



Textron Aviation

Master Minimum Equipment List (MMEL)

Revision: 09

Date: 11/05/2025

Textron Aviation Model 560XL (Excel/XLS/XLS+/Ascend)

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U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

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Revision: 9
Date: 11/05/2025

Textron Aviation Inc Model 560XL

Textron Aviation Inc.
Type Certificate Data Sheet (TCDS) A22CE
Excel/XLS/XLS+/Ascend

<https://ww2.txtav.com/TechnicalPublications/Support>

Utilize hyperlink for access to complete MMEL
document on manufacturer's website.

Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Aircraft Evaluation Division (AFS-100)
General Aviation Branch (AFS-130)
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General Aviation Branch, AFS-130

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This page must be attached to the FAA Approved MMEL.
The MMEL approved herein must be presented exactly as approved by the FAA in its entirety,
with no alterations, edits, or missing information. Any modifications to this document render this
MMEL invalid. This MMEL remains effective only with FAA approval.

AIRCRAFT:

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TEXTRON AVIATION		MASTER MINIMUM EQUIPMENT LIST	
REVISION NO. 9		PAGE NO. II	
DATE: 11/05/2025			
AIRCRAFT: Textron Aviation Model 560XL		LOG OF REVISIONS	
REV NO.	DATE		
Original	09/10/1998		
0a	07/26/1999		
1	12/15/1999		
2	08/15/2001		
2a	10/18/2001		
2b	01/07/2002		
2c	05/23/2002		
2d	10/17/2002		
2e	05/28/2003		
3	01/03/2005		
4	07/09/2007		
5	03/30/2009		
5a	09/15/2009		
6	01/13/2012		
7	04/28/2014		
8	07/23/2021		
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TEXTRON AVIATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 9	PAGE NO. III
DATE: 11/05/2025	
AIRCRAFT: Textron Aviation Model 560XL	HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 9**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on November 12, 2024.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections and formatting changes were made throughout the document, these changes may not be indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion.
ALL	Revision 9 incorporates the addition of the Citation Ascend. Change bars identify only new or revised content.
	The Model 560XL variants are: Excel 560 Units -5001 thru -5500 XLS 560 Units -5501 thru -6000 XLS+ 560 Units -6001 thru -6500 Ascend 560 Units -6501 and On
	The following FAA MMEL Policy Letters (PL) have been revised since MMEL Revision 8, dated 07/23/2021. All other FAA MMEL PLs have been previously reviewed and included as published or amended to be applicable to the model 560XL based on FAA Certification and/or Operating Rule for the systems and equipment by the FOEB: PL-025, MMEL and MEL Definitions. This PL is required in an operators MEL. PL-034, MMEL and MEL Preamble. This PL is required in an operators MEL. PL-119, Two-Section MMELs (Parts 91, 125, and 135). Not applicable. PL-120, Emergency Locator Transmitters/Low Frequency Underwater Locator Beacons/Devices/Equipment for Location of an Aircraft in Distress. Relief in PL will be adopted where applicable.

TEXTRON AVIATION		MASTER MINIMUM EQUIPMENT LIST	
REVISION NO. 9		PAGE NO. IV	
DATE: 11/05/2025			
AIRCRAFT: Textron Aviation Model 560XL		HIGHLIGHTS OF CHANGE	
ATA NO.	EXPLANATION OF CHANGE		
ATA 21	AIR CONDITIONING		
-21-03	Corrected proviso		
-21-04	Amended serialization and corrected proviso.		
-21-05	Added relief for the Ascend		
-21-06	Renumbered		
-21-07	Renumbered		
-21-08	Renumbered		
-30-02-02A	Amended serialization		
-30-02-02B	Amended serialization		
-30-02-03A	Added relief for KAPS II for the Ascend		
-30-02-03B	Added relief for KAPS II for the Ascend		
-31-02-01A	Renumbered and added serialization		
-31-02-01B	Added relief for the Ascend		
-31-02-02	Added serialization		
-31-02-03B	Amended serialization		
-31-02-03C	Added relief for the Ascend		
-32-01-01	Added serialization		
-33-02-00B	Amended serialization		
-33-02-00C	Added relief for the Ascend		
-33-02-00D	Renumbered		
-33-02-00E	Renumbered and amended serialization		
-33-02-00F	Added relief for the Ascend		
-50-01-00C	Amended serialization		
-50-01-00D	Added relief for the Ascend		
-60-01	Revised item and added sub-items		
-61-01-00A	Renumbered and amended serialization		
-61-01-00B	Added relief for the Ascend		
-61-02	Added serialization		
-61-03	Added serialization		
-62-01	Added serialization		

TEXTRON AVIATION		MASTER MINIMUM EQUIPMENT LIST	
REVISION NO. 9		PAGE NO. V	
DATE: 11/05/2025			
AIRCRAFT: Textron Aviation Model 560XL		HIGHLIGHTS OF CHANGE	
ATA NO.	EXPLANATION OF CHANGE		
ATA 22	AUTOFLIGHT		
-10-01	Added serialization and relief for the Ascend		
-10-02-00A	Renumbered and amended serialization		
-10-02-00B	Added relief for the Ascend		
-10-03-00A	Renumbered and amended serialization		
-10-03-00B	Added relief for the Ascend		
-10-05-00A	Renumbered and amended serialization		
-10-05-00B	Added relief for the Ascend		
-13-03	Amended serialization		
-13-04	Added relief for the Ascend		
-13-05	Added relief for the Ascend		
-30-01	Added relief and subitems for Autothrottle for the Ascend		
ATA 23	COMMUNICATIONS		
-00-01-03	Revised item name		
-10-01-00B	Deleted in Rev 9 due to being deemed not applicable during FOEB		
-12-01	Revised per PL-95		
-12-01-01	Revised item name		
-12-01-03	Added relief		
-20-04	Added relief		
-20-05	Added relief		
-40-02	Revised per PL-09		
-50-01	Added serialization		
-50-01-01A	Renumbered and amended serialization		
-50-01-02A	Renumbered and amended serialization		
-50-04	Revised item and subitems per PL-58		
-50-05	Revised item and subitems per PL-58		
-50-07-03	Added relief for the Ascend		
-60-01-01	Added serialization		
-60-01-01A	Added relief for the Ascend		
-70-01	Revised item and subitems per PL-29		
-70-01-02	Revised proviso		

TEXTRON AVIATION		MASTER MINIMUM EQUIPMENT LIST	
REVISION NO. 9		PAGE NO. VI	
DATE: 11/05/2025			
AIRCRAFT: Textron Aviation Model 560XL		HIGHLIGHTS OF CHANGE	
ATA NO.	EXPLANATION OF CHANGE		
ATA 24	ELECTRICAL POWER		
-21-01-00B	Amended serialization		
-21-01-00C	Added relief for the Ascend		
-30-01	Updated NOTE		
-30-02	Added NOTE		
-31-02	Added serialization		
-37-01-01	Renumbered amended serialization and updated NOTE		
-37-01-02	Added relief for the Ascend.		
ATA 25	EQUIPMENT/FURNISHINGS		
-10-07	Moved from ATA chapter 33 and revised item and subitems per PL-132		
-20-02	Revised item and subitems per PL-79		
-20-03	Added relief for the Ascend		
-20-04	Added relief for the Cabin Window Shades		
-50-02	Revised item and subitems per PL-104		
-60-02	Revised item and subitems per PL-132		
-60-02-03	Deleted in Rev 9 due to being deemed not applicable during FOEB		
-61-01	Renamed item		
ATA 26	FIRE PROTECTION		
-11-01	Revised proviso and repair category		
-22-01	Revised per PL-132		
-22-01-01	Added subitem per PL-132		
ATA 27	FLIGHT CONTROLS		
-51-01	Added serialization		
ATA 28	FUEL		
-41-01	Added NOTE		
-41-02	Added NOTE		
-43-01	Added serialization		

TEXTRON AVIATION		MASTER MINIMUM EQUIPMENT LIST	
REVISION NO. 9		PAGE NO. VII	
DATE: 11/05/2025			
AIRCRAFT: Textron Aviation Model 560XL		HIGHLIGHTS OF CHANGE	
ATA NO.	EXPLANATION OF CHANGE		
ATA 30	ICE AND RAIN PROTECTION		
-20-01	Added NOTE		
-30-01	Added NOTE		
-30-02	Added NOTE		
-40-01	Added serialization		
-40-02	Revised proviso		
-40-02-01	Renumbered, amended serialization, revised proviso and added NOTE		
-40-02-02	Added relief for the Ascend		
-40-04	Added serialization		
ATA 31	INDICATING/RECORDING SYSTEMS		
-10-01-01	Revised proviso		
-10-01-02A	Renumbered, revised serialization and revised proviso		
-10-01-02B	Renumbered and revised proviso		
-10-01-03	Revised proviso		
-10-02	Added item and subitems for Panel Switch lights relief.		
-30-02	Added proviso per PL-87		
-30-02-00A	Added NOTE		
-30-02-00B	Added NOTE		
-30-02-00C	Revised subitem per PL-87		
-30-02-00D	Added subitem per PL-87		
ATA 33	LIGHTS		
-40-01-01	Amended item name and amended serialization		
-40-01-02	Added relief for Ascend		
-40-03-00A	Added serialization		
-40-03-00B	Added serialization		
-40-03-00C	Added serialization		
-40-03-00D	Added relief for Ascend		
-40-03-00E	Added relief for Ascend		
-40-05-02	Amended serialization		
-40-05-03	Added relief for Ascend		
-40-06	Added serialization		

TEXTRON AVIATION		MASTER MINIMUM EQUIPMENT LIST	
REVISION NO. 9		PAGE NO. VIII	
DATE: 11/05/2025			
AIRCRAFT: Textron Aviation Model 560XL		HIGHLIGHTS OF CHANGE	
ATA NO.	EXPLANATION OF CHANGE		
-40-06-01	Revised proviso		
-40-08-01	Revised proviso		
-40-10	Added relief for the Ascend Pylon Work Light		
-40-11	Added relief for the Ascend Wing Accent Light		
-50-01	Moved to ATA 25 in Revision 9		
-50-02-05	Added relief for the Ascend		
ATA 34	NAVIGATION		
-12-01	Added serialization		
-16-01	Revised per PL-39		
-22-02	Amended serialization		
-25-01	Amended serialization		
-25-02	Amended serialization		
-25-06	Added relief for Ascend Display Controller		
-25-07	Added relief for the Ascend GTC		
-25-08	Renumbered		
-25-10	Added Relief for the Synthetic Vision		
-34-01	Added Proviso		
-34-01-01	Added serialization		
-34-01-02	Added serialization		
-36-01	Revised item per PL-67		
-36-02	Added for the Ascend per PL-67		
-44-01-00A	Renumbered		
-44-01-00B	Added NOTE 3		
-44-02	Added relief for the SurfaceWatch		
-44-03	Added relief for the Runway Overrun Awareness and Alerting System (ROAAS)		
-44-04	Renumbered and revised item and subitems per PL-54		
-45-02	Deleted in Revision 9		
-46-01	Added serialization		
-50-10	Added item and subitems.		
-52-02	Revised item and subitems per PL-105		
-60-03	Added serialization		

