (ALL)	D	-	-	(M) May be inoperative and seat occupied provided the seat is secured in the take-off and landing position.
25-21-01-1B (ALL)	C	-	-	May be inoperative provided the seat back is immovable in the take-off and landing position.
(continued)				

ATA CHAPTER: 25 Equipment and furnishings		PAGE: 25-5	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or exceptions		
(continued)			
25-21-01-2 Under seat baggage restraining bars/stowage drawers			
25-21-01-2A (ALL)	D	-	-
			May be inoperative or missing provided: <ul style="list-style-type: none"> (a) baggage is not stowed under associated seat, and (b) associated seat is placarded 'DO NOT STOW BAGGAGE UNDER THIS SEAT'.
25-21-01-3 Armrests with recline/swivel control mechanism			
25-21-01-3A (ALL)	D	-	-
			(M) May be inoperative, damaged or missing, provided that: <ul style="list-style-type: none"> (a) armrest does not block an emergency exit, (b) armrest is not in such a position that it restricts any passengers from accessing the aeroplane's aisle, and (c) if the armrest is missing, associated seat is secured in fully upright and fully outboard and fully aft (towards the tail of the aircraft) position.
(continued)			

ATA CHAPTER: 25 Equipment and furnishings		PAGE: 25-6	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		(4) Number required for dispatch
			(5) Remarks or exceptions
(continued)			
25-21-01-4 Armrests without recline/swivel control mechanism			
25-21-01-4A (ALL)	D	-	(M) May be inoperative, damaged or missing, provided that: (a) armrest does not block an emergency exit, and (b) armrest is not in such a position that it restricts any passengers from accessing the aeroplane's aisle.
25-21-01-5 Swivel/travel mechanism			
25-21-01-5A (ALL)	D	-	(M) May be inoperative provided: (a) associated seat is secured in the take-off and landing position, and (b) associated seat does not restrict emergency egress.
25-21-01-5B (ALL)	C	-	May be inoperative provided the associated seat is immovable in the take-off and landing position.

ATA CHAPTER: 25 Equipment and furnishings				PAGE: 25-7
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
25-40-01 Lavatory waste system				
25-40-01A (ALL)	D	1	0	(M) May be inoperative provided: (a) waste is drained and system is inspected for leakage, (b) system components are deactivated, and (c) lavatory access is closed and placarded 'INOPERATIVE — DO NOT USE'.
25-50-01 Cargo restraint system (***)				
25-50-01A (ALL)	C	–	0	May be inoperative provided acceptable cargo loading limits from an approved source (e.g. Cargo loading manual, Cargo handling manual, Weight and balance document) are observed.
25-50-01B (ALL)	D	–	0	May be inoperative or missing provided cargo compartment remains empty.
25-60-01 Electrical flashlights				
25-60-01A (SPO/NCO)	D	–	0	May be inoperative or missing for daylight operations.
(continued)				

ATA CHAPTER: 25 Equipment and furnishings		PAGE: 25-8		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(5) Remarks or exceptions
	(4) Number required for dispatch			
(continued)				
25-60-01B (ALL)	C	-	-	Any in excess of those required for the intended flight may be inoperative or missing.
25-61-01 Crash axes				
25-61-01A (ALL)	D	-	-	Any in excess of those required may be inoperative or missing.
25-62-01 First-aid kits				
25-62-01A (ALL)	D	-	1	Any in excess of one may be incomplete or missing.
25-63-01 Automatic emergency locator transmitters ELT (AF)				
25-63-01A (ALL)	D	-	-	Any in excess of those required may be inoperative.
(continued)				

ATA CHAPTER: 25 Equipment and furnishings		PAGE: 25-9		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
25-63-01B (ALL)	A	–	0	May be inoperative for a maximum of 6 flights or 25 flight hours, whichever occurs first.
25-64-01 Life jackets				
25-64-01A (ALL)	D	–	–	(M) Any in excess of those required for the intended flight may be inoperative or missing provided: <ul style="list-style-type: none"> (a) required distribution of operative units is maintained throughout the aeroplane, and (b) the inoperative unit is removed from the aeroplane and its installed location is placarded inoperative; or removed from the installed location, secured out of sight, and the inoperative unit and its installed location are placarded inoperative.



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ATA CHAPTER: 26 Fire protection		PAGE: 26-1		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
		(4) Number required for dispatch		
			(5) Remarks or exceptions	
26-24-01 Hand fire extinguishers 26-24-01A (ALL)	D	-	-	Any in excess of those required by the operating rules may be inoperative or missing.



