

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

Revision: 10  
Date: 03/31/2003

M A S T E R   M I N I M U M   E Q U I P M E N T   L I S T

BEECH MODEL 1900/1900C SERIES

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Highlights of Change

Removed the word "OR" from Column 4 (Remarks or Exceptions) in accordance with Policy Letter 31 designated as Global Change 83.

- 22-1 Revised Autopilot relief in accordance with Policy Letter 101 designated as Global Change 103.
- 22-3 Added Autopilot Disconnect relief in accordance with Policy Letter 93.
- 23-1 Revised Passenger Address relief in accordance with Policy Letter 9 designated as Global Change 109.
- 23-4 Revised communications relief in accordance with Policy Letter 95 designated as Global Change 111. (HF moved to 23-12)
- 23-6 Revised Cockpit Voice Recorder (CVR) relief in accordance with Policy Letter 29 designated as Global Change 48.
- 23-12 Added relief for High Frequency (HF) Communication System in accordance with Policy Letter 106 designated as Global Change 89.
- 25-3 Revised Passenger Seat relief in accordance with Policy Letter 79 designated as Global Change 96.
- 25-7 Renamed to Emergency Medical Equipment and revised in accordance with Policy Letter 73 designated as Global Change 104.
- 25-9 Revised Seat Belt sign relief in accordance with Policy Letter 89.
- 26-2 Added Lavatory Fire Extinguisher relief in accordance with Policy Letter 24 designated as Global Change 106.
- 26-3 Added Lavatory Smoke Detector relief in accordance with Policy Letter 24 designated as Global Change 106.
- 26-4 Added Cargo Compartment Fire Detection/Suppression System relief in accordance with Policy Letter 102 designated as Global Change 77.

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Highlights of Change

- 31-3 Revised Flight Data Recorder (FDR) relief in accordance with Policy Letter 87.
- 31-5 Added Aircraft Data Acquisition System (ADAS) relief.
- 33-4 No Smoking/Fasten Seat Belt sign moved to 25-9.
- 33-12 Revised Wing Illumination Light relief in accordance with Policy Letter 72 designated as Global Change 54.
- 34-5 Revised Magnetic Compass System relief in accordance with Policy Letter 10
- 34-7 Revised Transponder/Altitude Reporting relief in accordance with Policy Letter 76 designated as Global Change 110.
- 34-9 Altitude Encoder relief combined with 34-7 in accordance with Policy Letter 76 designated as Global Change 110.
- 34-10 Revised Distance Measuring Equipment (DME) System relief in accordance with Policy Letter 3.
- 34-14 Revised Altitude Alert System relief in accordance with Policy Letter 39 designated as Global Change 95.
- 34-16 Revised TCAS I relief in accordance with Policy Letter 32 designated as Global Change 115.
- 34-17 Revised TCAS II relief in accordance with Policy Letter 32 designated as Global Change 115.
- 34-18 Revised Standby Attitude Indicator relief in accordance with Policy Letter 111 designated as Global Change 113.
- 34-20 Revised GPWS relief in accordance with Policy Letter 54 designated as Global Change 107.
- 34-22 Added Windshear Warning and Flight Guidance System relief in accordance with Policy Letter 67 designated as Global Change 88.
- 34-23 Added Windshear Detection and Avoidance System relief in accordance with Policy Letter 67 designated as Global Change 88.



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Highlights of Change

- 34-24 Added Flight Management System Navigation Database relief in accordance with Policy Letter 98 designated as Global Change 71.
- 34-25 Added Navigation Management System Navigation Database in accordance with Policy Letter 98 designated as Global Change 71.
- 34-26 Added Automatic Dependent Surveillance-Broadcast (ADS-B) System relief in accordance with Policy Letter 105 designated as Global Change 86.
- 35-4 Added Protective Breathing Equipment (PBE) relief in accordance with Policy Letter 43.
- 38-1 Added Potable Water relief in accordance with Policy Letter 83 designated as Global Change 108.
- 38-2 Added Lavatory Waste System relief in accordance with Policy Letter 83 designated as Global Change 108.
- 52-4 Added Operations procedure to Guidelines for (O) & (M) procedures page.

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## Definitions

## 1. System Definitions.

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

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

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

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

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

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## Definitions

Certificate Data Sheet.

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

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

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

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of Advisory Circular 120-42A. |

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for

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## Definitions

operation with the listed item inoperative.

12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

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

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

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## Definitions

required to be published as a part of the operator's manual or MEL.

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

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

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

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

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

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

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

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

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance

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record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

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

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

The letter designators are inserted adjacent to Column 2.

23. Electronic fault alerting system - General |

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

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

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

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, |

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do not affect dispatch and do not require action other than as addressed within an operators standard maintenance program.

b. DOUGLAS (MD-11)

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

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

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

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

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

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

A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-320/319/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant, however for any MAINTENANCE status (Class II) message, the A-320/319/321 MEL must be verified for dispatch capability. For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

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

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

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

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

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

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft



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

Preamble  
(Effective 6/14/89)

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

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

Preamble  
(Effective 6/14/89)

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

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

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

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

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

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

Guidelines for (O) & (M) Procedures

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

- 21-3 (O)Operations procedure to verify environmental bleed air and instrument air valves on inoperative side are closed prior to each flight.  
  
