



Transport
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TRANSPORT CANADA

MMEL SUPPLEMENT

TO

BEECH MODELS 100/A100/B100

MASTER MINIMUM EQUIPMENT LIST


A. HARTONO, 15 JUL 2019

W&R

Walter Istchenko
Chief, Flight Test
National Aircraft Certification
for Minister of Transport

July 15, 2019
Revision No. 04

Canada 

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Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Jul. 14, 1994	All	
01	May 21, 1996	I, II, III, IV, V, 23-1, 25-1, 30-1, 31-1, 34-1	
02	Jul. 31, 1997	I, II, III, IV, V, 23-1, 34-1, 34-2	
03	May 08, 2003	All	
04	July 15, 2019	All	

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Reasons for Changes

- General**
1. Revision 4 to this TC MMEL Supplement (TCS) is in alignment with the following documents:
 - a. FAA MMEL Revision 5a
 - b. TC MMEL Guidance Book (GB) Revision 7
 - c. TC MMEL Global Changes 6 and 11
 2. All pages have been reformatted and re-dated.

Item No.

- | | |
|--------------|---|
| 21-3 | Deleted (M) and (O) as per FAA MMEL. Combined former b) and c) into a single proviso. Replaced "not conducted" with "prohibited" in c). |
| 21-5 | Added altitude restriction to second relief as per GB item 21-30-5. |
| 21-6 | Replaced "indicator" with "indication" in first relief of 1) and 2). Added altitude restriction to second relief of 1) and 2) as per GB items 21-30-3 and 21-30-6. Revised title of 2). |
| 22-6 | Revised first relief as per GB item 22-10-2. |
| 23-1 | Revised Number Required of first relief as per FAA MMEL. Deleted second relief. |
| 23-2 | Revised Repair Interval Category of 1) as per GB item 23-30-1 (relief case for system not required). Deleted second relief of 1). |
| 23-6 | Revised item title as per FAA MMEL. Editorial changes. Deleted Note from third relief. |
| 23-7 | Revised as per GB item 23-50-3. |
| 23-11 | Deleted. |
| 25-3 | Revised as per GB item 25-60-1. |
| 25-4 | Revised as per GB item 25-20-1. |
| 25-5 | Revised to include relief for AED as well as EMK (as per TC MMEL Global Change 6). Moved FAK under sub-item 3) and revised as per GB item 25-60-2. |
| 25-12 | Deleted. |
| 25-13 | Deleted. |
| 26-1 | Revised Number Required as per FAA MMEL. Added class E cargo compartment in dispatch conditions as per GB item 26-20-4. |
| 26-5 | Deleted. |
| 26-6 | Deleted. |
| 27-6 | Deleted. |
| 27-7 | Deleted. |
| 30-5 | Added missing Number Required (as per GB item 30-30-1). |

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Reasons for Changes (cont'd)

Item No.

- 31-3** Deleted "System" from item title as per FAA MMEL. Editorial changes. Revised 1) and 4) as per GB item 31-30-1.
- 33-3** New item. First relief is cat D as per GB item 33-40-1.
- 33-5** Deleted. Refer to FAA MMEL.
- 33-6** Deleted. Refer to FAA MMEL.
- 33-8** New item. First relief is cat D as per GB item 33-40-1.
- 33-9** Revised as per FAA PL 72 Revision 4.
- 33-18** Deleted.
- 33-19** Deleted.
- 33-20** Deleted.
- 34-4** Revised as per GB item 34-20-2.
- 34-5** Deleted. Refer to FAA MMEL.
- 34-6** Revised as per GB item 34-10-3. Added Note based on FAA MMEL relief.
- 34-8** Revised item title. Revised dispatch conditions of 1) as per GB item 34-50-1 and deleted Note. Added 2) as per GB item 34-50-1.
- 34-10** Reformatted. Added (O) to first relief.
- 34-11** Deleted. Refer to FAA MMEL.
- 34-12** Deleted. Refer to FAA MMEL.
- 34-14** New item as per TC MMEL Global Change 11.
- 34-16** Corrected typo in item number. Revised Repair Interval Category and Number Required as per TC MMEL Global Change 11. Deleted Note from dispatch conditions.
- 34-19** Revised dispatch conditions as per GB item 34-20-2.
- 34-20** Revised dispatch conditions of first and third reliefs to indicate "No change from FAA MMEL". Revised Number Installed/Required of third relief as per FAA MMEL.
- 34-23** Renumbered (from 34-28). Revised as per GB item 34-40-2. Terrain System (TAWS A and B) and Terrain Displays (TAWS A) are cat B as those functions are now required by regulations.
- 34-29** Revised item/sub-item titles. Revised dispatch conditions as per GB item 34-50-1.
- 34-30** Deleted. Refer to item 34-8.
- 34-31** Deleted.
- 35-1** Deleted former proviso b) of first relief as it does not apply to the BE-100. Deleted second relief.