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ATA CHAPTER: 27 Flight controls				PAGE: 27-1
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
<p>27-10-01 Aileron trim position indication</p> <p>27-10-01A (ALL)</p>	C	1	0	<p>(O) May be inoperative provided:</p> <p>(a) trim tab is visually checked for full range of travel,</p> <p>(b) trim tab operation is not restricted, and</p> <p>(c) trim tab is set to position for take-off and appropriate setting is verified by visual inspection prior to each departure.</p>
<p>27-15-01 Aileron trim</p> <p>27-15-01A (ALL)</p>	C	1	0	<p>(M)(O) May be inoperative provided:</p> <p>(a) the aileron trim tab is set to NEUTRAL, and</p> <p>(b) if autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance.</p>

ATA CHAPTER: 27 Flight controls		PAGE: 27-2		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
<p>27-20-01 Rudder trim position indication</p> <p>27-20-01A (ALL)</p>	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> (a) trim tab is visually checked for full range of travel, (b) trim tab operation is not restricted, and (c) trim tab is set to position for take-off and appropriate setting is verified by visual inspection prior to each departure.
<p>27-30-01 Stabiliser trim position indication</p> <p>27-30-01A (ALL)</p>	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> (a) horizontal stabiliser trim is visually checked for full range of travel, (b) horizontal stabiliser trim operation is not restricted, and (c) horizontal stabiliser trim is set to position for take-off and appropriate setting is verified by visual inspection prior to each departure.

ATA CHAPTER: 27 Flight controls		PAGE: 27-3		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed		(4) Number required for dispatch	
			(5) Remarks or exceptions	
27-50-01 Flaps position indication				
27-50-01A (ALL)	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> (a) prior to each flight, flaps are visually checked for full travel, (b) flaps operation is not restricted, and (c) flaps are visually checked for proper setting prior to each departure.
27-90-10 ATA 27 CAWS Annunciators (MSN 101-888)				
27-90-10-1 STAB TRIM Annunciator (CAWS)				
27-90-10-1A (ALL)	B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> (a) the triple trim indicator is operative, and (b) before each take-off, the horizontal stabilizer trim mark is visually confirmed to be in the green take-off area.

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ATA CHAPTER: 28 Fuel		PAGE: 28-1	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or exceptions		
28-40-01 Fuel quantity indication			
28-40-01A (ALL)	B	2	0
			(O) One or both (L/R) may be inoperative provided: <ul style="list-style-type: none"> (a) the aircraft is fuelled to maximum, (b) the flight is restricted to a maximum of three hours, (c) triple trim indication is operative, (d) aileron trim is operative, and (e) if autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance. <u>Note:</u> FUEL RESET is not possible.
28-40-01B (ALL)	B	2	1
			(O) One (L or R) may be inoperative provided: <ul style="list-style-type: none"> (a) triple trim indication is operative, (b) aileron trim is operative, and (c) if autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance. <u>Note:</u> FUEL RESET is not possible.

ATA CHAPTER: 28 Fuel				PAGE: 28-2	
(1) System & sequence numbers item	(2) Rectification interval				
	(3) Number installed				
	(4) Number required for dispatch				
	(5) Remarks or exceptions				
28-40-02 Fuel flow/Fuel used system					
28-40-02A (ALL) (MSN 101-888)	C	1	0	May be inoperative provided: (a) all Fuel quantity systems are operative, and (b) L FUEL LOW and R FUEL LOW annunciators are operative.	
28-40-02B (ALL) (MSN 1001 and up)	C	1	0	May be inoperative provided analogue Fuel quantity systems are operative.	
28-90-10 ATA 28 CAWS Annunciators (MSN 101-888)					
28-90-10-1 R FUEL LOW and L FUEL LOW Annunciators					
28-90-10-1A (ALL)	C	2	0	May be inoperative provided: (a) all Fuel quantity indication systems are operative, and (b) Fuel flow and Fuel used systems are operative.	

ATA CHAPTER: 28 Fuel		PAGE: 28-3		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
28-90-20 ATA 28 CAS Messages (MSN 1001 and up)				
28-90-20-1 FCMU Fault message (White) (CAS)				
28-90-20-1A (ALL)	B	-	-	(0) May be displayed provided: <ul style="list-style-type: none"> (a) the aircraft is fuelled to maximum, (b) the flight is restricted to a maximum of three hours, (c) triple trim indication is operative, (d) aileron trim is operative, and (e) if autopilot is used, it must be disconnected every 20 minutes to detect any possible fuel imbalance. <p><u>Note:</u> FUEL RESET is not possible.</p>
28-90-20-2 Low Lvl Sense Fault message (White) (CAS)				
28-90-20-2A (ALL)	C	-	-	May be displayed provided: <ul style="list-style-type: none"> (a) all Fuel quantity indication systems are operative, and (b) Fuel flow and Fuel used systems are operative.



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ATA CHAPTER: 30 Ice & rain protection				PAGE: 30-1
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
30-00-01 Inertial separator				
30-00-01A (NCO/SPO)	C	1	0	May be inoperative in the closed position provided: <ul style="list-style-type: none"> (a) flight is not conducted in actual or forecast icing conditions, and (b) aircraft is not operated from unpaved ground surfaces or other ground FOD conditions which would normally require the inertial separator function.
30-00-01B (ALL)	C	1	0	(M) May be inoperative in the open position provided: <ul style="list-style-type: none"> (a) the inertial separator switch is set to the OPEN position, (b) the Pusher ice mode function is confirmed to be operative, and (c) AFM limitations for operation with inertial separator OPEN are observed.