(O)Operations procedure to verify environmental bleed air and instrument air valves on inoperative side are closed prior to each flight.
- 21-4 (O)Operations procedure to verify environmental bleed air valve air valve is closed prior to every flight.
- 21-8 (M)Maintenance procedure for securing outflow/safety valve open.
- 21-10 (M)Maintenance procedure for securing outflow/safety valve open.
- 21-16 (O)Operations procedure to verify inoperative environmental bleed air valve is closed prior to each flight.
- 21-17 (O)Operations procedure to verify inoperative environmental bleed air valve is closed prior to each flight.
- 22-1 (M)Maintenance procedure to disable the autopilot and determine that the servos do not cause binding of the control cables.
- 22-2 (M)Maintenance procedure to disable the yaw damper and determine that the rudder servo does not cause binding of the control cables.
- 23-1 (O)Operations procedure to specify how passengers will be briefed.
- 23-2 (O)Operations procedure to specify how passengers will be briefed.
- 23-12 (O)Operations procedure to ensure SATCOM Data Link System operates normally.

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Guidelines for (O) & (M) Procedures

- 24-1 (M)Maintenance procedure to determine the inoperative condition is not caused by broken wire or short which could cause a fire.
- 24-3 (O)Operations procedure to ensure the electrical load is less than 50% on the operative side generator prior to take-off and at all times during flight and that loads are not added if the generator on the operative side fails.
- 24-6 (M)Maintenance procedure to ensure ground power relay is open.
- 24-7 (O)Operations procedure to ensure connection/disconnection of power cart is verified.
- 24-11 (O)Operations procedure to verify generator tie relay is closed.
- 25-3-2(O)Operations procedure to placard the affected seat and ensure baggage is not stored under the affected seat.
- 25-5 (M)Maintenance procedure to disconnect the remote switch from ELT and manually arm the ELT per manufacturer instructions. Care must be exercised to insure the G-Switch is NOT disabled.
- 25-9 (O)Operations procedure to brief the passengers.
- 26-2 (M)Maintenance procedure to lock and placard Lavatory Door.  
(O)Operations procedure to ensure Lavatory Waste Receptacle is empty and lavatory used only by crew members.
- 26-3 (M)Maintenance procedure to lock and placard Lavatory Door.  
(O)Operations procedure to ensure Lavatory Waste Receptacle is empty and lavatory used only by crew members.
- 27-2 (O)Operations procedure to verify the flaps are secure and in the up position and the circuit breaker is pulled.
- 27-4 (M)Maintenance procedure to determine servos do not cause binding of trim cables.

Guidelines for (O) & (M) Procedures

- 28-2 (M)Maintenance procedure to determine failure will not cause damage to engine or restriction in fuel flow.
- 28-3 (O)Operations procedure to ensure fuel quantity meets regulatory requirements for the flight. (A reliable means for determining fuel quantity is to fill fuel tanks and calculate fuel burn from full tanks and to operate within AFM limitations).
- 28-5 (O)Operations procedure to verify standby fuel pumps are operating.
- 28-6 (M)Maintenance procedure to determine inoperative condition is not caused by leaks or broken fuel lines.
- 28-7 (M)Maintenance procedure to deactivate the pump and ensure no electrical power is supplied to it.
- 30-3 (M)Maintenance procedure to determine inoperative motor does not affect other actuator motor.  
  
(M)Maintenance procedure to establish a method of securing vanes in the extended position
- 30-4 (O)Operations procedure for flight crewmember to verify operation of vanes prior to each departure.  
  
(M)Maintenance procedure to secure vanes in extended position.
- 30-12 (M)Maintenance procedure to secure shutoff valves in the closed position.
- 31-2 (O)Operations procedure for recording aircraft time for maintenance purposes.
- 31-4 (O)Operations procedure to ensure preflight procedures are accomplished in accordance with Beechcraft directive.

Guidelines for (O) & (M) Procedures

- 32-3 (M)Maintenance procedure to ensure nose wheel is in the free  
castor mode.  
  
(O)Operations procedure to operate within AFM restrictions.
- 32-5 (O)Operations procedure to advise crew that nose steering is in  
the free castor mode.  
  
(M)Maintenance procedure to disable and band circuit breaker.
- 32-6 (O)Operations procedure to ensure flight crew is aware of  
change in nose wheel steering.  
  
(M)Maintenance procedure to disconnect and secure actuator.
- 32-9 (O)Operation procedure to secure aircraft during ground  
emergencies and prior to releasing toe brakes during normal  
operations.
- 32-10 (O)Operation procedure to advise flight crew of the  
requirement to manually move down lock latch.
- 34-4 (O)Operation procedure to advise flight crew of the need to  
regularly check/reset directional gyro.
- 34-5 (O)Operation procedure to ensure a minimum of three compass  
systems are operational.  
  
(O)Operation procedure to ensure aircraft is operated with dual  
independent navigation capability.  
  
(O)Operation procedure to ensure at least two stabilized  
directional gyros are installed and operate normally.
- 34-14 (O)Operations procedure to ensure Autopilot and Altitude Hold  
is operative.