TEXTRON AVIATION		MASTER MINIMUM EQUIPMENT LIST	
REVISION NO. 9		PAGE NO. IX	
DATE: 11/05/2025			
AIRCRAFT: Textron Aviation Model 560XL		HIGHLIGHTS OF CHANGE	
ATA NO.	EXPLANATION OF CHANGE		
ATA 35	OXYGEN		
-30-01	Revised item and subitem per PL-132		
-30-02	Revised item and subitem per PL-132		
ATA 45	CENTRAL MAINTENANCE SYSTEM		
-00-01	Added relief for the Aircraft Recording System (AReS)		
-00-02	Amended serialization		
-00-03	Added relief for Cessna Diagnostics and Maintenance System (CDMS)		
ATA 49	AIRBORNE AUXILIARY POWER		
-70-01-02	Amended serialization		
-70-01-03	Added relief for the Ascend		
-70-02-02	Amended serialization		
-70-02-03	Added relief for the Ascend		
ATA 52	DOORS		
-10-01-06A	Renumbered and revised proviso		
-10-01-06B	Renumbered and revised proviso		
-42-01-02	Revised NOTE		
-70-02-01	Revised NOTE		
-70-02-02	Revised NOTE		
-70-02-03	Revised NOTE		
-70-02-05	Revised NOTE		
-70-02-06	Revised NOTE		
-70-02-07	Added relief		
ATA 57	WINGS		
-50-01	Revised items installed		
ATA 76	ENGINE CONTROL		
-00-01	Amended serialization		

TEXTRON AVIATION		MASTER MINIMUM EQUIPMENT LIST	
REVISION NO. 9		PAGE NO. X	
DATE: 11/05/2025			
AIRCRAFT: Textron Aviation Model 560XL		HIGHLIGHTS OF CHANGE	
ATA 77	ENGINE INDICATING		
-14-01-01	Amended serialization		
-14-01-02	Amended serialization		
-22-01	Amended serialization		
-30-01	Added relief for the FASTbox on the Ascend		
-32-01	Removed Note		
ATA 79	ENGINE OIL		
-30-01	Added serialization		

TEXTRON AVIATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 9	PAGE NO. XI
DATE: 11/05/2025	
AIRCRAFT: Textron Aviation Model 560XL	DEFINITIONS AND PREAMBLE

DEFINITIONS

The required definitions are listed in MMEL PL-025. Additional definitions may be included in an operator's MEL as desired. Revision of PL-025 does not require revision to the operator's MEL. Applicable Operating Rule references are listed in Appendix A of PL-025. It is the responsibility of the operator to determine which Operating Rules are applicable to their operation. Refer to the current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website at drs.faa.gov.

PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36. Both Policy Letters are found on the FAA DRS website at drs.faa.gov.

TEXTRON AVIATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 9	PAGE NO. XII
DATE: 11/05/2025	
AIRCRAFT: Textron Aviation Model 560XL	GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, STC modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

Textron has developed recommended (M) maintenance and (O) operational procedures for the Textron Aviation Model 560XL MMEL (P/N 56XCPM-09-01, or later revision). Operator's MEL procedures should be based on the Textron procedures.

DATE: 11/05/2025

AIRCRAFT: Textron Aviation Model 560XL	TABLE KEY
	1. REPAIR CATEGORY
	2. NO. INSTALLED
	3. NO. REQUIRED FOR DISPATCH
	4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
-20-01	Cabin Overhead Air Outlet	C	-	0		
-20-02	Cockpit Overhead Air Outlet	C	2	0		
-20-03	Cockpit Warm Air Side Console Outlet	C	2	0		
-21-01	Cabin Recirculation Fan (WEMAC Boost) (Units -5001 thru -5500)	C	1	0		
-21-02	Cockpit Recirculation Fan	C	1	0		
-21-03	Nose Avionics Cooling Fan (Radome Fan) (Units -5001 thru -6000)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM RADOME FAN abnormal procedure.	
-21-04	Nose Avionics Cooling Fan (Radome Fan) (Units -6001 thru -6500)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM RADOME FAN FAIL amber message procedure. NOTE: Amber RADOME FAN FAIL CAS message will be displayed.	
-21-05	Nose Avionics Cooling Fan (Radome Fan) (Units -6501 and On)	C	1	0	May be inoperative provided aircraft is operated in accordance with AFM RADOME FAN FAIL amber message procedure. NOTE: Amber RADOME FAN FAIL CAS message will be displayed.	
-21-06	Display Fan (Units -5501 thru -6000)	B	3	0	May be inoperative provided aircraft is operated in accordance with AFM DU 1, 2, or 3 FAN abnormal procedure.	
-21-07	Integrated Avionics Fan (IC-600/615) (Units -5001 thru -6000)	B	2	0	May be inoperative provided aircraft is operated in accordance with AFM IC 1 FAN or 2 FAN abnormal procedure.	

TEXTRON AVIATION		MASTER MINIMUM EQUIPMENT LIST			
REVISION NO. 9		PAGE NO. 21-2			
DATE: 11/05/2025					
AIRCRAFT: Textron Aviation Model 560XL		TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
21. Air Conditioning					
Sequence No.	Item	1	2	3	4 Change Bar
-21-08	Internal Equipment Fan (Units -5001 thru -6000)				
-01A	AHRS (Number 1 AHRS Only) (Excluding GH-3000-Equipped Aircraft)	B	1	0	
-01B	AHRS (GH-3000-Equipped Aircraft)	B	2	1	
-02	Radio Management Unit (RMU)	B	2	1	
-30-01	Cabin Dump Function	C	1	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-30-02	Cabin Pressurization System				
-01A	Units -5001 thru -6000	C	1	0	(O) May be inoperative provided: a) PRESS SYSTEM SELECT is selected to MANUAL, b) EMER DUMP is selected ON, c) Aircraft is operated at 13,500 ft cabin altitude or below, and d) Flightcrew oxygen system is used as required by 14 CFR Operating Rule. NOTE: Red CAB ALT annunciator may illuminate at 10,000 ft cabin altitude. (Continued)

Textron Aviation Model 560XL

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Cont'd)					
-01B	Units -5001 thru -6000	C	1	0	<p>(M)(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) PRESS SYSTEM SELECT is selected to MANUAL, b) Emergency pressurization system is deactivated, c) EMER DUMP is selected ON, d) PASS OXY is selected to OFF, e) No cabin occupants are carried, f) Aircraft is operated at FL 250 or below, and g) Flightcrew oxygen system is used as required by 14 CFR Operating Rule. <p>NOTE: Red CAB ALT annunciator may illuminate at 10,000 ft cabin altitude.</p>	
-02A	Units -6001 thru -6500	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) CABIN PRESS MODE is selected to MANUAL, b) CABIN DUMP is selected to DUMP, c) Aircraft is operated at 13,500 ft cabin altitude or below, and d) Flightcrew oxygen system is used as required by 14 CFR Operating Rule. <p>NOTE: Red CABIN ALTITUDE message may appear and CABIN ALTITUDE aural warning may sound at 10,000 +/- 350 ft cabin altitude.</p> <p>(Continued)</p>	

TEXTRON AVIATION		MASTER MINIMUM EQUIPMENT LIST				
REVISION NO. 9		PAGE NO. 21-4				
DATE: 11/05/2025						
AIRCRAFT: Textron Aviation Model 560XL		TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
21. Air Conditioning						
Sequence No.	Item	1	2	3	4	Change Bar
-30-02	Cabin Pressurization System (Cont'd)					
-02B	Units -6001 thru -6500	C	1	0	(M)(O) May be inoperative provided: a) CABIN PRESS MODE is selected to MANUAL, b) Emergency pressurization system is deactivated, c) CABIN DUMP is selected to DUMP, d) PASS OXY is selected to OFF, e) No cabin occupants are carried, f) Aircraft is operated at FL 250 or below, and g) Flightcrew oxygen system is used as required by 14 CFR Operating Rule. NOTE: Red CABIN ALTITUDE message may appear and CABIN ALTITUDE aural warning may sound at 10,000 +/- 350 ft cabin altitude.	
-03A	Units -6501 and On (KAPS II)	C	1	0	(O) May be inoperative provided: a) PRESSURE CONTROL is selected to STANDBY, b) CABIN DUMP is selected to DUMP, c) Aircraft is operated at 13,500 ft cabin altitude or below, and d) Flightcrew oxygen system is used as required by 14 CFR Operating Rule. NOTE: PRESSURIZATION FAULT amber message will appear. CABIN ALTITUDE amber message will appear at 8,500 +/- 200 ft. and the red message may appear at 9,650 +/- 200 ft. cabin altitude.	
(Continued)						

TEXTRON AVIATION		MASTER MINIMUM EQUIPMENT LIST			
REVISION NO. 9		PAGE NO. 21-5			
DATE: 11/05/2025					
AIRCRAFT: Textron Aviation Model 560XL		TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
21. Air Conditioning					
Sequence No.	Item	1	2	3	4 Change Bar
-30-02	Cabin Pressurization System (Cont'd)				
-03B	Units -6501 and On (KAPS II)	C	1	0	(M)(O) May be inoperative provided: a) PRESSURE CONTROL is selected to STANDBY, b) CABIN DUMP is selected to DUMP, c) PASS OXY is selected to OFF, d) No cabin occupants are carried, e) Aircraft is operated at FL 250 or below, and f) Flightcrew oxygen system is used as required by 14 CFR Operating Rule. NOTE: PRESSURIZATION FAULT amber message will appear. CABIN ALTITUDE amber message will appear at 8,500 +/- 200 ft. and the red message will appear at 9,650 +/- 200 ft. cabin altitude.
-30-03	Emergency Pressurization System (Failed Closed)	C	1	0	(O) May be inoperative provided: a) Emergency pressurization valve is verified closed, and b) Aircraft is operated at FL 410 or below.