ATA CHAPTER: 30 Ice & rain protection		PAGE: 30-2		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(5) Remarks or exceptions
	(4) Number required for dispatch			
30-00-02 Inertial separator - Position indication system				
30-00-02A (CAT/SPO)	B	1	0	May be inoperative provided operations are not conducted in known or forecast icing conditions.
30-00-02B (NCO)	C	1	0	May be inoperative provided operations are not conducted in known or forecast icing conditions.
30-10-01 Airframe aerodynamic surface ice protection				
30-10-01A (CAT/SPO)	B	1	0	May be inoperative provided operations are not conducted in known or forecasted icing conditions.
30-10-01B (NCO)	C	1	0	May be inoperative provided operations are not conducted in known or forecasted icing conditions.

ATA CHAPTER: 30 Ice & rain protection		PAGE: 30-3		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
30-31-01 Pitot heating system				
30-31-01A (CAT)	B	2	1	(O) One may be inoperative provided: (a) operations are conducted under day VMC, (b) operations are not conducted in visible moisture or into known or forecasted icing conditions, and (c) the operative pitot heater is verified operative prior to each dispatch.
30-31-01B (CAT)	B	2	0	One or both may be inoperative provided: (a) operations are conducted under day VFR, and (b) operations are not conducted in visible moisture or into known or forecasted icing conditions.
30-31-01C (NCO/SPO)	B	2	0	May be inoperative provided: (a) operations are conducted under VFR, and (b) operations are not conducted in visible moisture or into known icing conditions.

ATA CHAPTER: 30 Ice & rain protection				PAGE: 30-4
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
30-31-03 Static port heating system				
30-31-03A (CAT)	C	2	0	May be inoperative provided: (a) operations are conducted under day VFR, and (b) operations are not conducted in known or forecasted icing conditions.
30-31-03B (CAT)	B	2	1	(O) One may be inoperative provided: (a) operations are conducted under day VMC, (b) operations are not conducted in visible moisture or into known or forecasted icing conditions, and (c) the operative static port heater is verified operative prior to each flight.
30-31-03C (NCO/SPO)	C	2	0	One or both may be inoperative provided: (a) operations are conducted under day VFR, and (b) operations are not conducted in known or forecasted icing conditions.

ATA CHAPTER: 30 Ice & rain protection				PAGE: 30-5
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
<p>30-32-01 Angle of attack sensor heating</p> <p>30-32-01A (ALL)</p>	B	2	0	<p>One or both may be inoperative provided:</p> <p>(a) operations are conducted under day VMC, and</p> <p>(b) operations are not conducted in known or forecasted icing conditions.</p>
<p>30-41-01 Windshield heating system</p> <p>30-41-01A (ALL)</p>	B	1	0	<p>(M) May be inoperative provided:</p> <p>(a) operations are not conducted in known or forecasted icing conditions and</p> <p>(b) one heating zone on the left windshield is verified to be operational.</p>
<p>30-61-01 Propeller de-ice system</p> <p>30-61-01A (CAT/SPO)</p>	B	1	0	<p>May be inoperative provided operations are not conducted in known or forecasted icing conditions.</p>
<p>30-61-01B (NCO)</p>	C	1	0	<p>May be inoperative provided operations are not conducted in known or forecasted icing conditions.</p>



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ATA CHAPTER: 31 Indicating/Recording systems				PAGE: 31-1
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
31-21-01 Clock				
31-21-01A (ALL)	C	-	0	<p><u>Note:</u> Optional equipment on MSN 1576 and up.</p> <p>May be inoperative provided an accurate timepiece is operative on the flight crew compartment indicating the time in hours, minutes and seconds.</p> <p><u>Note:</u> On the basis that the timepiece required does not need to be approved, an accurate pilot wristwatch which indicates hours, minutes and seconds is acceptable.</p>
31-22-01 Hour meter				
31-22-01A (ALL)	D	1	0	<p>(0) May be inoperative provided a procedure is established to record flight time.</p>
31-31-01 Lightweight data recorder (MSN 1001 and up) (***)				
31-31-01A (ALL)	D	1	0	<p><u>Note:</u> Also referred to as CVFDR.</p> <p>May be inoperative.</p>

ATA CHAPTER: 31 Indicating/Recording systems		PAGE: 31-2		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed		(4) Number required for dispatch	
			(5) Remarks or exceptions	
31-90-20 ATA 31 CAS Messages (MSN 1001 and up)				
31-90-20-1 ACMF Logs Full (Cyan) (CAS)				
31-90-20-1A (ALL)	C	–	–	May be displayed.
31-90-20-2 ACMF Logs >80% Full (Cyan) (CAS)				
31-90-20-2A (ALL)	C	–	–	May be displayed.
31-90-20-3 Engine Logs Full (Cyan) (CAS)				
31-90-20-3A (ALL)	C	–	–	May be displayed.
31-90-20-4 Engine Logs >80% Full (Cyan) (CAS)				
31-90-20-4A (ALL)	C	–	–	May be displayed.

ATA CHAPTER: 32 Landing gear		PAGE: 32-1		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
32-40-01 Parking brake 32-40-01A (ALL)	C	1	0	(0) May be inoperative provided a procedure is established to prevent movement of the aeroplane when stopped or parked.