Guidelines for (O) & (M) Procedures

- 34-16 (M)Maintenance procedure to deactivate and secure the system.  
(O)Operation procedure to ensure enroute or approach procedures do not require its use.  
(M)Maintenance procedure to deactivate and secure the system.  
(O)Operation procedure to ensure enroute or approach procedures do not require its use.
- 34-17 (M)Maintenance procedure to ensure system is deactivated and secured.  
(O)Operations procedure to ensure enroute and approach procedures do not require its use.  
(M)Maintenance procedure to ensure system is deactivated and secured.  
(O)Operations procedure to ensure enroute and approach procedures do not require its use and not require by FAR.
- 34-17-1 (O)Operations procedure to ensure TA and RA visual and audio functions are operative on the flying pilot side.
- 34-17-2 (O)Operations procedure to ensure TA and RA visual and audio functions are operative on the flying pilot side, TA only mode is selected, and enroute and approach procedures do not require its use.
- 34-17-3 (O)Operations procedure to ensure RA visual and audio functions are operative, and enroute and approach procedures do not require its use.
- 34-19-1 (O)Operations procedure to ensure alternate procedures are established and used for Gear mode.
- 34-19-2 (O)Operations procedure to ensure alternate procedures are established and used for Minimums mode.
- 34-19-3 (O)Operations procedure to ensure alternate procedures are established and used for Radio Altitude mode.



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Guidelines for (O) & (M) Procedures

- 34-20 (O)Operations procedure to ensure alternate procedures are established and used.
- (O)Operations procedure to ensure alternate procedures are established and used.
- 34-20-1(O)Operations procedure to ensure alternate procedures are established and used for appropriate inoperative mode.
- 34-20-4(O)Operations procedure to ensure alternate procedures are established and used for inoperative callout(s).
- 34-20-5(O)Operations procedure to ensure alternate procedures are established and used for inoperative windshear mode.
- 34-22 (O)Operations procedure to ensure alternate procedures are established and used and the Windshear Detection and Avoidance System operates normally.
- (O)Operations procedure to ensure alternate procedures are established and used and that takeoffs and landings are not conducted in known or forecast windshear conditions.
- 34-23 (O)Operations procedure to ensure alternate procedures are established and used and the Windshear Warning and Guidance System operates normally.
- (O)Operations procedure to ensure alternate procedures are established and used and that takeoffs and landings are not conducted in known or forecast windshear conditions.
- 34-24 (O)Operations procedure to ensure Aeronautical Charts used to verify navigation fixes are current, procedures are established and used to verify status of applicable navigation facilities, and approach navigation radios are manually tuned.
- 34-25 (O)Operations procedure to ensure Aeronautical Charts used to verify navigation fixes are current, procedures are established and used to verify status of applicable navigation facilities, and approach navigation radios are manually tuned.

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Guidelines for (O) & (M) Procedures

- 35-3      (M)Maintenance procedure to ensure oxygen flow from affected outlet is prohibited.
- 37-2      (O)Operations procedure to verify inoperative valve is in the closed position.  
  
            (O)Operations procedure to verify inoperative valve is in the closed position.
- 38-1      (M)Maintenance procedure to ensure inoperative components are deactivated or isolated.  
  
            (M)Maintenance procedure to ensure system is drained and cannot be serviced prior to repair.
- 38-2      (M)Maintenance procedure to ensure inoperative components are deactivated or isolated.
- 52-4      (M)Maintenance procedure to inspect door latching mechanism.  
  