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Reasons for Changes (cont'd)

Item No.

- 35-2** Editorial change in dispatch conditions: replaced "regulation" with "regulations". Added "and used" to proviso c).
- 35-3** Added "PBE" to item title. Editorial change in dispatch conditions: replaced "regulation" with "regulations".

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Beech Model 100/A100/B100.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision No. 5a, 08/26/99 or later applicable revision)

The information contained herein supersedes the existing FAA MMEL only for those items listed herein. For items not contained in this Supplement, consult the FAA approved MMEL.

Operating and/or maintenance procedures referred to in this Supplement are the same as those supporting the FAA MMEL unless otherwise indicated. Procedures required by the Transport Canada MMEL Supplement and not indicated in the FAA Approved MMEL must be provided by the operator.

The FAA MMEL has entries where the "Remarks or Exceptions" column makes reference to applicable FARs. Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.

This MMEL Supplement uses the standard four column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155E). The same definitions and symbols as the FAA MMEL are also used. Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test – AARDC
National Aircraft Certification

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
21	AIR CONDITIONING				
3.	Outflow Valve	C	1	0	May be inoperative provided: a) The dump valve is open, b) Flight is conducted in an unpressurized configuration at or below 10,000 feet MSL, and c) Extended overwater operations are prohibited.
5.	Cabin Rate of Climb Indicator	C	1	0	No change from FAA MMEL
		D	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration at or below 10,000 feet MSL.
6.	Cabin Altitude/ Differential Pressure Indicator				
	1) Differential Pressure Indication	C	1	0	(O) May be inoperative provided: a) The cabin altitude indication is operative, and b) A chart is provided to convert cabin altitude to cabin differential pressure.
		D	1	0	(O) May be inoperative provided flight is conducted in an unpressurized configuration at or below 10,000 feet MSL.

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21 AIR CONDITIONING					
6. Cabin Altitude/ Differential Pressure Indicator (cont'd)					
2) Cabin Altitude Indication	C	1	0	(O)	May be inoperative provided: a) The cabin differential pressure indication is operative, and b) A chart is provided to convert cabin differential pressure to cabin altitude.
	D	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized configuration at or below 10,000 feet MSL.

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22	AUTO FLIGHT				
1.	Autopilot System	C	1	0	May be inoperative except where enroute operations require its use.
		D	1	0	May be inoperative provided routine procedures do not require its use.
6.	Autopilot Disconnect	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) The pilot flying has the operative disengage switch.
		B	2	0	Both may be inoperative provided autopilot is not used.

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23	COMMUNICATIONS				
1.	Communications Systems (VHF, HF, UHF)	D	-	-	Any in excess of those required by regulation and not powered by an emergency bus may be inoperative.
2.	Passenger Address System				
	1) Passenger Configuration	C	1	0	No change from FAA MMEL
	2) Cargo Configuration	D	1	0	May be inoperative provided all crew members are on the flight deck.
3.	Cockpit Speakers	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use.