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ATA CHAPTER: 33 Lights				PAGE: 33-1	
(1) System & sequence numbers item		(2) Rectification interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or exceptions			
33-10-01 Flight crew compartment lighting					
33-10-01A	(ALL)	C	-	0	May be inoperative for daylight operations.
33-10-01B	(ALL)	C	-	0	Individual lights may be inoperative provided: <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, and (b) lighting configuration at dispatch is acceptable to the flight crew.
33-20-01 Passenger compartment lighting					
33-20-01A	(ALL)	D	-	0	May be inoperative provided passengers are not carried when operating at night.
33-20-01B	(ALL)	C	-	-	Individual lights may be inoperative provided lighting configuration at dispatch is acceptable to the flight crew.

ATA CHAPTER: 33 Lights		PAGE: 33-2		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
33-20-02 Cabin signs (Fasten seat belt/No smoking)				
33-20-02A (ALL)	C	-	0	(0) May be inoperative provided alternate procedures are established and used for briefing passengers.
33-20-02B (ALL)	D	-	0	May be inoperative provided no passenger is carried.
33-41-01 Navigation/Position lights				
33-41-01A (ALL)	C	3	0	One or more may be inoperative for daylight operations.
33-42-01 Anti-collision light system				
33-42-01A (NCO/SPO)	C	1	0	<u>Note:</u> White flashing strobes. May be inoperative for daylight operations.
33-42-02 Red flashing beacon (***)				
33-42-02A (ALL)	C	-	0	May be inoperative.
33-43-01 Wing illumination light				
33-43-01A (ALL)	D	1	0	May be inoperative for daylight operations.
(continued)				

ATA CHAPTER: 33 Lights		PAGE: 33-3		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
(continued)				
33-43-01B (ALL)	C	1	0	May be inoperative provided operations are not conducted at night into known or forecasted icing conditions.
33-44-01 Landing lights				
33-44-01A (CAT)	B	2	1	One may be inoperative for night operations.
33-44-01B (NCO/SPO)	C	2	1	One may be inoperative for night operation.
33-44-01C (ALL)	C	2	0	One or both may be inoperative for daylight operations.
33-45-01 Taxi lights				
33-45-01A (ALL)	C	1	0	May be inoperative.

ATA CHAPTER: 33 Lights		PAGE: 33-4		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
			(5) Remarks or exceptions	
33-46-01 Recognition lights (***) 33-46-01A (ALL)	D	-	0	May be inoperative.
33-47-01 Logo lights (***) 33-47-01A (ALL)	D	-	0	May be inoperative.

ATA CHAPTER: 34 Navigation		PAGE: 34-1		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed		(4) Number required for dispatch	
			(5) Remarks or exceptions	
34-10-01 Primary airspeed indication				
34-10-01A (CAT) (MSN 1001 and up only)	C	2	1	<p>One may be inoperative provided:</p> <ul style="list-style-type: none"> (a) a primary airspeed indication is available at the pilot's station, (b) the airspeed indication on ESIS is available, and (c) regulations do not require dual-crew.
34-10-02 Primary altitude indication				
34-10-02A (CAT)	B	2	1	The copilot-side altimeter may be inoperative for single pilot operations provided the flight is conducted under VFR in sight of the surface.
34-10-02B (NCO/SPO)	C	2	–	<p>One or both may be inoperative provided:</p> <ul style="list-style-type: none"> (a) flight is conducted under VFR, and (b) an altitude indication is available at each required pilot's station. <p><u>Note:</u> The altitude indication from the ESIS or the 3rd altimeter (if installed) may be used by the pilot in the left seat, but not by the pilot in the right seat. Primary altitude indications may not be cross-read.</p>

ATA CHAPTER: 34 Navigation		PAGE: 34-2		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
34-10-03 Turn and slip indication				
34-10-03-1 Turn indication				
34-10-03-1A (CAT)	B	-	0	May be inoperative for single pilot operations provided operations are conducted under day VFR.
34-10-03-1B (ALL)	C	-	0	May be inoperative for single pilot operations provided standby attitude indication is operative.
34-10-03-1C (NCO/SPO)	C	-	0	May be inoperative for single pilot operations provided operations are conducted under day VFR.
34-10-03-1D (ALL)	C	-	1	Any in excess of one may be inoperative provided: (a) the operative turn indication is on the pilot flying side, and (b) primary attitude indicators are operative at each required pilot's station.
34-10-03-1E (ALL)	B	-	1	Any in excess of one may be inoperative provided: (a) operations are conducted under day VMC, and (b) primary attitude indications are operative at each required pilot's station.
(continued)				

ATA CHAPTER: 34 Navigation				PAGE: 34-3	
(1) System & sequence numbers item		(2) Rectification interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or exceptions			
(continued)					
34-10-03-2 Slip indication					
34-10-03-2A	(ALL)	C	-	1	Any in excess of one may be inoperative provided the operative slip indicator is on the pilot flying side.
34-10-03-2B	(NCO/SPO)	D	-	0	May be inoperative provided operations are conducted under day VFR.
34-10-04 Vertical speed indicator					
34-10-04A	(CAT)	C	2	1	One may be inoperative provided the operative VSI is on the pilot flying side.
34-10-04B	(NCO/SPO)	C	2	0	May be inoperative for day VFR operation.
34-10-05 Outside air temperature indicator					
34-10-05A	(ALL)	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> (a) operations are conducted under VFR, (b) operations are not conducted in known or forecasted icing conditions, and (c) weather reports indicate that at any point of the route intended to be flown, the OAT is within the aeroplane's operating temperature limitations.