            (O)Operations procedure to ensure Nose Baggage Compartment is empty and that all latches and fasteners are secure prior to each flight.
- 52-5      (O)Operations procedure to ensure door is lowered manually to prevent damage to aircraft or personnel.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
1.	Air Cycle Air Conditioning System	C	1	0	
2.	Vapor Cycle Air Conditioning System	C	1	0	
3.	Bleed Air Fail Annunciator System	C	2	1	(O)One may be inoperative for aircraft in which all gyroscopic instruments except for the right side rate of turn/slip skid indicator are electrically powered provided: a) The environmental and instrument air valves are closed on inoperative side, and b) Aircraft is not operated in known or forecast icing conditions.
		C	2	1	(O)One may be inoperative for VFR flights for aircraft equipped with an air driven copilot's attitude indicator provided the environmental and instrument air valves are closed on the inoperative side.
4.	L or R ENVIR FAIL Annunciation System	C	2	1	(O)One may be inoperative provided the environmental bleed air valve on the inoperative side is closed.
5.	CABIN ALTITUDE Annunciator System	C	1	0	May be inoperative for flight at or below 10,000 feet MSL.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
6.	Cabin Rate of Climb Indicator	C	1	0	May be inoperative for pressurized flight provided cabin altimeter and differential pressure gauges are operative.
		C	1	0	May be inoperative for unpressurized flight provided the dump valve is in the open position.
7.	Differential Pressure/Cabin Altitude Indicator	C	1	0	May be inoperative for unpressurized flight provided the dump valve is in the open position.
8.	Outflow/Safety Valves	C	2	0	(M)May be inoperative for unpressurized flight provided one valve is removed or secured in the open position.
9.	Pressurization Controller				Deleted, Revision 8
10.	Pressurization System	C	1	0	(M)May be inoperative provided one outflow/safety valve is removed or secured in the open position.
11.	Automatic Temperature Control	C	1	0	May be inoperative provided manual control system is operative.
12.	Manual Temperature Control	C	1	0	May be inoperative provided automatic control system is operative.
13.	Vent Blowers	C	2	0	
14.	Air Conditioning N1 Low Annunciator	C	1	0	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING				
15.	Cabin Temperature Gauge	C	1	0	
16.	Bleed Air Shutoff Valves	C	2	1	(O)One may be inoperative provided: a) The environmental air valve on the inoperative side is closed, and b) The Environmental Fail Annunciators are operative.
17.	Precooler and Bypass Valve Systems	C	2	1	(O)One may be inoperative provided: a) The environmental air valve on the inoperative side is closed, and b) The Environmental Fail Annunciators are operative.
18.	L or R ENVIR OFF Annunciator Systems	C	2	1	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
1.	Autopilot System	C	-	0	(M)May be inoperative provided
***					operations do not require its use.
2.	Yaw Damper	C	1	0	(M)
3.	Autopilot Disconnect	C	-	-	May be inoperative provided the autopilot is not utilized at less than initial approach altitude.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
1.	Passenger Address *** System				
	1) Passenger Carrying Operations	C	1	0	(O)May be inoperative provided: a) Not required by FAR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.
					Note: Any station that operates normally may be used.
	2) Other Operations	D	1	0	May be inoperative unless procedures require its use.
2.	Recorded Passenger *** Briefing Unit	C	1	0	(O)
3.	Static Discharge Wicks	C	-	-	One wick may be missing or broken from: a) Each wing (includes aileron) b) Each side of horizontal stabilizer, c) Vertical stabilizer (includes stabilon, tail cone, and ventral fin(s).
					Maximum of 5 wicks may be missing.
4.	Communications Equipment (VHF, UHF)	C	-	-	As required by FAR.
5.	Flight Deck Speakers	C	2	1	One may be inoperative.
		C	2	0	May be inoperative provided an operative headset is used by each flight crew member.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
6.	Cockpit Voice Recorder (CVR)				
1)	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
2)	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.
7.	Ground *** Communications System	C	1	0	
8.	Push To Talk Switch (Radio)				
1)	Aircraft equipped with separate hand held microphone plug-in (Second in Command Required)	C	2	1	One may be inoperative provided hand microphone on affected side is operative.
2)	Aircraft equipped with separate hand held microphone plug-in (Second in Command not Required)	C	2	1	Right side may be inoperative.
3)	Aircraft without separate separate hand held microphone plug-in (Second in Command not Required.	C	2	1	Right side may be inoperative.



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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS				
9.	Crew Intercom System	B	1	0	May be inoperative for single pilot operations.
10.	SELCAL/CALSEL *** Systems	C	1	0	
11.	Boom Microphones (CVR and FDR Installations)				
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151(d) or 121.359(g).	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
*** 2)	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0	
	Boom Microphones (CVR Installation Only)				
1)	Cockpit Voice Recorder Equipped to Record Boom Microphone per FAR 135.151(d) or 121.359(g).	A	-	0	May be inoperative provided repairs are made within three flight days.
*** 2)	Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	-	0	

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS			

12.	High Frequency (HF) D Communication System	-	-	Any in excess of those required by FAR may be inoperative.
	C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM (High or Low Gain) Data Link System operates normally, and b) SATCOM Data Link communication operates  normally over the intended route of flight.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
1.	AC volt/freq. meter	B	1	0	(M)May be inoperative for VMC provided Inverter Annunciator System is operative.
2.	L or R DC GEN Annunciator Systems	B	2	1	One may be inoperative.
3.	DC Loadmeters	B	2	1	(O)One may be inoperative provided: a) The electrical load is maintained within the capacity of one generator at all times, b) Both DC generator annunciators are operative, and c) Aircraft is not operated in known or forecast icing conditions.
4.	Inverters	B	2	1	One may be inoperative for day VFR.
5.	INVERTER Annunciator System	B	1	0	May be inoperative provided: a) Both inverters are operative, and b) AC volt/frequency meter is operative.
6.	External Power System	C	1	0	(M)
7.	EXTERNAL POWER Annunciator System	C	1	0	(O)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER				
8.	Ground Power Receptacle				Deleted, Revision 7
9.	External Power Switch				Deleted, Revision 7
10.	Generator Bus Tie B	2	1		One may be inoperative for day VMC provided both DC generator annunciators are operative.
11.	L or R GEN TIE OPEN B Annunciator System	2	0		(0)May be inoperative provided: a) Generator tie relay is verified closed prior to each departure, and b) Both DC GEN annunciators are operative.