TEXTRON AVIATION			MASTER MINIMUM EQUIPMENT LIST		
REVISION NO. 9			PAGE NO. 21-6		
DATE: 11/05/2025					
AIRCRAFT: Textron Aviation Model 560XL		TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
21. Air Conditioning					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-31-02	Cabin Pressurization System Mode				
-01A	Automatic Schedule Mode (Units -5001 thru -6500)	C	1	0	May be inoperative provided: a) Isobaric mode is operative, b) Cabin differential pressure gauge/indication is operative, c) Cabin altitude gauge/indication is operative, and d) Cabin vertical speed gauge/indication is operative.
-01B	Automatic Schedule Mode (Units -6501 and On)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-02	Isobaric Mode (Units -5001 thru -6500)	C	1	0	May be inoperative provided automatic schedule mode is operative.
-03A	Any Mode (Excluding Manual) (Units -5001 thru -6000)	C	2	0	May be inoperative provided: a) Autopilot system is operative, b) PRESS SYSTEM SELECT AUTO/MANUAL switch is selected to MANUAL, c) Aircraft is operated using manual pressurization, and d) No cabin occupants are carried.
(Continued)					

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<div>AIRCRAFT:</div> <div>Textron Aviation Model 560XL</div>	<div>TABLE KEY</div> <div> <div>1. REPAIR CATEGORY</div> <div>2. NO. INSTALLED</div> <div>3. NO. REQUIRED FOR DISPATCH</div> <div>4. REMARKS OR EXCEPTIONS</div> </div>
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21. Air Conditioning					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-31-02	Cabin Pressurization System Mode (Continued)				
-03B	Any Mode (Excluding Manual) (Units -6001 thru -6500)	C	2	0	May be inoperative provided: <div> <div>a) Autopilot system is operative,</div> <div>b) CABIN PRESS MODE is selected to MANUAL,</div> <div>c) Aircraft is operated using manual pressurization, and</div> <div>d) No cabin occupants are carried.</div> </div>
-03C	Any Mode (Excluding Standby) (Units -6501 and On)	C	2	0	May be inoperative provided: <div> <div>a) Autopilot system is operative,</div> <div>b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02), and</div> <div>c) No cabin occupants are carried.</div> </div>
-32-01	Cabin Altitude Gauge/Indication				
-00A		C	1	0	(O) May be inoperative provided: <div> <div>a) Cabin pressurization system automatic schedule mode is operative and used,</div> <div>b) Cabin differential pressure gauge/indication is operative, and</div> <div>c) A chart is provided to convert differential pressure and aircraft altitude to cabin altitude.</div> </div>
-00B		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-01	Gauge Lighting (Units -5001 thru -6500)	C	1	0	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read gauge.

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21. Air Conditioning					
Sequence No.	Item	1	2	3	4 Change Bar
-32-02	Cabin Differential Pressure Gauge/Indication				
-00A		C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin altitude gauge/indication is operative, and c) A chart is provided to convert cabin and aircraft altitude to differential pressure.
-00B		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-32-03	Cabin Vertical Speed Gauge/Indication				
-00A		C	1	0	May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, and b) Cabin altitude gauge/indication is operative.
-00B		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-33-01	Cabin Outflow Valve	C	2	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).

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21. Air Conditioning						
Sequence No.	Item	1	2	3	4	Change Bar
-33-02	Pressure Regulating Valve (Flow Control Valve)					
-00A	Units -5001 thru -6000 (Without Nose Wheel Spin-Up System)	C	2	1	(M) One may be inoperative provided: a) Affected flow control valve is secured for no flow, b) PRESS SOURCE is selected to operative source, and c) Aircraft is operated at FL 250 or below.	
-00A ***	Units -5001 thru -6000 (With Nose Wheel Spin-Up System)	C	2	1	(M) One may be inoperative provided: a) Nose wheel spin-up system is considered inoperative (Refer to item 32-46-01), b) Affected flow control valve is secured for no flow, c) PRESS SOURCE is selected to operative source, and d) Aircraft is operated at FL 250 or below.	
-00B	Units -6001 thru -6500	C	2	1	(M) One may be inoperative provided: a) Affected flow control valve is secured for no flow, b) PRESS SOURCE is selected to operative source, and c) Aircraft is operated at FL 250 or below. NOTE: Amber PRESS SOURCE NOT NORM message may appear. (Continued)	

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21. Air Conditioning					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-33-02	Pressure Regulating Valve (Flow Control Valve) (Cont'd)				
-00C	Units -6501 and On	C	2	1	(M) One may be inoperative provided: a) Affected flow control valve is secured for no flow, b) PRESS SOURCE is selected to operative source, and c) Aircraft is operated at FL 250 or below. NOTE: Amber PRESS SRC NOT NORM message may appear.
-00D	Units -5001 thru -6000	C	2	0	(M) May be inoperative provided: a) Both flow control valves are secured for no flow, b) PRESS SOURCE is selected OFF, c) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), d) Cabin pressurization system is considered inoperative (Refer to item 21-30-02), and e) Nose wheel spin-up system, is considered inoperative (Refer to item 32-46-01). (Continued)

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21. Air Conditioning					
-33-02	Pressure Regulating Valve (Flow Control Valve) (Cont'd)				
-00E	Units -6001 thru -6500	C	2	0	(M) May be inoperative provided: a) Both flow control valves are secured for no flow, b) PRESS SOURCE is selected OFF, c) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), and d) Cabin pressurization system is considered inoperative (Refer to item 21-30-02). NOTE: Amber PRESS SOURCE NOT NORM message may appear.
-00F	Units -6501 and On	C	2	0	(M) May be inoperative provided: a) Both flow control valves are secured for no flow, b) PRESS SOURCE is selected OFF, c) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), and d) Cabin pressurization system is considered inoperative (Refer to item 21-30-02). NOTE: Amber PRESS SRC NOT NORM message may appear.

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21. Air Conditioning					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-50-01	Air Cycle Machine				
-00A	Units -5001 thru -5500	C	1	0	(O) May be inoperative provided: a) PRESS SOURCE is selected OFF, b) APU BLEED AIR is selected OFF, c) Both flow control valves are verified closed, d) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), and e) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-00B	Units -5501 thru -6000	C	1	0	(O) May be inoperative provided: a) PRESS SOURCE is selected OFF, b) APU BLEED AIR is selected OFF, c) Both flow control valves are verified closed, d) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), e) Cabin pressurization system is considered inoperative (Refer to item 21-30-02), and f) Aircraft is operated in accordance with AFM Ground Operation temperature limitations without air conditioning.
(Continued)					

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21. Air Conditioning						
Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Air Cycle Machine (Cont'd)					
-00C	Units -6001 thru -6500	C	1	0	(O) May be inoperative provided: a) PRESS SOURCE is selected OFF, b) APU BLEED AIR is selected OFF, c) Both flow control valves are verified closed, d) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), and e) Cabin pressurization system is considered inoperative (Refer to item 21-30-02). NOTE: White PRESS SOURCE NOT NORM message may appear.	
-00D	Units -6501 and On	C	1	0	(O) May be inoperative provided: a) PRESS SOURCE is selected OFF, b) APU BLEED AIR is selected OFF, c) Both flow control valves are verified closed, d) Cockpit and cabin temperature control systems are considered inoperative (Refer to item 21-60-01), and e) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).	
-50-02 ***	Vapor-Cycle Air Conditioning System (Excluding APU-Equipped Aircraft)	C	1	0	(M) May be inoperative provided air conditioning system is deactivated.	
-01 ***	Compressor Hour Meter	C	1	0	(O) May be inoperative provided compressor hours are tracked by alternate means. (Continued)	

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21. Air Conditioning					
Sequence No.	Item	1	2	3	4 Change Bar
-50-02 ***	Vapor-Cycle Air Conditioning System (Excluding APU-Equipped Aircraft) (Cont'd)				
-02	Compressor Light (A/C ON)	C	1	0	
-03	Barometric Switch	B	1	0	May be inoperative provided A/C is selected OFF above FL 180.
-50-03	Evaporator Fan (Excluding APU-Equipped Aircraft)				
-01	Forward	C	1	0	(M) May be inoperative provided: a) Aft evaporator fan is operative, and b) Forward evaporator fan is deactivated.
-02	Aft	C	1	0	(M) May be inoperative provided: a) Forward evaporator fan is operative, b) Aft evaporator fan is deactivated, and c) WEMAC BOOST LO or HIGH is not selected.

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21. Air Conditioning						
Sequence No.	Item	1	2	3	4	Change Bar
-60-01	Cockpit and Cabin Temperature Control System					
-00A	(One Zone Failed)	C	2	1	One may be inoperative provided flightcrew determines affected zone temperature is satisfactory.	
-00B	(All Zones Failed)	C	2	0	May be inoperative provided: a) Cabin pressurization system is considered inoperative (refer to item 21-30-02), and b) Flightcrew determines zone temperatures are satisfactory since both zones would be failed.	
-01	Automatic Mode	C	2	0	May be inoperative provided associated temperature control system manual mode is used.	
-02	Manual Mode	C	2	0	May be inoperative provided associated temperature control system automatic mode is used.	
-61-01 ***	Cabin Temperature Remote Control (Units -5001 thru -6000)	D	1	0	May be inoperative provided CABIN TEMP CTL is selected to NRM.	
-00A	Cabin Temperature Remote Control (Units -6001 thru -6500)	D	1	0	May be inoperative provided CABIN TEMP CTL is selected to NORM.	
-00B	Cabin Temperature Remote Control (Units -6501 and On)	D	1	0	May be inoperative provided CABIN CONTROL is not selected on GTC Temperature page.	

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			1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
21. Air Conditioning							
-61-02	Temperature Control Panel (Units -5001 thru -6500)	C	1	0	May be inoperative provided cockpit and cabin temperature control system automatic modes are considered inoperative (Refer to item 21-60-01).		
-01	Temperature Selector	C	2	1	One may be inoperative or knob missing provided affected temperature control system (automatic and manual) is considered inoperative (Refer to item 21-60-01).		
-02	Temperature Display Selector	C	1	0	May be inoperative provided cockpit and cabin temperature control system automatic modes are considered inoperative (Refer to item 21-60-01).		
-03	Temperature Display	C	1	0			

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21. Air Conditioning					
Sequence No.	Item	1	2	3	4 Change Bar
-61-03	Cabin Temperature Control Switch (Failure to Actuate) (CABIN TEMP CTL/RMT/NRM) (Units -5001 thru -6500)	C	1	0	
-62-01	Temperature Indication System (Units -5001 thru -6500)				
-01	Cockpit Environmental Control Display	C	1	0	(O) All or part of the digital display may be inoperative provided alternate means are established and used to determine cabin temperature for AFM COLD WEATHER OPERATIONS if required, or aircraft is operated at FL 250 or below.
-02	Cabin Display	C	1	0	(O) All or part of the digital display may be inoperative provided cockpit environmental control display is operative, or alternate means are established and used to determine cabin temperature for AFM COLD WEATHER OPERATIONS if required, or aircraft is operated at FL 250 or below.
-03	Supply Duct (SUPPLY)	C	2	0	All or part of the digital display may be inoperative provided the affected system amber air duct overtemp indication is not illuminated/displayed prior to dispatch.