ATA CHAPTER: 34 Navigation		PAGE: 34-4	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		(4) Number required for dispatch
			(5) Remarks or exceptions
34-15-01 Altitude alerting system			
34-15-01A (ALL)	C	1	0 (0) May be inoperative provided the altitude alerting system is not part of the equipment required for intended operation.
34-15-02 Altitude pre-select (MSN 1001 and up)			
34-15-02A (ALL)	C	1	0 May be inoperative provided Altitude alerting system is considered inoperative (refer to 34-15-01).
34-15-03 Radar Altimeter (***)			
34-15-03A (ALL)	C	-	0 May be inoperative provided approach minima or operating procedures are not dependant on its use.
34-20-01 Stabilised direction indication			
34-20-01A (CAT)	C	-	1 Any in excess of one may be inoperative for single pilot operations provided: (a) a stabilised direction indication is operative on the pilot flying side, and (b) magnetic/standby compass is operative.
(continued)			

ATA CHAPTER: 34 Navigation		PAGE: 34-5		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
34-20-01B (CAT)	B	–	1	(O) Any in excess of one may be inoperative provided: (a) operations are conducted under day VFR, (b) the stabilised direction indication is displayed at each required pilot's station, and (c) magnetic/standby compass is operative.
34-20-01C (NCO/SPO)	C	–	1	Any in excess of one may be inoperative provided a stabilised direction indication is operative on the pilot flying side.
34-20-01D (NCO/SPO)	C	–	0	May be inoperative on the pilot flying side for day VFR operations, in sight of the surface with adequate external attitude reference.
34-20-02 Primary attitude indication				<u>Note:</u> The standby attitude indication (gyro or ESIS) is not considered as a primary indication.
34-20-02A (CAT)	C	–	1	Any in excess of one may be inoperative for single pilot operations provided: (a) the primary attitude indication is operative on the pilot flying side, and (b) the standby attitude indicator is operative.
(continued)				

ATA CHAPTER: 34 Navigation		PAGE: 34-6		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
34-20-02B (CAT)	B	–	1	(O) Any in excess of one may be inoperative provided: (a) operations are conducted under VFR, (b) the primary attitude indication is displayed on both pilots' stations, and (c) standby attitude indication is operative.
34-20-02C (NCO/SPO)	C	–	1	Any in excess of one may be inoperative for single pilot operations provided the primary attitude indication is operative on the pilot flying side.
34-20-02D (NCO/SPO)	B	–	0	May be inoperative provided: (a) operations are conducted under VFR, and (b) standby attitude indication is operative.
34-20-02E (CAT)	B	–	0	May be inoperative for single pilot operations provided: (a) operations are conducted under day VFR in sight of surface with adequate external attitude reference, and (b) the standby attitude indication is operative.
(continued)				

ATA CHAPTER: 34 Navigation		PAGE: 34-7		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
34-20-02F (NCO/SPO)	C	–	0	<p>May be inoperative for single pilot operations provided operations are conducted under day VFR and in sight of the surface with adequate external attitude reference.</p> <p><u>Note:</u> Optional equipment on MSN 1576 and up.</p>
34-22-01 Magnetic standby compass				
34-22-01A (ALL)	B	–	0	<p>May be inoperative for single pilot operations provided:</p> <ul style="list-style-type: none"> (a) a stabilised direction indication is operative on the pilot flying side, and (b) another source of magnetic heading is available and visible by the pilot flying.
34-22-01B (ALL)	B	–	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> (a) operations are conducted under day VFR, and (b) two independent stabilised direction indications are operative.
34-22-01C (ALL)	B	–	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> (a) two independent stabilised direction indications are operative, and (b) another source of magnetic heading is available and visible by the pilot flying.

ATA CHAPTER: 34 Navigation		PAGE: 34-8		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
34-31-01 Marker beacon				
34-31-01A (ALL)	C	1	0	May be inoperative under IFR operations provided approach procedures do not require marker fixes.
34-31-01B (ALL)	D	1	0	May be inoperative under VFR operations.
34-32-01 Approach aids				
34-32-01A (ALL)	B	–	0	May be inoperative under IFR operations provided approaches and missed approaches where navigation is based on the affected item, are not included in the flight plan.
34-32-01B (ALL)	D	–	0	May be inoperative under VFR operations.

ATA CHAPTER: 34 Navigation		PAGE: 34-9	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or exceptions		
34-40-01 Traffic alert and collision avoidance system (TCAS)			
34-40-01A (CAT)	C	–	0 (M)(O) May be inoperative provided: (a) TCAS is deactivated, and (b) operating procedures do not require its use.
34-40-01B (NCO/SPO)	D	–	0 (M)(O) May be inoperative provided: (a) TCAS is deactivated, and (b) operations are not conducted in an airspace where TCAS is required.
34-41-01 Weather detection system (***)			
34-41-01A (NCO)	D	–	0 May be inoperative.
34-41-01B (CAT/SPO)	C	–	0 May be inoperative provided operations are conducted in day VMC.
34-41-01C (CAT/SPO)	C	–	0 May be inoperative provided no thunderstorm or other potentially hazardous weather conditions, regarded as detectable with the airborne weather detection system, are forecasted along the intended flight route.