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25-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
1.	Approved Flotation Device	D	-	0	Any in excess of those required by FAR may be inoperative.
2.	Cockpit Crewmember Shoulder Harness	C	2	1	Right side may be inoperative provided a second in command is not required and seat is not occupied.
3.	Passenger Seat(s)	C	-	0	May be inoperative provided: a)Seat does not block an emergency exit, b)Seat does not restrict any passenger from access to the main aircraft aisle, and c)The affected seat(s) are blocked and placarded "DO NOT OCCUPY".
					NOTE: A seat with an inoperative seat belt is considered to be inoperative.
					NOTE: Affected seat(s) may include the seat(s) behind and/or adjacent to the outboard seats.
1)	Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat is secured in the full upright position.
2)	Underseat Baggage Restraining Bars	D	-	-	(O)May be inoperative provided: a)Baggage is not stowed under seat with inoperative restraining bar, b)Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c)Procedures are established to alert crew of inoperative restraining bar.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
4.	Emergency Locator Transmitter (ELT)	C	1	0	As required by FAR.
		C	1	0	May be inoperative for published scheduled flights in scheduled air carrier service.
5.	ELT Remote Switch	C	1	0	(M)May be inoperative provided: a) Remote switch is disconnected from ELT, and b) ELT switch is placed in ARM position.
6.	Passenger Convenience *** Item(s)	-		0	Passenger convenience items, as expressed in this MMEL are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document.
7.	Emergency Medical Equipment	D	-	-	Any in excess of those required by FAR may be incomplete or missing provided required distribution is maintained.

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25-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				

8.	Forward Observer Seat (Including All Associated Equipment)	A	-	-	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Operations are limited to not more than two flight days before repairs are made.
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9.	"Fasten Seat Belt While Seated/No Smoking" Sign	C	-	-	(O) One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each seat.
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26-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION			

1.	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.
2.	Lavatory Fire *** Extinguisher System	C	-	-	Lavatory Fire Extinguisher System may be inoperative provided Lavatory Smoke Detector system operates normally.
		C	-	-	(M)(O) Lavatory Fire Extinguisher System may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked and placarded "INOPERATIVE - DO NOT USE", and c) Lavatory is used only by crewmembers.
					NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
					NOTE 2: Lavatory fire extinguisher system is not required for all-cargo operations.



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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				

3.	Lavatory Smoke Detection System	C	-	-	(M)(O) Lavatory Smoke Detection System may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked and placarded "INOPERATIVE - DO NOT USE", and c) Lavatory is used only by crewmembers.
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NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.

4.	Cargo Compartment Fire Detection/Suppression Systems	C	-	0	May be inoperative provided associated cargo compartment remains empty.
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NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27	FLIGHT CONTROLS				

1.	Flap Position Indicator	C	1	0	May be inoperative provided: a) Flaps are visually checked for full travel and flap operation is not affected, and b) Flaps are checked for proper setting prior to each departure and landing.
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2.	Flap System	C	1	0	(O)May be inoperative provided: a) Flaps are in full up position, and b) Performance charts in AFM for no flap takeoff and landings are used.
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CAUTION: DO NOT SILENCE THE LANDING GEAR WARNING HORN.

3.	Trim Tab Indicators (Aileron, Rudder)	C	2	0	May be inoperative provided: a) Tab is visually checked for full range of operation, b) Tab operation is not impaired, and c) Tab is positioned to neutral prior to each departure and neutral position is verified by visual inspection.
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4.	Electric Elevator *** Trim System	C	1	0	(M)May be inoperative provided: a) Manual trim is operative and unaffected, and b) Autopilot is not used.
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5.	ELEC TRIM OFF *** Annunciator System	C	1	0	
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				