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22. Autoflight						
Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Autopilot Disconnect Button (AP TRIM DISC) (Failed Deselected) (Units -5001 thru -6500)					
-00A	Left Control Wheel	C	1	0	May be inoperative provided: a) Right control wheel button is operative, b) Pilot remains seated in right seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.	
-00B	Right Control Wheel	C	1	0	May be inoperative provided: a) Left control wheel button is operative, b) Pilot remains seated in left seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.	
-00C	All Buttons Failed	B	2	0	May be inoperative provided: a) Autopilot system is considered inoperative (Refer to item 22-10-03), and b) Electric elevator trim is considered inoperative (Refer to item 27-31-01).	

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TABLE KEY

1. REPAIR CATEGORY

2. NO. INSTALLED

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Master Disconnect Button (MASTER DISCONNECT) (Failed Deselected) (Units -6501 and On)					
-01A	Left Control Wheel	C	1	0	May be inoperative provided: a) Right control wheel button is operative, b) Pilot remains seated in right seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.	
-01B	Right Control Wheel	C	1	0	May be inoperative provided: a) Left control wheel button is operative, b) Pilot remains seated in left seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.	

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22. Autoflight					
Sequence No.	Item	1	2	3	4 Change Bar
-10-02	Autopilot Interrupt/Flight Director Sync Button (A/P TCS) (Units -5001 thru -6000)	C	2	0	
-00A	Autopilot Interrupt/Flight Director Sync Button (A/P SYNC) (Units -6001 thru -6500)	C	2	0	
-00B	Autopilot Interrupt/Flight Director Sync Button (A/P CWS) (Units -6501 and On)	C	2	0	
-10-03	Autopilot System (Units -5001 thru -6000)	B	1	0	(M) May be inoperative provided: a) Autopilot system is deactivated, b) Enroute procedures and approach minimums do not require use of autopilot system, c) Cabin pressurization system is not operated in manual mode, and d) Aircraft is not operated Reduced Vertical Separation Minimum (RVSM).
-00A	Autopilot System (Units -6001 thru -6500)	B	1	0	May be inoperative provided: a) YD/AP DISC bar is selected down, b) Enroute procedures and approach minimums do not require use of autopilot system, c) Cabin pressurization system is not operated in manual mode, and d) Aircraft is not operated RVSM.
(Continued)					

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22. Autoflight					
Sequence No.	Item	1	2	3	4 Change Bar
-10-03	Autopilot System (Continued)				
-00B	Autopilot System (Units -6501 and On)	B	1	0	(M) May be inoperative provided: a) Autopilot system is deactivated, b) Enroute procedures and approach minimums do not require use of autopilot system, and c) Aircraft is not operated RVSM. NOTE: White AP FAIL CAS message may be displayed.
-10-04	Takeoff/Go-Around (GA) Button				
-00A		C	2	1	
-00B		C	2	0	May be inoperative provided: a) Flight director is not used during takeoff or go-around, b) Autopilot system is disconnected for go-around, and c) Autopilot interrupt/flight director sync button is operative on pilot flying side. NOTE: Flight management system (FMS) missed approach procedure must be manually advanced.

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22. Autoflight							
Sequence No.	Item	1	2	3	4	Change Bar	
-10-05	Yaw Damper (Units -5001 thru -6000)	B	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, and b) Autopilot system is considered inoperative (Refer to item 22-10-03).		
-00A	Yaw Damper (Units -6001 thru -6500)	B	1	0	May be inoperative provided: a) YD/AP DISC bar is selected down, and b) Autopilot system is considered inoperative (Refer to item 22-10-03).		
-00B	Yaw Damper (Units -6501 and On)	B	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, and b) Autopilot system is considered inoperative (Refer to item 22-10-03). NOTE: White AP FAIL CAS message may be displayed.		
-13-01	Autopilot Controller Annunciator (PC-400) (Failed to Illuminate) (Units -5001 thru -6000)						
-01	Autopilot (AP Button - ENGAGE Annunciation)	C	1	0	May be inoperative provided AP ENG annunciation appears in primary flight display (PFD) flight director mode box.		
-02	Yaw Damper (YD Button - ENGAGE Annunciation)	B	1	0	May be inoperative provided yaw damper is considered inoperative (Refer to item 22-10-05).		

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
-13-02	Flight Guidance Controller Button Annunciators (MS-560) (Failed to Illuminate) (Units -5001 thru -6000)					
-01	Altitude (ALT)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-02	Approach (APR)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-03	Back Course (BC)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-04	Flight Level Change (FLC)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-05	Heading (HDG)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-06	Navigation (NAV)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-07	Vertical Navigation (VNAV)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-08	Vertical Speed (VS)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-09	Flight Director Transfer FD/AP PFD1 FD/AP PFD2	C	-	0	May be inoperative provided appropriate annunciation appears in PDF flight director mode box.	

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22. Autoflight						
Sequence No.	Item	1	2	3	4	Change Bar
-13-03	Flight Guidance Controller Function Control Buttons/Knobs (FGP-3000) (Units -6001 thru -6500)					
-01	Altitude (ALT)	B	1	0	May be inoperative provided: a) Procedures do not require use, and b) Aircraft is not operated RVSM.	
-02	Approach (APPR)	B	1	0	May be inoperative provided procedures do not require use.	
-03	Autopilot (AP)	B	1	0	May be inoperative provided autopilot system is considered inoperative (Refer to item 22-10-03).	
-04	Back Course (B/C)	C	1	0	May be inoperative provided procedures do not require use.	
-05	IAS/Mach Change-Over (PUSH IAS/MACH)	D	1	0		
-06	Coupled Side (AP XFR)	C	1	0	May be inoperative provided arrow points to pilot flying side.	
-07	Course (CRS1 or CRS2)	B	2	1	One may be inoperative provided procedures do not require use.	
-08	Course Direct (CRS1 or CRS2 PUSH DIRECT)	C	2	0		
-09	Flight Director (FD)	B	2	1	One may be inoperative provided button is operative on pilot flying side.	
-10	Flight Level Change (FLC)	C	1	0	May be inoperative provided procedures do not require use.	
(Continued)						

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22. Autoflight					
Sequence No.	Item	1	2	3	4 Change Bar
-13-03	Flight Guidance Controller Function Control Buttons/Knobs (FGP-3000) (Units -6001 thru -6500) (Cont'd)				
-11	Half Bank (1/2 BANK)	C	1	0	
-12	Heading Sync (HDG PUSH SYNC)	C	1	0	
-13	Navigation (NAV)	B	1	0	May be inoperative provided procedures do not require use.
-14	Vertical Navigation (VNAV)	C	1	0	May be inoperative provided procedures do not require use.
-15	Vertical Speed (VS)	C	1	0	May be inoperative provided procedures do not require use.
-16	Yaw Damper (YD)	C	1	0	NOTE 1: Yaw damper may be engaged by engaging autopilot. NOTE 2: Yaw damper may be disengaged by pressing autopilot disconnect button.

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22. Autoflight						
Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Annunciator (Units -6501 and On) (Failed to Illuminate)					
-01	Altitude (ALT Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-02	Approach (APPR Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-03	Autopilot (AP Button)	C	1	0	May be inoperative provided AP annunciation appears in PFD flight director mode box.	
-04	Back Course (B/C Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-05	Coupled Side (CPL Button - Left or Right Arrow)	C	2	0	May be inoperative provided associated green coupled arrow appears in PFD flight director mode box.	
-06	Flight Level Change (FLC Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-07	Half Bank (BANK Button)	C	1	0	May be inoperative provided green bank limit arc appears on PFD attitude display.	
-08	Heading (HDG Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
(Continued)						

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22. Autoflight						
Sequence No.	Item	1	2	3	4	Change Bar
-13-04	Flight Guidance Controller Annunciator (Units -6501 and On) (Failed to Illuminate) (Continued)					
-09	Navigation (NAV Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-10	Vertical Navigation (VNAV Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-11	Vertical Speed (VS Button)	C	1	0	May be inoperative provided appropriate annunciation appears in PFD flight director mode box.	
-12	Yaw Damper (YD Button)	C	1	0	May be inoperative provided YD annunciation appears in PFD flight director mode box.	
-13-05	Flight Guidance Controller Function Control (Units -6501 and On)					
-01	Altitude (ALT Button)	B	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Aircraft is not operated in RVSM airspace.	
-02	Approach (APPR Button)	B	1	0	May be inoperative provided procedures do not require its use.	
-03	Autopilot (AP Button)	B	1	0	May be inoperative provided autopilot system is considered inoperative (refer to item 22-10-03)	
(Continued)						

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22. Autoflight						
Sequence No.	Item	1	2	3	4	Change Bar
-13-05	Flight Guidance Controller Function Control (Units -6501 and On) (Continued)					
-04	Back Course (B/C Button)	C	1	0	May be inoperative provided procedures do not require its use.	
-05	IAS/Mach Change-Over (PUSH IAS-MACH)	D	1	0		
-06	Coupled Side (CPL Button)	C	1	0	May be inoperative provided arrow points to pilot-flying side.	
-07	Course (L CRS or R CRS Knob)	B	2	1	One may be inoperative provided procedures do not require its use.	
-08	Course Direct (L CRS or R CRS PUSH DIR)	C	2	0		
-09	Flight Director (FD Button)	B	2	1	One may be inoperative provided button is operative on pilot-flying side.	
-10	Flight Level Change (FLC Button)	C	1	0	May be inoperative provided procedures do not require its use.	
-11	Half Bank (BANK Button)	C	1	0		
-12	Heading Sync (HDG PUSH SYNC)	C	1	0		
-13	Navigation (NAV Button)	B	1	0	May be inoperative provided procedures do not require its use.	
(Continued)						

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22. Autoflight						
Sequence No.	Item	1	2	3	4	Change Bar
-13-05	Flight Guidance Controller Function Control (Units -6501 and On) (Continued)					
-14	Vertical Navigation (VNAV Button)	C	1	0	May be inoperative provided procedures do not require its use.	
-15	Vertical Speed (VS Button)	C	1	0	May be inoperative provided procedures do not require its use.	
-16	Yaw Damper (YD Button)	C	1	0	NOTE 1: Yaw damper will be engaged by engaging autopilot. NOTE 2: Yaw damper may be disengaged by disengaging autopilot.	
-17	Speed (SPD Knob)	C	1	0	May be inoperative provided: a) Desired speed profile is adjusted in FMS (inoperative FMS selection) or using the CWS button (inoperative MAN selection), and b) At least one speed mode is operative.	
-18	Speed Mode (FMS-MAN Selector)	C	1	0	May be inoperative or missing.	