ATA CHAPTER: 34 Navigation		PAGE: 34-10		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
<p>34-43-01 Terrain awareness warning system (Class B TAWS)</p> <p>34-43-01A (ALL)</p>	D	-	0	May be inoperative.
<p>34-43-01-1 Modes 1 and 3</p> <p>34-43-01-1A (ALL)</p>	C	2	0	One or both modes may be inoperative provided forward looking terrain avoidance (FLTA) and premature descent alert (PDA) functions are operative.
<p>34-43-01-2 FLTA and PDA functions</p> <p>34-43-01-2A (ALL)</p>	B	-	0	May be inoperative provided: (a) modes 1 and 3 are operative, and (b) approach procedures do not require its use.
<p>34-43-01-3 Advisory call-outs</p> <p>34-43-01-3A (ALL)</p>	C	-	0	(O) May be inoperative provided: (a) low visibility approaches requiring the use of affected call-outs are not performed, and (b) alternate procedures are established and used. <u>Note:</u> Check flight manual limitations for approach minima.

ATA CHAPTER: 34 Navigation		PAGE: 34-11		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
34-50-01 Flight management system (FMS)				
34-50-01A (ALL)	B	1	0	May be inoperative provided: <ul style="list-style-type: none"> (a) enroute navigation does not require its use, (b) procedures do not require its use, and (c) operational regulations do not require its use.
34-50-01-1 Navigation databases				
34-50-01-1A (ALL)	C	–	0	(O) May be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: <ul style="list-style-type: none"> (a) current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, (b) navigation database information is disregarded, and (c) radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and verified.
(continued)				

ATA CHAPTER: 34 Navigation		PAGE: 34-12	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or exceptions		
(continued)			
34-50-01-1B (ALL)	A	–	0
			<p>(0) May be out of date for a maximum of 10 calendar days provided:</p> <ul style="list-style-type: none"> (a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP procedures which have been amended in the current database cycle, (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 flight route, and (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 verified.

ATA CHAPTER: 34 Navigation		PAGE: 34-13		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
34-51-01 Navigation systems				
34-51-01A (CAT)	C	-	-	(O) One or more may be inoperative provided: (a) the navigation systems required for each segment of the intended flight route are operative, and (b) alternate procedures are established and used, where applicable.
34-51-01B (NCO/SPO)	D	-	-	(O) One or more may be inoperative provided: (a) the navigation systems required for each segment of the intended flight route are operative, and (b) alternate procedures are established and used, where applicable.
34-54-01 Secondary Surveillance Radar (SSR) transponder, mode A/C				
34-54-01A (ALL)	D	-	-	Any in excess of those required by the airspace may be inoperative.

ATA CHAPTER: 34 Navigation		PAGE: 34-14		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
<p>34-54-02 Secondary Surveillance Radar (SSR) transponder, mode S</p>				
34-54-02A (ALL)	D	-	0	<p>Any in excess of those required for the intended flight route may be inoperative.</p> <p><u>Note:</u> A SSR transponder with an operative mode S function is defined as a transponder which can provide, at least, elementary surveillance capability.</p>
34-54-02B (ALL)	C	-	0	<p>One or more may be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended flight route.</p> <p><u>Note:</u></p> <p>(a) A SSR transponder with an operative mode S function is defined as a transponder which can provide, at least, elementary surveillance capability.</p> <p>(b) Elementary surveillance (ELS) capability (mode S including aeroplane identification and pressure altitude reporting) is required in European mode S designated airspace.</p> <p>(c) Altitude reporting provided by a SSR transponder mode S function is required for flight into RVSM airspace.</p>

ATA CHAPTER: 34 Navigation		PAGE: 34-15		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
34-54-02-1 Enhanced surveillance functions				
34-54-02-1A (ALL)	D	–	0	One or more downlinked aircraft parameters (DAPs) which provide enhanced surveillance may be inoperative when not required for the intended flight route.
34-54-02-1B (ALL)	C	–	0	One or more downlinked aircraft parameters (DAPs) which provide enhanced surveillance may be inoperative when required for the intended flight route. <u>Note:</u> Enhanced surveillance capability is required in mode S enhanced notified airspace.
34-54-02-2 Extended squitter (ADS-B out) transmissions				
34-54-02-2A (ALL)	D	–	0	One or more extended squitter transmissions may be inoperative when not required for the intended flight route.
34-54-02-2B (ALL)	C	–	0	One or more extended squitter transmissions may be inoperative when required for the intended flight route.

