

TRANSPORT CANADA

MMEL SUPPLEMENT

REVISION 03

TO

mitsubishi MU-300, MU-300-10,

BEECH 400, 400A

MASTER MINIMUM EQUIPMENT LIST

W. R. Jupp
Chief
Aircraft Certification Flight Test
for Minister of Transport

Jun. 28, 2004
Revision: 03

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Revision 03 signed by:

W. R. Jupp

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	78-1	Original	Apr. 29, 1994

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Log of Revisions

Revision No.	Date	Pages Affected	Initials
Original	Apr. 29, 1994	I, II, III, IV, V, VI, VII, VIII, 21-1, 23-1, 24-1, 25-1, 25-2, 30-1, 33-1, 34-1, 34-2, 35-1, 35-2, 78-1	
01	Dec. 19, 1997	I, II, III, IV, V, VI, 23-1, 25-1, 33-1, 34-1, 34-2, 34-3, 35-1, 35-2, 73-1	
02	Apr. 30, 1998	I, II, III, IV, 23-1, 25-1, 25-2, 26-1, 26-2, 34-3	
03	Jun. 28, 2004	All except 24-1 and 78-1	

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Reasons for Changes

- 21-10 Cabin Altitude and Differential Pressure Indicator – item with repair category per Guidance Book (GB) items 21.2 and 21.5.
- 21-11 Cabin Rate of Climb Indicator – item with repair category per GB item 21.4.
- 22-1 Autopilot System – item with repair category per GB item 22.3.
- 22-2 Autopilot Control Wheel Disengage Switches – item with repair category per GB item 22.1.
- 22-10 Autopilot Disconnected Warning System – item with repair category per GB item 22.2.
- 23-1 Communications Systems (VHF, UHF) – item with relief for VHF No. 2 added.
- 23-3 Boom Sets – item with relief and repair category per GB item 23.7.
- 23-5 Passenger Address System (PA) – item with relief per GB item 23.9.
- 23-6 Flight Deck Speakers – item with relief per GB item 23.5.
- 23-14 Recorded Passenger Briefing System – item with relief and repair category per GB item 23.12.
- 23-17 ARINC Communications Addressing and Reporting System (ACARS) Including Printer – item with relief and repair category per GB item 23.1.
- 23-18 Selective Call System – item with relief and repair category per GB item 23.4.
- 25-1 Flotation Devices – deleted in Rev. 03. FAA MMEL is now applicable.
- 25-2 Life Rafts – deleted in Rev. 03. FAA MMEL is now applicable.
- 25-3 Pyrotechnic Signaling Devices – deleted in Rev. 03. FAA MMEL is now applicable.
- 25-4 Emergency Locator Transmitter (ELT) – item with relief and repair category per CAR 6.39.
- 25-1 Passenger Seats – item with relief and repair category per GB item 25.9.
- 25-8 First Aid kits – item with relief and repair category per GB item 25.14.
- 25-27 Exterior Lavatory Door Ashtray – item with relief and repair category per GB item 25.16.
- 25-28 Lavatory NO SMOKING Placard – mandatory item with alternate dispatch capability offered
- 26-1 Portable Fire Extinguishers – item with provisos from GB Item 26.7.
- 26-4 Lavatory Smoke Detection System – deleted in Rev. 03. FAA MMEL is now applicable.
- 30-6 Pitot Heaters – item with relief per GB item 30.5.

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Reasons for Changes (cont'd)

- 31-1 Clocks – item with relief per GB item 31.1.
- 31-3 Flight Data Recorder (FDR) System – item with relief per GB item 31.3.
- 32-2 Parking Brake – mandatory item for clarification.
- 33-2 Anti-Collision Light System (Strobe) – item with relief per GB item 33.7.
- 33-6 Cockpit and Instrument Lighting System – item with relief and repair category per GB item 33.1.
- 33-7 Passenger Notice System – item with relief and repair category per GB item 33.9.
- 33-8 Emergency Lighting System – item with relief per GB item 33.3.
- 33-12 Tail Logo Lights – item with relief and repair category per GB item 33.5.
- 33-13 Floor Proximity Lighting System – item with relief and repair category per GB item 33.4.
- 34-1 Attitude Indicators/Vertical Gyro Systems (Horizon Indicators) – mandatory item.
- 34-2 Directional Gyro Compass Systems – mandatory item with relief for compass magnetic and free gyro modes per GB item 34.3.
- 34-3 Standby Attitude Indicator – relief per GB item 34.3.
- 34-4 Turn Indication Systems – deleted in Rev. 03. FAA MMEL is now applicable.
- 34-5 Navigation Systems (VOR/ILS, GPS, LORAN, DOPPLER, RNAV, INS, Omega/VLF), FMS – relief per GB. Cross reference NOTE added to VOR/ILS per GB item 34.6.
- 34-13 Non-Stabilized Magnetic Compass – item with simplified format.
- 34-14 Marker Beacon Systems – item with relief and repair category per GB item 34.6.
- 34-15 TCAS II System – deleted in Rev. 03. FAA MMEL is now applicable.
- 34-16 TCAS I – deleted in Rev. 03. FAA MMEL is now applicable.
- 34-18 Ground Proximity Warning System (GPWS) – item reformatted to current GB standard.
- 34-20 Automatic Direction Finding Systems (ADF) – item with relief and repair category per GB item 34.6.
- 34-22 Distance Measuring Equipment (DME) – item with relief and repair category per GB item 34.6.