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22. Autoflight						
Sequence No.	Item	1	2	3	4	Change Bar
-30-01	Autothrottle System (Units -6501 and On)	C	1	0	(M) May be inoperative provided: a) Autothrottle system is deactivated, and b) Procedures do not require its use. NOTE: White or amber AT FAIL CAS message may be displayed.	
-01A	Throttle Disengage Button (AT DISC)	B	2	1	One may be inoperative.	
-01B	Throttle Disengage Button (AT DISC)	B	2	0	May be inoperative provided: a) Both throttle engage buttons are operative, and b) Autothrottles are disengaged using throttle engage button.	
-01C	Throttle Disengage Button (AT DISC)	C	2	0	May be inoperative provided autothrottle system is considered inoperative (refer to item 22-30-01).	
-02A	Throttle Engage Button (AT)	C	2	0	May be inoperative provided autothrottle system is considered inoperative (refer to item 22-30-01).	
-02B	Throttle Engage Button (AT)	C	2	1	One may be inoperative.	

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23. Communications					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-00-01 ***	Flight Phone/Satellite Communications (SATCOM) System	D	-	0	May be inoperative provided procedures do not require use.
-01	Cockpit Handset	D	-	0	May be inoperative provided procedures do not require use.
-02	Cabin Handset	D	-	0	
-03	Audio Jack (For Portable Device)	D	-	0	
-10-01 ***	High Frequency (HF) Communication System				
-00A	Dual Long-Range Communication System (LRCS) Not Required	D	-	-	Any in excess of those required by 14 CFR Operating Rule may be inoperative. (Continued)

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23. Communications					
Sequence No.	Item	1	2	3	4 Change Bar
-10-01 ***	High Frequency (HF) Communication System (Continued)				
-00B	Dual LRCS Required				Deleted in Rev 9 due to being deemed not applicable during FOEB
-01	Wire Antenna	C	1	0	(M) May be inoperative, missing, or damaged provided: a) Horizontal and vertical stabilizers are inspected for damage, b) Any remaining portion of wire antenna is removed, and c) HF communication system is considered inoperative (Refer to item 23-10-01).

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23. Communications						
Sequence No.	Item	1	2	3	4	Change Bar
-12-01	Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by CFR may be inoperative provided it is not on the Emergency Bus and is not required for emergency procedures.	
-01 ***	Audio Jack (For Portable Device)	D	-	0		
-02 ***	Airborne Flight Information System (AFIS) (VHF AFIS-Equipped Aircraft)	D	1	0	May be inoperative provided procedures do not require use.	
-03 ***	VHF Datalink (VDL)	D	-	0	May be inoperative provided procedures do not require its use.	
-20-01 ***	Satellite Datalink Service					
-01A	Weather	D	-	0	May be inoperative provided procedures do not require use. NOTE: Any function that operates normally may be used.	
-01B	Weather	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	Internet	D	-	0		
-03 ***	Airborne Flight Information System (AFIS) (SAT AFIS-Equipped Aircraft)	D	1	0	May be inoperative provided procedures do not require use.	

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23. Communications					
Sequence No.	Item	1	2	3	4 Change Bar
-20-02 ***	Selective Call (SELCAL) (System or Individual Channel)				
-00A		D	-	0	May be inoperative provided procedures do not require use.
-00B		C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-20-03 ***	Airborne Flight Information System (AFIS) Printer (Skyprinter or Equivalent)	D	1	0	
-20-04 ***	SMS Text Message System	D	1	0	
-20-05 ***	Ground Avionics/Diagnostics WiFi System	D	1	0	
-40-01 ***	Automatic Cabin Briefer	D	1	0	
-40-02	Passenger Address (PA) System	D	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used
-40-03	Passenger Seat Belt Safety Chime				
-01		C	1	0	(O) May be inoperative provided cabin occupants are briefed by alternate means.
-02		D	1	0	May be inoperative provided no cabin occupants are carried.

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23. Communications						
Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Audio Panel (Per Side) (Units -5001 thru -6500)					
-01	Microphone Selector (COM 1, COM 2, HF 1, HF 2, PAGE, CABIN Button) (Units -5001 thru -6000)	C	-	-	Individual selectors may be inoperative provided associated communication system is not required by procedures or 14 CFR Operating Rule.	
-01A	Microphone Selector (COM 1, COM 2, HF, PA Button) (Units -6001 thru -6500)	C	-	-	Individual selectors may be inoperative provided associated communication system is not required by procedures or 14 CFR Operating Rule.	
-02	Audio Selector/Volume Control (COM 1, COM 2, HF 1, HF 2, NAV 1, NAV 2, ADF 1, ADF 2, DME 1, DME 2, MLS 1, MLS 2, MKR) (Units -5001 thru -6000)	C	-	-	Individual selectors may be inoperative provided associated system is not required by procedures or 14 CFR Operating Rule.	
-02A	Audio Selector/Volume Control (COM 1, COM 2, HF, PA, NAV 1, NAV 2, ADF 1, ADF 2, DME 1, DME 2, MKR) (Units -6001 and -6500)	C	-	-	Individual selectors may be inoperative provided associated system is not required by procedures or 14 CFR Operating Rule.	
-03	Marker Beacon Mute (MUTE)	C	1	0		

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23. Communications					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-50-02 ***	Cabin/Observer Intercom System	D	1	0	May be inoperative provided procedures do not require use.
-01	Switch/Headphone Jack Panel	D	-	0	
-50-03	Cockpit Overhead Communication Speaker	C	2	1	One may be inoperative provided: a) Affected speaker is not required for procedures, and b) A headset is used for associated inoperative speaker.
-50-04	Flight Deck Hand Microphones				
-00A		D	2	0	Any in excess of those required by 14 CFR Operating Rule may be inoperative.
-00B		C	2	0	May be inoperative provided associated boom microphone operates normally.
-01	Jack	C	-	0	May be inoperative provided associated hand microphone is considered inoperative (Refer to item 23-50-04).
-02	Holder	D	-	0	(O) May be inoperative provided associated hand microphone is secured by alternate means.

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23. Communications						
Sequence No.	Item	1	2	3	4	Change Bar
-50-05	Flight Deck Headsets Earphones/ Headphones and Boom Microphones	D	-	-	Any in excess of those required by 14 CFR Operating Rule may be inoperative.	
-01A	Boom Microphone (For a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within three flight days.	
-01B	Boom Microphone (For an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made in accordance with 14 CFR Operating Rule.	
-02A	Headset Earphones/Headphones	C	-	0	May be inoperative provided associated cockpit overhead communication speaker operates normally.	
-02B		D	-	-	Any in excess of those required by 14 CFR Operating Rule may be inoperative.	
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
-04 ***	Powered Headset System	D	-	0	May be inoperative provided non-powered headset jack is operative or headset is not used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
-50-06	Cockpit Headset Audio System	C	2	0	May be inoperative provided: a) Both cockpit overhead communication speakers are used, and b) Headset audio system is not required by 14 CFR Operating Rule or procedures.	
-50-07	Push-to-Talk (PTT) Switch					
-01	Yoke Switch	B	2	1	(O) One may be inoperative provided alternate procedures are established and used for transmitting.	
-02 ***	Remote Glareshield Switch	C	-	0		
-03	Remote Side Console Switches (Units -6501 and On)	C	2	0		
-50-08	Radio Management Unit (RMU) (Units -5001 thru -6000)	C	2	1	(O) One may be inoperative provided: a) Standby radio control unit is verified operative, and b) COM 1 is verified operative.	
-50-09 ***	Audio Speaker/Headphone Switch (SPK/HPH)					
-01		C	1	0	May be inoperative provided headsets are operative and used.	
-02		C	1	0	May be inoperative provided cockpit speakers are operative.	

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23. Communications					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-60-01	Static Wick				NOTE: May include mounting base provided no damage exists to attaching structure.
-01	Wing Tip Assembly (Units -5001 thru -6500)	C	8	4	Two per side may be damaged or missing provided outermost wick is installed and not damaged. NOTE: Wing tip assembly is entire removable section outboard of fuel closure rib.
-01A	Wing Tip Assembly (Units -6501 and On)	C	6	4	One per side may be damaged or missing provided outermost wick is installed and not damaged. NOTE: Wing tip assembly is entire removable section outboard of fuel closure rib.
-02	Elevator	C	4	2	One per side may be damaged or missing provided outermost wick is installed and not damaged.
-03	Rudder	C	3	1	Two may be damaged or missing provided uppermost wick is installed and not damaged. NOTE: Stinger static wick is required to be installed and not damaged.

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23. Communications						
Sequence No.	Item	1	2	3	4	Change Bar
-70-01	Cockpit Voice Recorder (CVR)					
-00A	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.	
-00B	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days	
-00C	(Operator other than a Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR operating rule.	
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0		
-02	Underwater Locator Device (ULD)	D	1	0	May be inoperative or missing provided device is not required by 14 CFR operating rule.	
-03A	Datalink Recording	C	1	0	May be inoperative provided datalink recording is not required by 14 CFR Operating Rule.	
-03B	Datalink Recording	A	1	0	May be inoperative provided repairs are made within three flight-days.	
-70-02 ***	Forward-Facing Glareshield Camera	D	-	0		
-70-03 ***	Security System (Securaplane)	D	1	0		

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24. Electrical Power						
Sequence No.	Item	1	2	3	4	Change Bar
-21-01	AC Bearing					
-00A	Units -5001 thru -6000	A	2	0	<div>May be failed provided aircraft is operated in accordance with AFM.</div> <div>NOTE 1: 560XL Units -5001 thru -5500 – see AC BEARING L OR R (ALTERNATOR BEARING FAILURE) abnormal procedure.</div> <div>NOTE 2: 560XL units -5501 thru -6000 – see white AC BEARING L or R procedure.</div>	
-00B	Units -6001 thru -6500	A	2	0	May be failed provided aircraft is operated in accordance with White AC GENERATOR BEARING L - R Message Procedure.	
-00C	Units -6501 and On	A	2	0	May be failed provided aircraft is operated in accordance with White AC GEN BEARING L - R Message Procedure.	
-30-01	APU DC-Generating System (APU-Equipped Aircraft)	C	1	0	<div>May be inoperative provided APU SYSTEM GENERATOR is selected OFF.</div> <div>NOTE: White APU GEN OFF / amber DC GEN OFF APU annunciator/CAS message may illuminate.</div>	
-30-02	Engine DC-Generating System (Units -5001 thru -6000 APU-Equipped Aircraft)	A	2	1	<div>One may be inoperative provided:</div> <div> <div>a) Associated GEN switch is selected OFF,</div> <div>b) APU DC-generating system is used throughout flight,</div> <div>c) Aircraft is operated at FL 300 or below, and</div> <div>d) Repairs are made within 3 flight-days.</div> </div> <div>NOTE: Amber GEN OFF L or R annunciator may illuminate.</div>	