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23 COMMUNICATIONS				
6. Cockpit Voice Recorder (CVR) System				
CVR and FDR required by regulations	A	1	0	May be inoperative provided: a) The Flight Data Recorder (FDR) is operative, and b) Repairs are made within three flight days.
CVR only required by regulations	A	1	0	May be inoperative provided repairs are made within three flight days.
CVR not required by regulations	D	1	0	
7. Boom Microphones				
CVR and FDR required by regulations				
CVR required to record boom microphone	A	-	0	May be inoperative for three flight days provided FDR is operative.
CVR not required to record boom microphone	D	-	0	
CVR only required by regulations				
CVR required to record boom microphone	A	-	0	May be inoperative for three flight days.
CVR not required to record boom microphone	D	-	0	

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23 COMMUNICATIONS					
11. Selective Call System (SELCAL)					Deleted in Revision 4

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			4. Remarks or Exceptions		
25	EQUIPMENT/ FURNISHINGS				
2.	Passenger Seats	D	-	-	No change from FAA MMEL NOTES: No change from FAA MMEL
	1) Recline Mechanism	D	-	-	No change from FAA MMEL
	2) Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative or missing provided: a) Baggage is not stowed under associated seat or seat assembly, b) Associated seat or seat assembly is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert crew members of inoperative or missing restraining bar.
3.	Emergency Locator Transmitter (ELT)				
	1) Survival Type ELTs	D	-	-	Any in excess of those required by regulations may be inoperative or missing.
	2) Fixed ELTs	A	-	-	(M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations

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25 EQUIPMENT/ FURNISHINGS 4. Passenger Convenience/ NEF Items 1) Passenger *** Convenience Items	-	0	<p>NOTES:</p> <ol style="list-style-type: none"> 1. Operators are to select either Passenger Convenience Items or NEF (Non-Essential Equipment and Furnishings) in their MELs. 2. For operators with NEF defect rectification and control procedures, refer to sub-item 2) (NEF) only. <p>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, and overhead reading lamps. Items addressed elsewhere in this document shall not be included.</p> <p>(M) and (O) procedures may be required and included in the MEL.</p> <p>NOTES:</p> <ol style="list-style-type: none"> 1. Galley equipment restraining devices such as latches, etc. must be serviceable or the compartment must not be used for storage and placarded "INOPERATIVE - DO NOT USE". 2. Movie equipment individual screens, if applicable, must be capable of being stowed. 3. Audio or audio-visual entertainment equipment which is used as the sole means of providing safety briefings and demonstrations is not considered a passenger convenience item.

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25	EQUIPMENT/ FURNISHINGS				
4.	Passenger Convenience/ NEF Items (cont'd)				
	2) Non-Essential *** Equipment and Furnishings (NEF)	-	0		May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's defect rectification and control procedures. The NEF policies are outlined in the operator's Maintenance Control Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
5.	Emergency Medical Equipment				
	1) Automatic External *** Defibrillator (AED) and/or Associated Equipment	D	-	0	(O) May be incomplete, missing or inoperative provided procedures are established and used to alert crew members of incomplete, missing or inoperative units.
	2) Emergency Medical Kit *** (EMK) and/or Associated Equipment	D	-	-	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided procedures are established and used to alert crew members of missing or incomplete kits.

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25			EQUIPMENT/ FURNISHINGS		
5.			Emergency Medical Equipment		
			3)	D	-
			First Aid Kit (FAK) and/or Associated Equipment	-	(O)
			Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided		
			1) Required distribution is maintained, and		
			2) Procedures are established and used to alert crew members of missing or incomplete kits.		
				A	-
			First Aid Kit Seal (Required First Aid Kits)	-	(O)
			The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided:		
			a) The first aid kit is fully equipped or the kit has a maximum of one missing item,		
			b) The kit includes a list of its contents,		
			c) An inventory is taken on the contents of the kit prior to departure, and		
			d) Procedures are established and used to alert crew members of:		
			1) The missing or broken seal, and		
			2) The need to perform an inventory under proviso c).		