Reasons for Changes (cont'd)

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- 35-1 Passenger Oxygen System – item reformatted and updated per GB items 35.2, 3 and 6.
- 35-4 Protective Breathing Equipment – item with relief per GB item 35.5.
- 35-2 Walkaround Oxygen Dispensing Units – item updated per GB item 35.4.

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Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the MITSUBISHI MU-300, MU-300-10, BEECH 400, 400A aircraft. This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Rev.5, 08/12/2002, 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 states 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 regulations.

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
Aircraft Certification
330 Sparks Street
Tower C, 3rd Floor
Ottawa, Ontario
K1A 0N8

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
21	AIR CONDITIONING				
1	Cabin Altitude Warning System	C	1	0	May be inoperative provided flight is conducted at or below 10,000 feet above MSL.
10	Cabin Altitude and Differential Pressure Indicator				
	1) Cabin Altitude Indication	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) The cabin differential pressure indicator 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.
	2) Cabin Differential Pressure Indication	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) The cabin altitude indicator 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.

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21 AIR CONDITIONING					
11 Cabin Rate of Climb Indicator C		1	0		May be inoperative provided all other instruments and functions of the pressurization system are operative.
	D	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized configuration.

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			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
22	AUTO FLIGHT				
1	Autopilot System	B	1	0	No change from FAA MMEL
3	Autopilot Control Wheel Disengage Switches	C	2	1	One may be inoperative provided: a) The autopilot is not utilized at less than the initial approach altitude, and b) The pilot flying has the operative disconnect switch.
		B	2	0	Both may be inoperative provided the autopilot is not used.
10	Autopilot Disconnected Warning System	B	1	0	May be inoperative provided the autopilot is not used.

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23	COMMUNICATIONS				
1	Communications Systems (VHF, UHF)	D	-	2	No change from FAA MMEL
		B	-	1	No. 2 VHF may be inoperative provided HF is installed and operative.
	1) VHF Communication Control Panels				No change from FAA MMEL
3	Boom Sets				
	1) Headset Function	C	-	-	Headset function may be inoperative on any boom set provided alternate headset is installed, operative and used.
	2) Mike Function				No change from FAA MMEL

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		4. Remarks or Exceptions			
23	COMMUNICATIONS				
5 ***	Passenger Address System (PA)				
1) Passenger Configuration	B	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Flight deck/cabin interphone (two way) with associated calls (e.g. chimes) is operative. NOTE: Any station that operates normally may be used.
	B	1	0	(O)	May be inoperative provided: a) It is not required by regulations and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station that operates normally may be used.
	B	1	0	(O)	May be inoperative for non-passenger carrying operations for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.
2) Cargo Configuration	D	1	0		May be inoperative provided all crew members are on the flight deck.

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23	COMMUNICATIONS				
6	Flight Deck Speakers	C	2	0	(O) 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.
14	Recorded Passenger Briefing System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided all crew members are on the flight deck.
17 ***	ARINC Communications Addressing and Reporting System (ACARS) Including Printer	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided routine procedures do not require its use.
18 ***	Selective Call System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided routine procedures do not require its use.

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24	ELECTRICAL		
7	AC Inverters		
1)	(MU-300, MU-300-10 and BE-400)	B 2	1 No change from FAA MMEL
2)	(BE-400A)	B 2	1 (O) One may be inoperative for day VMC provided the AC Voltmeter is operative.