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24. Electrical Power					
Sequence No.	Item	1	2	3	4 Change Bar
-30-02	Engine DC-Generating System (Units -6001 and On)	A	2	1	One may be inoperative provided: a) Associated GEN switch is selected OFF, b) APU DC-generating system is used throughout flight, c) Aircraft is operated at FL 300 or below, and d) Repairs are made within 3 flight-days. NOTE: Amber DC GENERATOR OFF L or R / DC GEN OFF L – R message may display.
-31-02 ***	Battery Temperature Indicator (Units -5001 thru -6500)	C	1	0	
-37-01	APU DC Amperage Gauge/Indication (Units -5001 thru -6000 APU-Equipped Aircraft)	C	1	0	May be inoperative provided APU SYSTEM GENERATOR is selected OFF. NOTE: White APU GEN OFF annunciator may illuminate.
-01	APU DC Amperage Gauge/Indication (Units -6001 thru -6500)	C	1	0	May be inoperative provided APU SYSTEM GENERATOR is selected OFF. NOTE: White APU GENERATOR OFF message may display.
-02	APU DC Amperage Indication (Units -6501 and On)	C	1	0	May be inoperative provided APU GEN is selected OFF. NOTE: DC GEN OFF APU amber message may appear.
-40-01	External Power System	D	1	0	

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24. Electrical Power					
Sequence No.	Item	1	2	3	4 Change Bar
-50-01 ***	AC Cockpit Charging/Power Outlet	D	-	0	May be inoperative provided procedures do not require use.
-60-01 ***	DC Cockpit Outlet Charging/Power Outlet (Including USB)	D	-	0	May be inoperative provided procedures do not require use.
-60-02 ***	Ground Dispatch Power System	C	1	0	
-60-03	Interior Disconnect	C	1	0	(M)(O) May be inoperative provided: a) Interior power system is deactivated, b) Cabin emergency lighting is verified operative, and c) Passengers are briefed on disabled cabin electrical systems or are not carried. NOTE: Items powered by interior bus are considered inoperative. This includes, but is not limited to cabin interior lighting, cabin window shade system, galley appliances, galley drain, vanity drain, forward equipment fan, aft equipment fan, cabin AC inverter, and cabin entertainment system.

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25. Equipment/Furnishings					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc.)	D	1	0	(O) May be missing, or inoperative provided an alternate means of securing and displaying documents is used.
-10-01	Cockpit Assist Handle	D	1	0	
-10-02 ***	Cockpit Curtain	D	-	0	(M) May be missing, or inoperative provided curtain is secured open.
-10-03	Cockpit Sunvisor System (Including Attach Mechanism)	D	-	0	May be missing, or inoperative provided crewmember's field of vision is not obstructed.
-10-04	Flightcrew Seat (Per Seat)				
-01A	Armrest	C	2	0	May be inoperative provided affected armrest is stowed in retracted position.
-01B	Armrest	C	2	0	(M) May be missing, or inoperative provided affected armrest is removed.
-02 ***	Lumbar Support	D	1	0	
-03	Recline/Tilt Function	C	1	0	(M)(O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-04 ***	Restraint Buckle Protective Padding	D	1	0	May be damaged or missing.
(Continued)					

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25. Equipment/Furnishings					
Sequence No.	Item	1	2	3	4 Change Bar
-10-04	Flightcrew Seat (Per Seat) (Cont'd)				
-05 ***	Thigh Support	D	1	0	May be inoperative provided full flight control movement is available.
-06	Vertical Adjustment	C	1	0	(M)(O) May be inoperative provided: a) Affected seat is secured or failed in a position that permits normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-10-05	Eye Reference Ball	C	3	0	(O) May be missing, or inoperative provided alternate procedures are established and used for eye position reference.
-10-06 ***	Yoke-Mounted Chart Holder	D	-	0	
-01 ***	Light	D	-	0	
-10-07 ***	Portable Flashlights /Flashlight Holders				
-01 ***		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.
(Continued)					

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25. Equipment/Furnishings						
Sequence No.	Item	1	2	3	4	Change Bar
-10-07 ***	Portable Flashlights /Flashlight Holders (Cont'd)					
-02 ***		C	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
-20-01	Nonessential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that item(s) is deferred in accordance with operator's NEF deferral program. NEF program procedures and processes are outlined in operator's manual. (M) and (O) procedures, if required, must be available to flightcrew and included in operator's appropriate document. NOTE: Exterior lavatory door ashtray is not considered an NEF item.	

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25. Equipment/Furnishings						
Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Passenger Seat (Including Side-Facing Seats, Folding Seats and Couches)	D	-	0	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A Seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the behind seats near the inoperative seat(s).	
-01A	Armrest (With Seat Controls)	D	-	0	May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
-01B	Armrest (Without Seat Controls)	D	-	0	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
-02A	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	0	(M) May be inoperative with seat occupied provided seat is secured in taxi, takeoff, and landing position.	
(Continued)						

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25. Equipment/Furnishings						
Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Passenger Seat (Including Side-Facing Seats, Folding Seats and Couches) (Cont'd)					
-02B	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	0	May be inoperative with seat occupied provided seat is immovable in taxi, takeoff, and landing (TTL) position.	
-03	Seat Belt/Shoulder Harness	D	-	0	May be inoperative provided affected seat is placarded, "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED."	
-04 ***	Seat Belt/Shoulder Harness Keeper	D	-	0		
-05 ***	Lumbar Support	D	-	0		
-20-03	Cabin Door Acoustic Curtain (Units -6501 and On)	D	1	0	(M) May be missing, or inoperative provided curtain is secured open.	
-20-04	Cabin Window Shades					
-01	Failed Open	D	-	0		
-02	Failed Other Than Open	D	-	-	May be inoperative provided affected window is not adjacent to an escape hatch or main cabin door	
-30-01	Refreshment Center Hot Liquid Storage System Heater	C	-	0	(M) May be inoperative provided system is deactivated.	
-40-01 ***	Exterior Lavatory Door Ashtray	A	1	0	May be inoperative in accordance with AD 74-08-09 in its current revision.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Baggage Restraint System	D	-	0	Individual components may be missing or inoperative provided baggage is secured by alternate means or is not carried.	
-01A	Anchor Plate	C	-	0	Individual anchor plates may be inoperative provided: a) No visible damage exists, and b) Baggage is secured using remaining anchor plates or is not carried.	
-01B	Anchor Plate	C	-	0	(M) Individual anchor plates may be damaged provided: a) Attaching structure is inspected for damage, and b) Baggage is secured using remaining anchor plates or is not carried.	

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25. Equipment/Furnishings					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-50-02	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets				
-00A		C	-	-	(M) May be inoperative provided: a) Procedures are established and used to secure compartment in the closed position, b) Affected compartment is prominently placarded “DO NOT USE”, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is not used for storage of any item except for those permanently affixed. NOTE: Proviso is not intended to preclude crewmember inspections. (Continued)

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25. Equipment/Furnishings						
Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)					
-00B		C	-	-	(M)(O) May be inoperative provided: <div> <div>a) For non-retractable doors, affected door is removed.</div> <div>b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,</div> <div>c) Affected compartment is not used for storage of any items except for those permanently affixed,</div> <div>d) Affected compartment is prominently placarded "DO NOT USE",</div> <div>e) Procedures are established and used to alert crew members and passengers of inoperative compartments, and</div> <div>f) Passengers are briefed that affected compartment is not used.</div> </div> NOTE: Any emergency equipment located in affected compartment, or closet (permanently affixed) is available for use. (Continued)	

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25. Equipment/Furnishings						
Sequence No.	Item	1	2	3	4	Change Bar
-50-02	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/Closets (Cont'd)					
-00C		C	-	-	May be inoperative in closed position provided: a) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured. NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate.	
-01	Shelving	D	-	0	(O) May be missing or inoperative provided: a) Any permanently affixed emergency equipment located on affected shelf is relocated and available for use, and b) Cabin occupants are briefed on location of relocated equipment.	
-02 ***	Key Lock	D	-	0	May be inoperative in the unlocked position provided doors can be secured by other means.	

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25. Equipment/Furnishings					
Sequence No.	Item	1	2	3	4 Change Bar
-60-01 ***	Cockpit Smoke Vision System (CSVS)	D	-	0	May be missing or inoperative.
-60-02	Emergency Medical Equipment				
-01 ***	Automated External Defibrillator (AED) (Includes Associated Equipment)	A	-	0	(O) May be incomplete, inoperative, or removed provided: a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.
					NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.
(Continued)					

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25. Equipment/Furnishings					
Sequence No.	Item	1	2	3	4 Change Bar
-60-02	Emergency Medical Equipment (Continued)				
-02 ***	Emergency Medical Kit (EMK) (Includes Associated Equipment)	A	-	0	(O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight. (Continued)

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25. Equipment/Furnishings						
Sequence No.	Item	1	2	3	4	Change Bar
-60-02	Emergency Medical Equipment (Continued)					
-03	First Aid Kit (FAK) (Includes Associated Equipment)				Deleted in Rev 9 due to being deemed not applicable during FOEB.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	
-60-03 ***	Cabin Occupant Survival Blanket	D	-	0	May be damaged, missing, or inoperative.	
-61-01 ***	Life Vest (Crew and Passenger)	D	-	-	Any in excess of those required by 14 CFR Operating Rule may be missing, or inoperative provided affected vest is placarded, "INOPERATIVE" or removed.	

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25. Equipment/Furnishings					
Sequence No.	Item	1	2	3	4 Change Bar
-62-01	Emergency Locator Transmitter (ELT)				
-01 ***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR Operating Rule may be missing or inoperative.
-02	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar days.
-10					
-20					(M) May be missing provided: a) Placard stating, "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar days.
-30					(M) Any in excess of those required by 14 CFR Operating Rule may be inoperative provided system is deactivated.
-40		D	-	-	Any in excess of those required by 14 CFR Operating Rule may be missing.
-03	Remote ELT Switch	D	1	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.
-04 ***	ELT Indicator Light	D	-	0	
-05 ***	ELT Aural Alarm	D	-	0	
-64-01 ***	Liferaft	D	-	-	Any in excess of those required by 14 CFR Operating Rule may be missing or inoperative provided affected raft is placarded, "INOPERATIVE" or removed.