ATA CHAPTER: 34 Navigation		PAGE: 34-16		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
34-90-20 ATA 34 CAS Messages (MSN 1001 and up)				
34-90-20-1 AGM 2/FMS 1 GFP Inop (White) (CAS)				
34-90-20-1A (ALL)	C	-	-	May be displayed provided: <ul style="list-style-type: none"> (a) enroute navigation does not require its use, and (b) procedures do not require its use.
34-90-20-2 AGM 1 DB Error or AGM 2 DB Error (White) (CAS)				
34-90-20-2A (ALL)	-	-	-	May be displayed provided the aircraft is dispatched under the dispatch conditions of 34-50-01-1A or 34-50-01-1B.
34-90-20-3 AGM 1+2 DB Error (White) (CAS)				
34-90-20-3A (ALL)	-	-	-	May be displayed provided the aircraft is dispatched under the dispatch conditions of 34-50-01-1A or 34-50-01-1B.
(continued)				

ATA CHAPTER: 34 Navigation		PAGE: 34-17		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
		(4) Number required for dispatch		
			(5) Remarks or exceptions	
(continued)				
34-90-20-4 AGM 1 DB Old or AGM 2 DB Old (White) (CAS)				
34-90-20-4A (ALL)	-	-	-	May be displayed provided the aircraft is dispatched under the dispatch conditions of 34-50-01-1A or 34-50-01-1B.
34-90-20-5 AGM 1+2 DB Old (White) (CAS)				
34-90-20-5A (ALL)	-	-	-	May be displayed provided the aircraft is dispatched under the dispatch conditions of 34-50-01-1A or 34-50-01-1B.



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ATA CHAPTER: 35 Oxygen		PAGE: 35-1	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or exceptions		
35-10-01 Flight crew fixed oxygen system			
35-10-01-1 Flight deck pressure indications			
35-10-01-1A (ALL)	C	1	0 (0) May be inoperative provided a procedure is used to ensure the oxygen supply is above the minimum required for the intended flight.
35-10-01-2 Bottle gauge			
35-10-01-2A (ALL)	C	1	0 May be inoperative provided the flight deck pressure indication is operative.
35-10-01-3 Flight crew oxygen mask (right side)			
35-10-01-3A (ALL)	D	1	0 May be inoperative provided the right seat is not occupied.

ATA CHAPTER: 35 Oxygen				PAGE: 35-2
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
35-20-01 Passenger oxygen system				
35-20-01A (ALL)	C	-	0	(O) May be inoperative provided: (a) maximum altitude is limited to 10 000 ft. pressure altitude, (b) an adequate supply of fresh air is provided to the cabin, and (c) passengers are appropriately briefed.
35-20-01B (ALL)	D	1	0	May be inoperative provided no cabin occupant is carried.
35-20-01-1 Passenger service units				
35-20-01-1A (ALL)	C	-	0	(O) One or more may be inoperative provided: (a) affected seats are blocked and placarded to prevent occupancy, and (b) units are operative for all operative passenger seats and the toilet compartment (if applicable).

ATA CHAPTER: 45 Central Maintenance System (CMS)		PAGE: 45-1	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		(4) Number required for dispatch
		(5) Remarks or exceptions	
45-10-1 Central maintenance computer (CMC) (MSN 1001 and up) 45-10-01A (ALL)	D	1	0
			May be inoperative.

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ATA CHAPTER: 46 Information Systems		PAGE: 46-1		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
<p>46-10-01 Modular avionics unit (MAU) (MSN 1001 and up)</p> <p>46-10-01-1 Actuator input/output processor (AIOP) module channels</p> <p>46-10-01-1A (ALL)</p>	B	2	1	<p>(0) One may be inoperative provided:</p> <p>(a) operations do not require autopilot use,</p> <p>(b) autopilot is deactivated,</p> <p>(c) flight is conducted unpressurised, and</p> <p>(d) flight is conducted in day VFR.</p>
<p>46-10-01-2 Advanced graphics module (AGM) channels</p> <p>46-10-01-2A (ALL)</p>	B	2	1	<p>One may be inoperative provided:</p> <p>(a) reversionary modes are operative,</p> <p>(b) ESIS is operative,</p> <p>(c) Standby compass (if installed) is operative,</p> <p>(d) flight is conducted unpressurised below 10 000 ft., and</p> <p>(e) flight is conducted in day VFR.</p>

ATA CHAPTER: 46 Information Systems		PAGE: 46-2		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
46-20-01 Display units (MSN 1001 and up)				
46-20-01-1 Four display configuration (***)				
46-20-01-1A (ALL)	B	4	2	(O) Two displays may be inoperative provided: (a) operative displays are pilot PFD and one MFD, (b) reversionary modes are operative, (c) ESIS is operative, (d) magnetic standby compass is operative, and (e) operation does not require dual crew.
46-20-01-2 Three display configuration				
46-20-01-2A (ALL)	B	3	2	(O) One display may be inoperative provided: (a) operative displays are pilot PFD and one MFD, (b) ESIS is operative, and (c) magnetic standby compass is operative.