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25	EQUIPMENT/ FURNISHINGS				
1	Flotation Devices				Deleted in Rev. 03. Refer to FAA MMEL
2	Life Rafts				Deleted in Rev. 03. Refer to FAA MMEL
3	Pyrotechnic Signaling Devices				Deleted in Rev. 03. Refer to FAA MMEL
4	Emergency Locator Transmitter (ELT)	A	1	0	(M) May be inoperative provided: a) Placard is displayed in flight deck indicating date ELT was removed, and b) Repair or replacement is made within 30 calendar days.
10	Passenger Seats	D	-	-	No change from FAA MMEL
	1) Recline Mechanism	D	-	-	No change from FAA MMEL
	2) Arm Rests	D	-	-	No change from FAA MMEL
	3) Electrical/Electronic Systems and Components				No change from FAA MMEL

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25	EQUIPMENT/ FURNISHINGS				
10	Passenger Seats (cont'd)				
	4) 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.
11	Passenger Convenience Items		-	-	No change from FAA MMEL NOTE: 1. Exterior lavatory door ash trays are not considered convenience items. 2. 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". 3. Movie equipment individual screens, if applicable, must be capable of being stowed. 4. 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					
14	First Aid kits	D	-	-	(O)	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established to alert crew members of missing or incomplete kits.
	1) First Aid Kit Seal	B	-	-		The seal affixed on the exterior of the first aid kit may be missing or broken 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 content of the kit prior to departure, and d) Procedures are established to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).
27	Exterior Lavatory Door Ashtray	B	1	0		May be missing
28	Lavatory NO SMOKING Placard		1	1		Must be operative NOTE: A temporary placard may be used to dispatch an aircraft to a station where normal placards are available.

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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) The 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 on each deck, the flight deck and each class E cargo compartment that is accessible to crew members during flight, as applicable, and c) Procedures are established to alert crew members of missing portable fire extinguishers.
4	Lavatory Smoke Detection System		Deleted in Rev. 03. Refer to FAA MMEL

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30	ICE AND RAIN PROTECTION				
6	Pitot Heaters	B	2	1	Except where enroute operations require its use, 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.
7	Static Port Heat Systems	B	2	1	One may be inoperative provided flight is not conducted in known or forecast icing conditions.

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31	INDICATING/RECORDING SYSTEMS				
1	Clocks	C	-	-	Aircraft clock may be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
3	Flight Data Recorder (FDR) System	A	1	0	(O) May be inoperative provided: a) Cockpit Voice Recorder is verified operative, and b) Repairs are made within three flight days.
	1) Digital FDR Recording Parameters required by regulations.	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder is verified operative, and b) Repairs are made within twenty calendar days.
	2) Digital FDR Recording Parameters not required by regulations.	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.

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System & Sequence Numbers	1.	2.	Number Installed		
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32	LANDING GEAR				
2	Parking Brake	1	1		Must be operative.

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			4. Remarks or Exceptions		
33	LIGHTS				
2	Anti-Collision Light System (Strobe)	C	1	0	No change from FAA MMEL
		C	1	0	May be inoperative provided Rotating Beacon (Flashing) is installed and operative.
6	Cockpit and Instrument Lighting System	C	-	-	No change from FAA MMEL
		D	-	0	May be inoperative for day operations.
7	Passenger Notice System	C	-	-	(M)(O) Passenger seats lavatory from which a light is not readily legible shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".
		C	-	-	(O) The affected seats or lavatory may be occupied provided procedures are established and used to alert passengers when seat belts should be fastened and smoking prohibited.
		A	-	-	(O) May be inoperative for one flight day for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.
	1) All Cargo Operations.	D	-	0	May be inoperative provided all crew members are on the flight deck.

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33	LIGHTS				
9	Emergency Lighting System		1	1	Must be operative.
		C	-	-	Individual light bulbs may be inoperative provided compliance is shown with minimum acceptable lighting levels specified in certification documents.
12	Tail Logo Lights	D	2	0	
13	Floor Proximity Lighting System		1	1	Must be operative.
	1) Electrical Lighting Systems	C	-	-	Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
	2) Photoluminescent Tape Systems	C	1	-	Specified sections of the photoluminescent tape may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
	3) All Cargo Operations	D	1	0	(O) May be inoperative.

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34	NAVIGATION				
1	Attitude Indicators/Vertical Gyro Systems (Horizon Indicators)	2	2		Must be operative.
2	Directional Gyro Compass Systems	2	2		Must be operative.
	1) Compass Magnetic Modes	B	2	1	(O) One may be inoperative for flights within areas of magnetic reliability provided: a) Compass system operates normally in free gyro mode, and b) Free gyro mode is converted to magnetic mode using operative magnetic heading information.
		B	2	0	(O) One or both may be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems operate normally and are used in conjunction with free gyro navigation techniques.
	2) Compass Free Gyro Modes	B	2	0	(O) One or both may be inoperative for flights that are entirely within areas of magnetic reliability (areas south of Northern Domestic Airspace).
3	Standby Attitude Indicator	B	1	0	May be inoperative for day VMC provided the instrument face is covered.
4	Turn Indication Systems				Deleted in Rev. 03. Refer to FAA MMEL

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34	NAVIGATION				
5	Navigation Systems (VOR/ILS, GPS, LORAN, DOPPLER, RNAV, INS, Omega/VLF), FMS				
1)	VOR/ILS	C	-	-	Any in excess of those required by regulations may be inoperative. NOTE: The operator's MEL must cross reference the VOR/ILS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.
2)	If used routinely	C	-	-	May be inoperative provided alternate procedures are established and used.
3)	If not used routinely	D	-	-	May be inoperative provided routine procedures do not require its use.
4)	GPS/FMS Data Base	C	-	-	May be out of currency for enroute operations only 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, and c) Approach Navigation Radios are manually tuned and identified.