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27. Flight Controls					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-20-01	Rudder Pedal Adjustment System	B	4	2	(M)(O) May be inoperative provided: a) Two pedal adjustments are not inoperative at same pilot station, b) Affected pedal is positioned in a detent and adjustment mechanism is secured from movement, c) Unaffected pedal is adjusted to match affected pedal, and d) Crewmember seated at affected station verifies full control movement and brake application is available while restrained, prior to each flight.
-31-01	Electric Elevator Trim	B	1	0	(M)(O) May be inoperative provided: a) Electric elevator trim system is deactivated, b) Manual trim is verified to operate normally, and c) Autopilot system is considered inoperative (Refer to item 22-10-03).
-01	Control Wheel Trim Switch (Fails to Arm or Drive Trim)	B	2	1	One switch pair may be inoperative provided switch pair is operative at pilot flying station.
-31-02	Elevator Trim Tab Position Indicator/Indication Pointer Tip (Units -5001 thru -6000)	C	1	0	(M) May be missing provided an alternate means of marking indicator tip is established and used.

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27. Flight Controls						
Sequence No.	Item	1	2	3	4	Change Bar
-42-01	Horizontal Stabilizer Actuator	A	1	0	(M) May be inoperative provided: a) Horizontal stabilizer is in the negative (–) 2° (takeoff) position, b) STAB CONTROL circuit breaker is pulled and secured, c) Horizontal stabilizer position placard is legible, and the stabilizer is visually verified in the takeoff position, d) Aircraft is operated in accordance with AFM STAB MIS COMP abnormal procedure, and e) Repairs are made within 2 flight-days.	
-51-01	Flap Position Indicator/Indication Pointer Tip (Units -5001 thru -6500)	C	1	0	(M) May be missing provided an alternate means of marking indicator tip is established and used.	
-60-01	Speed Brake Actuation System	B	1	0	(M)(O) May be inoperative provided: a) Speed brakes are deactivated in retracted position, b) Steep approaches are not performed, c) Aircraft is operated at maximum operating limit speed (V _{MO}) of 280 knots indicated airspeed (KIAS)/M _{MO} of 0.70 or below, and d) Aircraft is operated at FL 410 or below.	
-70-02	Control/Gust Lock System (Failed Unlocked)	C	1	0	(O) May be inoperative provided pilot verifies full flight control and throttle movement.	

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28. Fuel					
Sequence No.	Item	1	2	3	4 Change Bar
-10-01 ***	Overwing Refueling Cap Lock				
-01		D	-	0	May be inoperative in the unlocked position.
-02		C	-	0	May be inoperative in locked position provided Single-Point Refueling (SPR) system is operative and available or refueling is not required. NOTE: If single-point access door is also failed in the locked position, refueling will not be possible.
-10-02	Single-Point Refueling (SPR) System	C	1	0	
-01	Manual Defuel Select Valve	C	2	0	May be inoperative provided aircraft is not defueled using SPR.
-41-01	Fuel Low Level Indicating System	A	2	1	(O) One may be inoperative provided: a) Procedures for monitoring fuel quantity are established and used, b) Both fuel quantity indicating systems are operative, and c) Repairs are made within 3 flight-days. NOTE: Amber FUEL LEVEL LOW L or R CAS may be displayed.

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28. Fuel						
Sequence No.	Item	1	2	3	4	Change Bar
-41-02	Fuel Quantity Indicating System	A	2	1	(O) One may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Flight is restricted to a maximum of 3 hours, remaining within 1 hour of a suitable airport at all points along route, d) Both fuel tanks are fueled overwing to a known, balanced quantity, e) APU use is limited to 30 cumulative minutes per fuel load if RH indicator is inoperative, f) Fuel use is tracked, g) If autopilot is used, it is disconnected every 20 minutes to detect possible lateral fuel imbalance, and h) Repairs are made within 3 flight cycles. NOTE: Amber FUEL GAUGE L or R or FUEL GAUGE FAULT L or R CAS message may be displayed.	
-43-01	Fuel Temperature Indication (Units -5001 thru -6500)	C	2	1		

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Stabilizer Pneumatic Boot Deice System (Failure to Inflate) (Horizontal) (Automatic or Manual Mode Failed)	B	1	0	(O) May be inoperative provided: <div> <div>a) All deice boots are verified to be deflated and held down when service air system is active,</div> <div>b) TAIL switch is selected OFF, and</div> <div>c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.</div> </div>	
-10-04	Wing Bleed Air Anti-Ice System	C	2	0	(M) May be inoperative provided: <div> <div>a) Both wing valves are secured for no flow,</div> <div>b) Both WING/ENGINE ANTI-ICE switches are selected OFF or ENGINE ON, and</div> <div>c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.</div> </div>	
-20-01	Engine Anti-Ice System	A	2	1	<div>(M) One may be inoperative provided: <div> <div>a) Affected valve is secured for no flow,</div> <div>b) Affected WING/ENGINE switch is selected OFF,</div> <div>c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and</div> <div>d) Repairs are made within 3 flight-days.</div> </div> </div> <div> <div>NOTE: Amber ENGINE ANTI-ICE COLD L or R CAS message may be displayed.</div> <div> <div></div> <div></div> <div></div> </div> </div>	

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30. Ice and Rain Protection					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-30-01	Pitot Tube Heater (Excluding Standby)	B	2	1	One may be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), c) Pitot heater is not required by 14 CFR Operating Rule, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: Amber PITOT/STATIC COLD L or R or P/S COLD L or R CAS message may be displayed.
-30-02	Static Port Heater (Excluding Standby)	B	4	3	One may be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is not operated in IMC, c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and d) Aircraft is not operated RVSM. NOTE: Amber PITOT/STATIC COLD L or R or P/S COLD L or R CAS message may be displayed.
-30-03	Temperature Probe Heater (Rosemont TAS) (Units -5001 thru -6000)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-40-01	Rain Removal System (Fan) (Units -5001 thru -6500)	C	1	0	May be inoperative provided aircraft is not operated in precipitation within 5 nautical miles (NM) of airport used for takeoff, intended landing or any alternates required by 14 CFR Operating Rule.

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
-40-02	Windshield Electric Anti-Ice System (Units -5001 thru -6000)	C	2	1	(M) One may be inoperative provided: a) Affected windshield anti-ice system is deactivated, b) Affected ANTI-ICE WINDSHIELD switch is selected OFF, c) A means to clear the inside of windshield of moisture is readily available, and d) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.	
-01	Windshield Electric Anti-Ice System (Units -6001 thru -6500)	C	2	1	(M) One may be inoperative provided: a) Affected windshield anti-ice system is deactivated, b) A means to clear the inside of windshield of moisture is readily available, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: Amber WINDSHIELD HEAT INOP L or R CAS message may be displayed.	
-02	Windshield Electric Anti-Ice System (Units -6501 and On)	C	2	1	(M) One may be inoperative provided: a) Affected windshield anti-ice system is deactivated, b) A means to clear the inside of windshield of moisture is readily available, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions. NOTE: Amber WSHLD HEAT FAIL L or R CAS message may be displayed.	

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30. Ice and Rain Protection					
-40-03	Windshield Rain Repellant	C	1	0	May be missing provided aircraft is not operated in precipitation within 5 NM of airport used for takeoff, intended landing or any alternates required by 14 CFR Operating Rule.

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31. Indicating/Recording Systems							
Sequence No.	Item	1	2	3	4	Change Bar	
-10-01	APU Maintenance Panel (APU-Equipped Aircraft)						
-01	ADD OIL Light (Failed Lamp Test) (Units -5001 thru -5639 Not Incorporating SB560XL-49-15)	C	1	0	May be inoperative provided APU oil level is visually verified or APU is considered inoperative (Refer to item 49-20-01).		
-02A	LOW OIL Light (Amber) (Failed Lamp Test) (Units -5001 thru -5639 Incorporating SB560XL-49-15 and Units -5640 thru -6500)	C	1	0	May be inoperative provided APU oil level is visually verified or APU is considered inoperative (Refer to item 49-20-01).		
-02B	LOW OIL Light (Red) (Failed Lamp Test) (Units -5001 thru -5639 Not Incorporating SB560XL-49-15)	C	1	0	May be inoperative provided: a) Amber ADD OIL light does not illuminate during preflight test, and b) APU oil level is visually verified or APU is considered inoperative (Refer to item 49-20-01).		
-03	APU Oil Test (LAMP TEST or OIL CHK)	C	2	0	May be inoperative provided APU oil level is visually verified or APU is considered inoperative (Refer to item 49-20-01).		
-04	Emergency Shutoff	C	1	0			
-10-02	Panel Switch Lights (Failed to Illuminate)						
-01	Anti-Collision Lights (ANTI-COLL - ON) (Units -6501 and On)	C	1	0	(O) May be inoperative provided anti-collision lights (strobes) are visually verified on prior to each flight.		
-02	Anti-Ice Crossflow (WING XFLOW – XFLOW/OFF) (Units -6501 and On)	C	2	0	(O) May be inoperative provided: a) Switch functionality is verified operative, and b) WING ANTI-ICE COLD L-R white and amber messages are monitored.		
(Continued)							

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31. Indicating/Recording Systems						
Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to Illuminate) (Continued)					
-03	APU BLEED (ON / OFF) (Units -6501 and On)	C	2	0	(O) May be inoperative provided button functionality is verified operative before every flight.	
-04	APU FIRE	C	1	0	May be inoperative provided APU is considered inoperative (Refer to item 49-20-01).	
-05	Avionics Power (AVIONICS - ON/OFF)	C	2	0		
-06	Display Reversion (DISPLAY REV - NORM/REV) (Units -6501 and On)	C	2	0	(O) May be inoperative provided switch functionality is verified operative before every flight.	
-07	Fuel Boost (BOOST PUMP - NORM/ON)	C	4	0	(O) May be inoperative provided switch functionality is verified operative. NOTE: Use FUEL BST PUMP ON L- R / FUEL BOOST PUMP ON L - R white and amber messages to verify switch position.	
-08	Interior Power (INTERIOR – NORM/OFF)	C	1	0	(O) The NORM light may be inoperative provided switch functionality is verified operative before every flight.	
-09	Landing Light (LDG - ON) (Units -6501 and On)	C	2	0	May be inoperative provided landing lights are visually monitored.	
-10	Max Cool (MAX COOL - ON/OFF)	C	1	0	(O) May be inoperative provided switch functionality is verified operative. (Continued)	

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31. Indicating/Recording Systems						
Sequence No.	Item	1	2	3	4	Change Bar
-10-02	Panel Switch Lights (Failed to Illuminate) (Continued)					
-11	Passenger Safety (PAX SAFETY - ON) (Units -6501 and On)	C	1	0	May be inoperative provided passenger safety lights are visually monitored and passenger safety chime is aurally monitored.	
-12	Pulse Light (PULSE - ON) (Units -6501 and On)	C	1	0		
-13	Recognition Light (RECOG - ON) (Units -6501 and On)	C	1	0	May be inoperative provided recognition lights are visually monitored.	
-14	Seat Belt (SEAT BELTS - ON) (Units -6501 and On)	C	1	0	(O) May be inoperative provided seat belt lights and seat belt aural chime are verified operative.	
-15	Tail Flood Light (TAIL FLOOD - ON) (Units -6501 and On)	C	1	0		
-16	Taxi Light (TAXI - ON) (Units -6501 and On)	C	1	0	May be inoperative provided taxi lights are visually monitored.	
-17	Wing Inspection Light (WING INSP - ON) (Units -6501 and On)	C	1	0	(O) May be inoperative provided button functionality is verified operative before every flight.	