ATA CHAPTER: 46 Information Systems		PAGE: 46-3		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
46-30-01 Multi-function controller (MFC) (MSN 1001 and up)				
46-30-01A (ALL)	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> (a) operations do not require RNAV and FMS use, (b) PFD controllers are operative, (c) Weather radar is not required for the intended flight, and (d) repairs are made within two flight days.
46-30-01B (ALL)	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> (a) operations do not require its use, (b) Cursor control device is operative, and (c) Weather radar is not required for the intended flight.
46-30-01-1 MFC shortcut control keys				
46-30-01-1A (ALL)	D	12	0	May be inoperative. <p><u>Note:</u> Two top push button rows.</p>
46-30-01-2 MFC secure digital data card slot				
46-30-01-2A (ALL)	C	1	0	May be inoperative provided navigation database requires no update.
(continued)				

ATA CHAPTER: 46 Information Systems				PAGE: 46-4	
(1) System & sequence numbers item		(2) Rectification interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or exceptions			
(continued)					
46-30-01-3 MFC joystick					
46-30-01-3A	(ALL)	B	1	0	May be inoperative provided: (a) operations do not require RNAV and FMS use, and (b) procedures do not require FMS use.
46-30-01-3B	(ALL)	C	1	0	May be inoperative provided: (a) Cursor control device is operative, and (b) operations do not require its use.
46-30-01-4 MFC DETAIL and ENT keys					
46-30-01-4A	(ALL)	D	2	0	<u>Note:</u> Next to joystick. One or both may be inoperative.
46-30-01-5 MFC arrow keys					
46-30-01-5A	(ALL)	B	4	0	May be inoperative provided: (a) operations do not require RNAV and FMS use, and (b) procedures do not require FMS use.
46-30-01-5B	(ALL)	C	4	0	May be inoperative provided: (a) Cursor control device is operative, and (b) operations do not require its use.
(continued)					

ATA CHAPTER: 46 Information Systems		PAGE: 46-5		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
46-30-01-6 MFC PAGE and MFD keys				
46-30-01-6A (ALL)	B	2	0	May be inoperative provided: (a) operations do not require RNAV and FMS use, and (b) procedures do not require FMS use.
46-30-01-6B (ALL)	C	2	0	May be inoperative provided: (a) Cursor control device is operative, and (b) operations do not require its use.
46-30-01-7 MFC alphanumeric keys				
46-30-01-7A (ALL)	B	46	0	May be inoperative.
46-30-01-7B (ALL)	C	46	0	May be inoperative provided: (a) Cursor control device is operative, and (b) operations do not require its use.
(continued)				

ATA CHAPTER: 46 Information Systems				PAGE: 46-6	
(1) System & sequence numbers item		(2) Rectification interval			
		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or exceptions			
46-30-01-8 MFC weather radar control device					
46-30-01-8A	(ALL)	-	-	0	May be inoperative provided the Weather detection system (item 34-41-01) is considered inoperative.
46-30-01-8B	(ALL)	C	-	0	May be inoperative provided: (a) Cursor control device is operative, and (b) operations do not require its use.
46-31-01 Cursor control device (CCD) (MSN 1001 and up)					
46-31-01A	(ALL)	C	1	0	May be inoperative provided Multi-function controller (MFC) is operative.
46-32-01 Wireless data loading/downloading system (MSN 1001 and up) (***)					
46-32-01A	(ALL)	D	1	0	(0) May be inoperative provided the system is deactivated.

ATA CHAPTER: 52 Doors		PAGE: 52-1		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(5) Remarks or exceptions
	(4) Number required for dispatch			
52-10-01 Door key locks				
52-10-01A (ALL)	D	2	0	(M) May be inoperative provided the lock is secured in the UNLOCKED position.
52-20-01 Cabin door seal				
52-20-01A (ALL)	C	1	0	(O) May be inoperative provided flight is conducted unpressurised and at or below 10 000 ft.
52-20-02 Cargo door seal				
52-20-02A (ALL)	C	1	0	(O) May be inoperative provided flight is conducted unpressurised and at or below 10 000 ft.
52-20-03 Emergency exit seal				
52-20-03A (ALL)	C	1	0	(O) May be inoperative provided flight is conducted unpressurised and at or below 10 000 ft.

ATA CHAPTER: 52 Doors		PAGE: 52-2		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(5) Remarks or exceptions
			(4) Number required for dispatch	
52-30-01 Cargo door closing mechanism (electric motor)				
52-30-01A (ALL)	C	1	0	May be inoperative.
52-30-02 Cargo door opening mechanism (gas strut)				
52-30-02A (ALL)	C	1	0	May be inoperative provided the cargo door remains closed, latched and locked.
52-70-01 Door warning system (caption and voice callout)				
52-70-01A (ALL)	C	1	0	<p><u>Note:</u> Passenger and cargo door.</p> <p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> (a) a flight crew member confirms by visual inspection that all doors are properly closed, latched and locked prior to each departure, (b) the doors are not reopened again prior to departure, (c) 'Fasten Seat Belt' sign remains ON, and (d) the passengers are briefed prior to each departure to have their seat belts fastened during the entire flight.

ATA CHAPTER: 56 Windows		PAGE: 56-1	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		(4) Number required for dispatch
		(5) Remarks or exceptions	
56-20-01 DV-window seal			
56-20-01A (ALL)	C	1	0
			(0) May be inoperative provided flight is conducted unpressurised and at or below 10 000 ft.



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ATA CHAPTER: 77 Engine Indicating		PAGE: 77-1		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(5) Remarks or exceptions
	(4) Number required for dispatch			
77-10-01 Engine trend monitoring system 77-10-01A (ALL)	D	1	0	May be inoperative.
77-90-20 ATA 77 CAS Messages (MSN 1001 and up) 77-90-20-1 No Engine Trend Store (White) (CAS) 77-90-20-1A (ALL)	C	-	-	May be displayed.



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