1.	Standby Electric Boost Pumps	C	2	1	One may be inoperative except when using aviation gasoline.
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2.	Engine Driven Low Pressure Fuel Boost Pumps	C	2	1	(M)One may be inoperative provided standby electric fuel boost pump is operative and turned on.
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3.	Fuel Quantity Indicators	C	2	1	(O)One may be inoperative provided: a) A reliable means is established to determine that fuel quantity on board meets the regulatory requirements for the intended flight, b) Both fuel flow indicators are operative, c) Fuel quantity annunciators are operative, and d) Procedures are established to ensure fuel balance remains within AFM limits.
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4.	L or R FUEL QTY Annunciator Systems	C	2	1	One may be inoperative provided: a) Fuel quantity on board is adequate for intended flight, b) Fuel quantity indicators are operative, and c) Fuel flow indicators are operative.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
5.	FUEL TRANSFER Annunciator System	C	1	0	(O)May be inoperative provided: a) Proper operation of standby fuel pumps are verified prior to departure, and b) Both fuel quantity indicators are operative.
6.	Fuel Flow Indicators	B	2	1	(M)One may be inoperative provided fuel quantity indicators are operative and monitored.
7.	Auxiliary Fuel Transfer Pumps	C	2	0	(M)One or both may be inoperative provided: a) Fuel quantity in main tank is adequate for the intended flight, and b) Fuel quantity indicators are operative.
8.	L or R FUEL FEED Annunciator System	C	2	1	One may be inoperative provided: a) Fuel quantity on board is adequate for the intended flight, b) Fuel quantity indicators are operative, c) FUEL QTY annunciator system is operative, and d) Fuel flow indicators are operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30	ICE AND RAIN PROTECTION				
1.	Surface Deice System (Wing, Stabilon, and Horizontal Stabilizer)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
2.	Alternate Static Air Source Heaters	C	2	1	One may be inoperative for VMC.
3.	Engine Inertial Ice Vane Actuator Motors	C	4	2	(M)One actuator motor on each side may be inoperative.
		C	4	0	(M)Both actuator motors on each side may be inoperative provided: a) Inertial ice vanes are secured in the extended position, and b) Appropriate performance charts are used.
4.	Engine Inertial Ice Vane Annunciators	C	4	2	(O)One may be inoperative on each side.
		C	4	0	(M)Both may be inoperative on each side provided: a) Inertial ice vanes are secured in the extended position, and b) Appropriate performance charts are used.
5.	Stall Warning Vane and Mount Plate Heater System	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
6.	Windshield Wipers	C	2	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30	ICE AND RAIN PROTECTION					
7.	Windshield Heaters	C	2	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
8.	Propeller Deicer Ammeter	C	1	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
9.	Propeller Deicing System (Automatic)	C	1	0		May be inoperative provided Manual propeller deice system is operative.
		C	1	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
10.	Propeller Deice Systems (Manual)	C	1	0		May be inoperative provided Automatic propeller deice system is operative.
		C	1	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
11.	Fuel Vent Heaters	C	2	0		May be inoperative provided aircraft is not operated in known or forecast icing conditions.
12.	Brake Deice System ***	C	1	0		(M)May be inoperative provided shutoff valves are in off position.
13.	Pitot Heaters	B	2	1		One may be inoperative provided: a) IFR passenger carrying operations are not conducted, and b) Aircraft is not operated in known or forecast icing conditions.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
1.	Clock with sweep second hand, or electric digital clock	C	2	0	May be inoperative for VFR.
		C	2	1	One may be inoperative for IFR.
2.	Flight Hour *** Recorder	C	1	0	(0)
3.	Flight Data *** Recorder (FDR)	C	-	-	Any in excess of those required by FAR may be inoperative.
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operators MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or a series of flights until the next designated airport where repair(s) must be accomplished prior to dispatch, and d) Repairs are made within three flight days.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31	INDICATING/RECORDING SYSTEMS				
3.	Flight Data *** Recorder (FDR) (CONT.)				
1)	FDR Recording parameters required by FAR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
2)	FDR Recording parameters not required by FAR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.
4.	Annunciator Power Source Annunciator	C	1	0	(O)May be illuminated provided: a) Preflight procedures are conducted to check operation of individual annunciation circuits in accordance with Beech Minimum Equipment Procedures (P/N 98-30335), b) MEL relief is approved and applicable procedures and restrictions observed for all annunciator circuits found to be inoperative, and c) Operation is limited to 12,500 feet MSL or below.
5.	Aircraft Data *** Acquisition System (Installed per STC SA00095B0)	D	-	0	



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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
1.	Landing Gear Handle Light Bulbs				Deleted, Revision 7
2.	Landing Gear Position Indication Lights				Deleted, Revision 7
3.	Power Steering *** System	C	1	0	(M)(O)May be inoperative provided AFM procedures are observed.
4.	PWR STEER FAIL *** Annunciator System	C	1	0	May be inoperative provided power steering remains off.
5.	MAN STEER FAIL Annunciator System	C	1	0	(O)(M)May be inoperative provided: a) Power steering is disabled by pulling and banding circuit breaker, and b) Nose gear must be in free castor mode.
6.	Manual Steering Disconnect Actuator	C	1	0	(O)(M)
7.	HYD FLUID LOW Annunciator System	C	1	0	May be inoperative provided hydraulic fluid level is verified prior to each departure.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32	LANDING GEAR				
8.	Anti-skid System ***	C	1	0	May be inoperative provided: a) The OFF-ON switch remains in the OFF position, and b) AFM performance charts for operation without Anti-Skid are used.
					NOTE: Operation from gravel runways requires a POH and AFM supplement for gravel runway operation with the Hydro-Aire Mark III Anti-Skid System.
9.	Parking Brake	C	1	0	(0)
10.	Landing Gear Handle Solenoid	C	1	0	(0)May be inoperative provided down lock latch is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
1.	Cabin Light Systems	C	-	-	May be inoperative provided lighting configuration is acceptable to the flight crew.
2.	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
3.	Landing Lights	C	2	0	May be inoperative for day operations.
		C	2	1	One may be inoperative for night operations.
4.	Passenger Notice System (Fasten Seat Belt-No Smoking)				DELETED REVISION 10 (Moved to ATA 25)
5.	Position Lights	C	3	0	May be inoperative for day operations.
6.	Anti-Collision Beacon Light System	B	1	0	May be inoperative for day operations.
		B	1	0	May be inoperative for night operations provided Anti-Collision Strobe Light System is operative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS				
7.	Anti-Collision Strobe Light System	C	1	0	May be inoperative for day operations.
		C	1	0	May be inoperative for night operations provided Anti-Collision Beacon Light System is operative.
8.	Taxi Light	C	1	0	May be inoperative for day operations.
		C	1	0	May be inoperative for night operations provided both landing lights are operative.
9.	Taxi Light Annunciator System	C	1	0	
10.	Recognition Lights ***	C	2	0	
11.	Tail Flood Lights ***	C	2	0	
12.	Wing Illumination Lights	C	-	0	May be inoperative provided ground deicing procedures do not require their use.
13.	Master Caution Lights	C	2	1	One may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				