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25	EQUIPMENT/ FURNISHINGS				
10. ***	“Fasten Seat Belt While Seated”, Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
11.	Pilot Seat Adjustments	C	-	-	Vertical and fore/aft adjustment may be inoperative provided the seat is secured in a position to meet individual pilot requirements.
12.	Exterior Lavatory Door Ashtray				Deleted in Revision 4
13.	Lavatory NO SMOKING Placard				Deleted in Revision 4

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26			FIRE PROTECTION
1.	Portable Fire Extinguishers	D	- - (M)(O) Any in excess of those required by regulations may be inoperative or missing provided:
			<ul style="list-style-type: none"> a) Inoperative fire extinguisher(s) is/are removed from the passenger cabin, flight deck, and/or class E cargo compartment that is accessible to crew members during flight, and its location is placarded "INOPERATIVE", or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded "INOPERATIVE", b) Required distribution is maintained in the passenger compartment, the flight deck, and each class E cargo compartment that is accessible to crew members during flight, as applicable, and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.
5. ***	Lavatory Smoke Detection System		Deleted in Revision 4
6. ***	Lavatory Fire Extinguishing Systems		Deleted in Revision 4

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27	FLIGHT CONTROLS		
6.	Control Wheel Trim Switches		Deleted in Revision 4
7.	Rudder Pedal Adjustment		Deleted in Revision 4

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			4. Remarks or Exceptions		
30 ICE AND RAIN PROTECTION					
5. Pitot Heaters	B	2	1	Except where enroute operations require its use, one may be inoperative provided: <ul style="list-style-type: none"> a) Flight is conducted in day VMC, b) Flight is not conducted in visible moisture, and c) Flight is not conducted in known or forecast icing conditions. 	
10. Engine Inlet Deicing Boots	C	2	0	One or both may be inoperative provided: <ul style="list-style-type: none"> a) Flight is not conducted in known or forecast icing conditions; and, b) The associated intake deflector is operative. 	

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			4. Remarks or Exceptions		
31	INDICATING/ RECORDING SYSTEMS				
1.	Clock with sweep second hand or electric digital clock	C	-	0	Aircraft clocks may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
3.	Flight Data Recorder (FDR)				
1)	FDR and CVR required by regulations	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) is operative, and b) Repairs are made within three flight days.
2)	FDR only required by regulations	A	1	0	May be inoperative provided repairs are made within three flight days.
3)	FDR not required by regulations	D	1	0	
4)	Digital FDR Recording Parameters required by regulations	A	-	-	Up to three digital recording parameters may be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within twenty calendar days.
5)	Digital FDR Recording Parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance check.

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33	LIGHTS				
2.	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	No change from FAA MMEL
		D	-	0	May be inoperative for day operations.
3.	Landing Lights	D	2	0	No change from FAA MMEL
		C	2	1	No change from FAA MMEL
5.	Passenger Notice System (Fasten Seat Belt/No Smoking)				Deleted in Revision 4 Refer to FAA MMEL
6.	Anti-collision Beacon Light System				Deleted in Revision 4 Refer to FAA MMEL
8.	Taxi Light	D	1	0	No change from FAA MMEL
		C	1	0	No change from FAA MMEL

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33 LIGHTS					
9. Wing Ice Lights	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
	C	2	1	One may be inoperative provided: a) The left light is operative for single pilot operations, and b) Ground deicing procedures do not require its use.	
11. Logo Light System	D	1	0		
18. Floor Proximity Emergency *** Escape Path Markings System Lights				Deleted in Revision 4	
19. Exterior Emergency Lighting System				Deleted in Revision 4	
20. Internal Emergency Lighting System				Deleted in Revision 4	

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34	NAVIGATION				
4.	Gyroscopic Rate of Turn/Slip Skid Indicators	B	2	1	No change from FAA MMEL
		C	2	0	Both may be inoperative for day VFR. NOTE: Does not include VFR OTT.
5.	Gyroscopic Directional Indicator Systems				Deleted in Revision 4 Refer to FAA MMEL
6.	Vertical Speed Indicators	C	2	1	One may be inoperative for day VMC. NOTE: Left side must be operative for single pilot IFR operations.
8.	Navigation Equipment				
	1) VOR/ILS	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
	2) LORAN, RNAV, VLF/Omega, INS, GPS, Doppler, FMS	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	-	May be inoperative provided routine procedures do not require its use.
9.	Weather Radar/Thunderstorm Detection Equipment	D	1	0	Any in excess of those required by regulations may be inoperative.