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
34	NAVIGATION				
13	Non-Stabilized Magnetic Compass	B	1	0	No change from FAA MMEL
		B	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Any combination of two gyro or INS(IRU) stabilized compass systems operate normally, and b) Aircraft is operated: <ul style="list-style-type: none"> 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
14	Marker Beacon Systems				
	1) If used routinely	C	-	-	May be inoperative provided alternate procedures are established and used.
	2) If not used routinely	D	-	-	May be inoperative provided routine procedures do not require its use.
15	TCAS II System				Deleted in Rev. 03. Refer to FAA MMEL

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System & Sequence Numbers		1.	2.	3. Number Installed	
				4. Number Required for Dispatch	
				4. Remarks or Exceptions	
34	NAVIGATION				
16	TCAS I				Deleted in Rev. 03. Refer to FAA MMEL
18 ***	Ground Proximity Warning System (GPWS)	A	-	-	(O) May be inoperative provided: a) Alternate procedures are established; and, b) Repairs are made within three flight days.
	1) Modes 1 to 4	A	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
	2) Test Mode	A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.
	3) Glideslope Deviation (Mode 5)	B	2	0	One or both may be inoperative.
	4) Advisory Callouts ***	C	-	0	No change from FAA MMEL
	5) Windshear Mode ***	C	-	0	No change from FAA MMEL
	6) TAWS (Enhanced *** GPWS)	C	-	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				
20	Automatic Direction Finding (ADF) Systems	C	-	-	Any in excess of those required by regulations may be inoperative. NOTE: The operator's MEL must cross reference the VOR/ILS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.
21	Vertical Speed Indicators (VSI)	C	2	1	One may be inoperative for day VFR.
22	Distance Measuring Equipment Systems (DME)	C	-	-	No change from FAA MMEL

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System & Sequence Numbers	1.	2.	Number Installed		
			3. Number Required for Dispatch		
			4. Remarks or Exceptions		
35 OXYGEN					
4 Passenger Oxygen System					
1) Passenger Configuration					
a) Entire System	B	1	0	(O)	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Minimum en route altitude does not exceed 13,000 ft above MSL, b) All air conditioning packs are operative, c) Pressurization system is operative, d) Flight remains at or below FL 250, e) Portable oxygen units are provided for all crew members and 10% of the passengers; for half an hour (supplemental oxygen), and f) Passengers are appropriately briefed.
	C	1	0		<p>May be inoperative for non-passenger carrying operations provided portable oxygen bottles are available for all crew members required to be off the flight deck.</p>
b) Automatic Presentation System	B	1	0		<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) The manual deployment system is operative, and b) Flight remains at or below FL 300.

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		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
35	OXYGEN				
4	Passenger Oxygen System (cont'd)				
	1) Passenger Configuration (cont'd)				
	c) Lavatory Oxygen	C	1	0	(O) May be inoperative provided: a) The lavatory is not used for any purpose, and b) The lavatory door is locked and placarded "INOPERATIVE DO NOT ENTER".
		C	1	0	(O) May be inoperative provided the aircraft is not operated above FL 250.
	d) Individual PSUs	D	-	-	(M)(O) May be inoperative with no flight altitude restriction provided: a) Affected seats or banks of seats are blocked and placarded INOPERATIVE to prevent occupancy, b) No more than two consecutive banks of seats and their adjacent banks of seats have an inoperative PSU, and c) Units at assigned flight attendant locations are operative.

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					4. Remarks or Exceptions
35	OXYGEN				
4	Passenger Oxygen System (cont'd)				
	2) Cargo Configuration	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 crew members are on the flight deck.
5	Protective Breathing Equipment	D	-	-	(M)(O) Any in excess of those required by regulation 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 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.

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System & Sequence Numbers	1.	2.	Number Installed	3.	Number Required for Dispatch
				4.	Remarks or Exceptions

35					
6	OXYGEN	D	-	-	(M)(O) Any in excess of those required by regulation may be inoperative or missing provided: 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 to alert crew members of inoperative or missing equipment.

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		3.	Number Required for Dispatch
		4.	Remarks or Exceptions
78	EXHAUST		
1	Thrust Reverser Systems C	2	0 (M)(O) One or both may be inoperative provided the anti-skid brakes and the nose wheel steering are operative.