1.	Gyroscopic Rate of Turn/Slip Skid Indicators	B	2	1	Must be operative on left side for IFR, passenger carrying VFR over-the-top, and passenger carrying VFR night flights.
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2.	Vertical Speed Indicators	B	2	1	One may be inoperative for VFR.
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3.	Weather Radar/Thunderstorm Detection Equipment	C	1	0	As required by FAR.
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4.	Gyroscopic Directional Compass System	B	2	1	(O)One may be inoperative in slaved mode provided DG mode is operative.
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5.	Non-Stabilized Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.
----	---------------------------------	---	---	---	----------------------------------------------------------------------------------------------------------------------

		B	1	0	(O) May be inoperative provided: a) Any combination of two stabilized Gyro or INS (IRU) Stabilized Compass Systems are operative, and b) Airplane is operated with Dual Independent Navigation capability and under Positive Radar Control by ATC on the enroute portion of the flight.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
5.	Non-Stabilized Magnetic Compass (CONT.)	B	1	0	(O)May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.
6.	Navigation *** Equipment (VOR/ILS, Loran, RNAV, INS, GPS Omega/VLF, Doppler)	C	-	-	As required by FAR.
7.	ATC Transponders and Automatic Altitude Reporting Systems	C	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1	Any in excess of those required by FAR may be inoperative.
8.	Marker Beacon	C	-	-	May be inoperative provided approach procedure does not require its use.
9.	Altitude Encoder				Included in Item 7.
10.	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
11.	ADF	C	1	0	As required by FAR.
12.	Radar Altimeter	C	1	0	May be inoperative provided landing minimums are not based on its use.
13.	Flight Director ***	C	1	0	May be inoperative provided landing minimums are not based on its use.
14.	Altitude Alert System	A	-	0	(O)May be inoperative provided: a)Autopilot with altitude hold is operative, b)Enroute operations do not require its use, and c)Repairs are made within three flight days.
		C	-	0	May be inoperative provided it is not required by FAR.
15.	RMI	C	-	0	
16.	Traffic Alert and *** Collision Avoidance System (TCAS I)	B	-	0	(M)(O)May be inoperative provided: a)System is deactivated and secured, and b)Enroute or approach procedures do not require its use.
		C	-	0	(M)(O)May be inoperative provided: a)Not required by FAR, b)System is deactivated and secured, and c)Enroute or approach procedures do not require its use.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			

17. Traffic Alert and *** Collision Avoidance System (TCAS II)	B	-	0	(M)(O)May be inoperative provided: a)System is deactivated and secured, and b)Enroute or approach procedures do not require its use.
----------------------------------------------------------------------	---	---	---	-----------------------------------------------------------------------------------------------------------------------------------------------------

	C	-	0	(M)(O)May be inoperative provided: a)Not required by FAR, b)System is deactivated and secured, and c)Enroute or approach procedures do not require its use.
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1)Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display Systems(s)	C	2	1	(O)May be inoperative on non- flying pilot side provided: a)TA and RA visual display is operative on the flying pilot side, and b)TA and RA audio function is operative on the flying pilot side
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2)Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.
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	C	-	0	(O)May be inoperative provided: a)Traffic Alert (TA) visual display and audio functions are operative, b)TA only mode is selected by the crew, and c)Enroute or approach procedures do not require its use.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
17.	Traffic Alert and *** Collision Avoidance System (TCAS II) (CONT.)				
3)	Traffic Alert Display	C	2	1	(O)May be inoperative provided: a)RA visual display and audio Day VMC only, and b)Enroute or approach procedures do not require its use.
18.	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by FAR.
		B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast VFR-on-Top conditions.
19.	Flight Profile *** Advisory System				
1)	Gear Mode	A	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
2)	Minimums Mode	A	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	(CONT.)				

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
19. Flight Profile					
*** Advisory System					
(CONT.)					
3)	Radio Altitude Mode	A	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used and b) Repairs are made within two flight days.
4)	Test Mode	A	1	0	May be inoperative provided: a) The FPA is considered inoperative, and b) Repairs are made within two flight days.
5)	Glideslope	B	1	0	
6)	Advisory Callouts	C	-	0	May be inoperative provided alternate procedures are established and used.
20. Ground Proximity					
*** Warning System					
		A	-	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
		C	-	0	(O)May be inoperative provided: a) Not required by FAR, and b) Alternate procedures are established and used.
(CONT.)					

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			
20. Ground Proximity *** Warning System (CONT.)				
1)	Modes 1-4	A - 0		(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
		C - 0		(O)May be inoperative provided: a) Not required by FAR, and b) Alternate procedures are established and used.
2)	Test Mode	A 1 0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
3)	Glideslope Deviation (Mode 5)	B 2 0		
		C 2 0		May be inoperative provided it is not required by FAR.
4)	Advisory Callouts ***	C - 0		(O)May be inoperative provided alternate procedures are established and used.
	(CONT.)			