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			4. Remarks or Exceptions		
34	NAVIGATION				
10.	Marker Beacon	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
		D	-	-	May be inoperative provided routine procedures do not require its use.
11.	Flight Director				Deleted in Revision 4 Refer to FAA MMEL
12.	Radar Altimeter				Deleted in Revision 4 Refer to FAA MMEL
14.	DME	D	1	-	Any in excess of those required by regulations may be inoperative.
16.	ADF	D	1	-	Any in excess of those required by regulations may be inoperative.
19.	Standby Attitude Indicator	B	1	0	May be inoperative for day VMC. NOTE: Does not include VFR OTT.

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			4. Remarks or Exceptions		
34 NAVIGATION					
20. Non-stabilized Magnetic Compass	B	1	0	No change from FAA MMEL	
	B	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Aircraft is operated: 1) With dual independent navigation capability, and 2) Under positive radar control by ATC during the en-route flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.	
	C	1	0	No change from FAA MMEL	

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			4. Remarks or Exceptions		
34	NAVIGATION				
23.	Terrain Awareness and Warning System (TAWS) Class A TAWS				
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
a)	Modes 1 to 4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
b)	Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.
c)	Glideslope Deviation (Mode 5)	C	-	1	
		B	-	0	May be inoperative.
d)	Advisory Callouts (Mode 6) ***	C	-	0	(O) May be inoperative provided alternate procedures are established and used.

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
34	NAVIGATION				
23.	Terrain Awareness and Warning System (TAWS) Class A TAWS (cont'd)				
	1) GPWS (cont'd)				
	e) Windshear Mode (Reactive) (Mode 7) ***	B	1	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.
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
	2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	May be inoperative.
	3) Terrain Displays	C	-	1	
		B	-	0	May be inoperative.
	4) Runway Awareness and Advisory System (RAAS) ***	C	1	0	May be inoperative.

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
34					NAVIGATION
23.					Terrain Awareness and Warning System (TAWS) Class B TAWS
1) GPWS	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
a) Modes 1 and 3	A	2	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
b) Test Mode	A	1	0		May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.
c) Modes 2, 4 and 5 ***	C	3	0		May be inoperative
d) Advisory Callouts ***	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.
e) Windshear Mode (Reactive) ***	C	1	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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			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
34			NAVIGATION		
23.			Terrain Awareness and Warning System (TAWS) Class B TAWS (cont'd)		
	2)	B	1	0	May be inoperative.
	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions				
	3)	C	-	0	May be inoperative.
	Terrain Displays ***				
	4)	C	1	0	May be inoperative.
	Runway Awareness and Advisory System (RAAS) ***				
23.		C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
Terrain Awareness and Warning System (TAWS) Class C TAWS					
23.		C	1	0	NOTE: Any mode that operates normally may be used.
Terrain Awareness and Warning System (TAWS) Class A or B TAWS Not Required					

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System & Sequence Numbers	1.	2.	Number Installed
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			4. Remarks or Exceptions
34			NAVIGATION
29. ***			Navigation Databases
1)	C	-	(O) 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 and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified, and d) Approaches are not conducted using associated system.
30.			Long Range Navigation Systems (IRS, GPS, etc.) Deleted in Revision 4 Refer to item 34-8
31.			Altitude Alerting System Deleted in Revision 4

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
35 OXYGEN					
1. Oxygen System (Passenger)	B	1	0	(O)	May be inoperative provided: <ul style="list-style-type: none"> a) Minimum en route altitude does not exceed 13,000 feet above MSL, b) Pressurization system is operative, c) Flight remains at or below FL 250, d) Portable oxygen units are provided for all crew members and 10% of the passengers; for half an hour (supplemental oxygen), and e) Passengers are appropriately briefed.
1) All Cargo Operations	D	1	0		May be inoperative provided: <ul style="list-style-type: none"> a) Portable oxygen bottles are available to all crew members required to be off the flight deck, and b) An automatic warning system is in the cargo area to alert of a decompression, if crew members are required to be in the cargo area during flight.
	D	1	0		May be inoperative provided all crewmembers are on the flight deck.

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			4. Remarks or Exceptions
35 OXYGEN			
2. Portable Oxygen Bottles	D	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable oxygen dispensing unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.

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			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
35			OXYGEN		
3.		D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative protective breathing equipment unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the protective breathing equipment unit and its installed location are placarded INOPERATIVE, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.