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION			

20. Ground Proximity  
\*\*\* Warning System  
(CONT.)

5) Windshear Mode	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.
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	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
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6) TAWS ***	C	-	0	
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21. CARGO OPERATIONS ONLY  
SIC NOT REQUIRED

1) Airspeed Indicator	B	2	1	May be inoperative on right side provided: a) A functioning pneumatic indicator is installed and available to the pilot, and b) Aircraft must be flown from left side by the pilot in command.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
21.	CARGO OPERATIONS ONLY SIC NOT REQUIRED (CONT.)				
2)	Gyroscopic Bank and Pitch Indicator	B	2	1	May be inoperative on right side provided: a) Two independent power sources are available to drive the left side instruments, b) Aircraft does not have an Electronic Attitude Direction Indicator (EADI) installed on left side, and c) Aircraft must be flown from left side by the pilot in command.
3)	Gyroscopic Direction Indicator	B	2	1	May be inoperative on right side provided: a) Magnetic compass is operative, b) Two independent power sources are available to drive the left side instruments, and c) Aircraft must be flown from left side by the pilot in command.
4)	Altimeter Barometric	B	2	1	May be inoperative on right side provided: a) A functioning pneumatic altimeter, adjustable for barometric pressure, is installed and available to the pilot, and b) Aircraft must be flown from left side by the pilot in command.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				

22.	Windshear Warning and Flight Guidance System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.
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		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
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23.	Windshear Detection and Avoidance System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System operates normally.
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		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION				
24.	Flight Management System Navigation Database	C	-	-	(0) May be out of currency provided: a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status of navigation facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
25.	Navigation Management System Navigation Database	C	-	-	(0) May be out of currency provided: a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status of navigation facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
34	NAVIGATION				
26.	Automatic Dependent D Surveillance- Broadcast (ADS-B) System	-	0	May be inoperative provided not required by 14 CFR.  NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
1)	Link and Display D Processor Unit (LDPU)	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.	
2)	Cockpit Display D and Traffic Information (CDTI)	-	0	NOTE: ADS-B data transmissions may continue.	
3)	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
4)	Data Link Transmitter(s)	D	-	0	
5)	Data Link Receiver(s)	D	-	0	



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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
1.	Oxygen System (Passenger)	C	1	0	As required by FAR.
2.	External Oxygen Gauge	C	1	0	May be inoperative provided a maintenance or flight crewmember is in the cockpit and monitors the internal oxygen gauge during servicing to avoid over-servicing.
3.	Passenger Oxygen Mask/Regulator	C	19	0	(M)May be inoperative provided: a) Corresponding passenger seat is blocked and placarded "DO NOT OCCUPY". b) Affected mask/regulator does not permit flow when cabin oxygen system is activated.
4.	Protective Breathing Equipment	D	-	-	Any in excess of those required by FAR may be missing or inoperative.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
37	VACUUM/PRESSURE				

1.	Gyro Suction Gauge	C	1	0	May be inoperative for day VFR.
		C	1	0	May be inoperative if all gyroscopic instruments except right side rate of turn/slip skid indicator is electrically powered.
2.	Instrument Air Valve	C	2	1	(O)One may be inoperative for aircraft in which all gyroscopic instruments except for the right side rate of turn/slip skid indicator are electrically powered provided: a) The inoperative valve is verified closed, and b) Aircraft is not operated in known or forecast icing conditions.
		C	2	1	(O)One may be inoperative for VFR flights for aircraft equipped with an air driven copilot's attitude indicator provided the inoperative valve is verified closed.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38	WATER/WASTE				

1.	Potable Water System	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.
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NOTE: Any portion of the system which operates normally may be used.

		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure the system is not serviced prior to repair.
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2.	Lavatory Waste Systems	C	-	-	(M) Individual Ccomponents may be inoperative provided: a) Associated componenets are deactivated or isolated, and b) Associated system components are verified not to have leaks.
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NOTE: Any portion of system which operates normally may be used.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52	DOORS				
1.	Forward Cabin Door Warning Light	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that the door is latched prior to each departure, and b) Fasten seat belt sign remains on.
2.	Aft Cabin Door Warning Light (Cabin/Cargo)	C	1	0	May be inoperative provided: a) A flight crewmember confirms by visual inspection that the door is latched prior to each departure, and b) Fasten seat belt sign remains on.
3.	Air Stair Door Lock Observe Light(s) System	C	1	0	May be inoperative provided a flashlight is used by a crewmember to inspect the locking mechanism prior to each departure.
4.	Nose Baggage Compartment Door Warning Light System	C	1	0	(M)(O) May be inoperative provided: a) The locking mechanism is inspected for proper operations, and b) A flight crewmember confirms by visual inspection that the compartment is empty and that all baggage door latches and fasteners are secured prior to each departure.
5.	Entrance Door Snubber	C	1	0	(O)

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
61	PROPELLERS				

1.	Propeller	C	1	0	
	Synchrophaser/ Synchronizer System				

2.	Propeller	C	1	0	
	Synchroscope				

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79	ENGINE OIL				

1.	Oil Low Pressure Warning Lights	C	2	1	One may be inoperative provided: a) Corresponding oil pressure and oil temperature gauges are operative and monitored, and b) Light will not be illuminated for flight.
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