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31. Indicating/Recording Systems					
Sequence No.	Item	1	2	3	4 Change Bar
-20-01 ***	APU Hour Meter	C	1	0	(O) May be inoperative provided APU operation time is tracked by alternate means.
-20-02	Clock	D	-	-	Any in excess of those required by 14 CFR Operating Rule may be inoperative.
-20-03	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.
-20-04 ***	Engine Takeoff Target Power Indicator/Computer (Units -5001 thru -6000)	D	1	0	
-30-01	Engine Event Marker (Function, ENG DATA SCAN Button, or EVENT MARKER Button)	D	1	0	May be inoperative provided procedures do not require use.
-30-02 ***	Flight Data Recorder (FDR)	C	-	-	Any in excess of those required by 14 CFR Operating Rule may be inoperative.
-00A	FDR Not Required	C	1	0	May be inoperative provided recorder is not required by 14 CFR Operating Rule. NOTE: White FDR FAIL CAS message may be displayed.
-00B	Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with 14 CFR Operating Rule. NOTE: White FDR FAIL CAS message may be displayed.
(Continued)					

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-30-02 ***	Flight Data Recorder (FDR) (Cont'd)					
-00C	Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided: <div> <div>a) Cockpit Voice Recorder (CVR) is operative,</div> <div>b) Aircraft is not dispatched from a designated airport as listed in the operator's MEL unless: <div> <div>1. Flight Data Recorder (FDR) failure occurs after pushback but prior to takeoff, or</div> <div>2. Flight Data Recorder (FDR) repair was attempted but not successful,</div> </div> </div> <div>c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</div> <div>d) Repairs are made within three flight days.</div> </div>	
-00D		C	-	-	Any in excess of those required by 14 CFR Operating Rule may be inoperative.	
-01A	FDR Parameters Required by 14 CFR Operating Rule	A	-	-	Up to three recording parameters may be inoperative provided: <div> <div>a) CVR operates normally, and</div> <div>b) Repairs are made within 20 calendar-days.</div> </div>	
-01B	FDR Parameters Not Required by 14 CFR Operating Rule	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection/check of FDR.	
-02	Underwater Locator Device (ULD)	D	1	0	May be inoperative provided device is not required by 14 CFR Operating Rule.	

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31. Indicating/Recording Systems					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-30-03 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative provided recorder is not required by procedures.
-40-01 ***	Electronic Checklist	D	-	0	May be inoperative, missing, or out of currency provided an approved checklist is available and used.
-01 ***	Remote Controller (Units -5001 thru -6000)	D	-	0	
-50-01	Annunciator (Failed to Illuminate) (Units -5001 thru -6000)				
-01	Accessory Door (ACC DOOR UNLOCKED – NOSE/TAIL)	C	3	0	May be inoperative provided affected door warning is considered inoperative (Refer to item 52-70-01).
-02	Cabin Altitude (CAB ALT)	C	1	0	May be inoperative provided cabin altitude warning system is considered inoperative (Refer to item 31-50-03).
-03	Cabin Door (CABIN DOOR)	B	1	0	May be inoperative provided main cabin door warning is considered inoperative (Refer to item 52-70-01).
-04	Cabin Door Seal (DOOR SEAL)	B	1	0	(O) May be inoperative provided: a) Door seal inflation is verified prior to each flight, and b) Aircraft is operated at FL 250 or below.
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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
-50-01	Annunciator (Failed to Illuminate) (Units -5001 thru -6000) (Cont'd)					
-05	Duct Overheat (AIR DUCT O'HEAT – CKPT/CAB)	C	3	2	(O) One position annunciation may be inoperative provided: a) Associated supply temperature indicating system is operative and monitored to ensure temperature remains at 300°F (149°C) or below, and b) Cockpit and cabin automatic temperature control systems are operative.	
-06	Emergency Pressurization (EMER PRESS)	C	1	0	(M) May be inoperative provided emergency pressurization system is verified operative.	
-07	Engine Anti-Ice (ENG ANTI-ICE – LH/RH)	C	3	2	One position annunciation may be inoperative provided associated engine anti-ice system is considered inoperative (Refer to item 30-20-01).	
-08	Generator Off/Fail (GEN OFF – L/R)	C	3	2	(O) One position annunciation may be inoperative provided affected generator voltage and amperage is monitored.	
-09	Hydraulic Flow Low (LO HYD FLOW – L/R)	C	3	2	(O) One position annunciation may be inoperative provided associated hydraulic system is verified operative prior to each flight.	
-10	Hydraulic Volume Low (LO HYD LEVEL)	C	1	0	May be inoperative provided hydraulic quantity is verified adequate on reservoir sight gauge prior to each flight.	
					(Continued)	

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31. Indicating/Recording Systems					
Sequence No.	Item	1	2	3	4 Change Bar
-50-01	Annunciator (Failed to Illuminate) (Units -5001 thru -6000) (Cont'd)				
-11	Lavatory Door (LAV DOOR)	C	1	0	May be inoperative provided lavatory door warning is considered inoperative (Refer to item 52-70-01).
-12	Pitot/Static Heater Off/Fail (P/S HTR – L/R)	B	3	2	One position annunciation may be inoperative provided pitot tube and static port heater are considered inoperative (Refer to item 30-30-01 or 30-30-02).
-13	Wing Anti-Ice (WING ANTI-ICE – L/R)	C	3	2	One position annunciation may be inoperative provided associated wing anti-ice system is considered inoperative (Refer to item 30-10-04).
-14 ***	APU Generator Off (Units -5001 thru -5500)	C	1	0	
-15 ***	Audio Speaker/Headphone (SPK/HPH)	C	1	0	All or part of the annunciator may be inoperative.
-16 ***	Audio Headphone Only (AUDIO HPH ONLY)	C	1	0	All or part of the annunciator may be inoperative.
-17 ***	Phone Call	C	1	0	All or part of the annunciator may be inoperative.
-18 ***	Cabin Temperature Control (CABIN TEMP CTL/RMT/REMOTE/ NRM/NORM)	C	1	0	All or part of the annunciator may be inoperative.

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31. Indicating/Recording Systems					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-50-02	Cabin Altitude Warning System (Aural or Visual Warning Failed)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-50-03	Central Warning				
-01	Master Warning Light (Failed to Illuminate)	C	2	1	One may be inoperative.
-02	Master Warning Cancel/Reset Function	C	2	1	One may be inoperative.
-03	Master Caution Light (Failed to Illuminate)	C	2	1	One may be inoperative.
-04	Master Caution Cancel/Reset Function	C	2	1	One may be inoperative.

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32. Landing Gear					
Sequence No.	Item	1	2	3	4 Change Bar
-44-01 ***	Tire Pressure Monitoring System (STC No. ST02127LA)	D	1	0	NOTE: Any individual wheel sensors that are operative may be used.
-46-01 ***	Nose Wheel Spin-Up System (Units -5001 thru -6000)	D	1	0	(M) May be inoperative provided: a) Nose wheel is verified to rotate freely, b) Aft bleed air butterfly valve is secured closed, and c) Gravel runway operations are not conducted.
-01	Cockpit Indicator	D	1	0	May be inoperative provided gravel runway operations are not conducted.

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Cockpit and Instrument Lighting (Excluding Button Lights, Standby Flight Instrument Lighting, Internally Lighted Annunciators, and Required Placard Lighting)					
-00A		C	-	0	May be inoperative provided aircraft is not operated at night.	
-00B		C	-	-	Individual lights may be inoperative provided: <div> <div>a) Cockpit emergency lighting is operative,</div> <div>b) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided,</div> <div>c) Remaining lights are positioned so that direct rays are shielded from crewmembers' eyes, and</div> <div>d) Lighting configuration and intensity is acceptable to flightcrew.</div> </div>	
-10-02	Cockpit Flood Light					
-00A		C	2	1	One may be inoperative.	
-00B		C	2	0	May be inoperative provided aircraft is not operated at night.	

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33. Lights					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-10-03	Cockpit Map Light				
-00A		C	2	1	
-00B		C	2	0	May be inoperative provided a cockpit flood light is operative for operations at night.
-00C		C	2	0	May be inoperative provided aircraft is not operated at night.
-10-04	Windshield Ice Detection Light				
-00A		C	2	1	(O) One may be inoperative provided alternate procedures are established and used to monitor ice accretion.
-00B		C	2	0	May be inoperative provided aircraft is not operated at night.
-10-05	Supplemental Glareshield Lighting System (AUX PANEL LIGHT)	C	1	0	May be inoperative provided aircraft is not operated at night.

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33. Lights					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-20-01	Cabin Interior Lighting (Excluding Cabin Emergency Lighting)				
-00A		C	-	-	(O) Individual lights may be inoperative provided: <div> <div>a) Sufficient lighting is operative for crew to perform required duties,</div> <div>b) Cabin emergency lighting is verified operative, and</div> <div>c) Sufficient lighting is operative for carrying cabin occupants at night.</div> </div>
-00B		D	-	0	(O) May be inoperative provided: <div> <div>a) Cabin emergency lighting is verified operative, and</div> <div>b) Aircraft is not operated at night with cabin occupants.</div> </div>
-00C		D	-	0	May be inoperative provided no cabin occupants are carried.

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33. Lights						
Sequence No.	Item	1	2	3	4	Change Bar
-20-02	Lighted Passenger Information Sign (Excluding Cabin Exit Signs)					
-00A		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used to notify cabin occupants, and b) Sign is not required by 14 CFR Operating Rule.	
-00B		C	-	0	May be inoperative provided no cabin occupants are carried.	
-30-01	Aft Baggage Compartment Light	C	3	0		
-30-02	Tailcone Maintenance Light	C	1	0		
-01	Safety Pin Chain	C	1	0	May be damaged or missing provided safety pin is operative and used.	
-40-01	Anti-Collision Light System (Wing Strobe)	C	1	0	May be inoperative provided: a) Position/navigation light system is operative, b) Ground recognition light is operative (Flashing/Rotating Red Beacon), and c) Not required by 14 CFR operating rule.	
-01 ***	LED Light (Per Light) (LED Element) (Units -5001 thru -6000 with SB560XL-33-15, and -6001 thru -6500)	C	36	34	One element may be inoperative on the outboard and rear-facing Printed Circuit Boards (PCB). NOTE: Anti-collision light system is still considered operative.	
-02	Per side (Units -6501 and On)	C	4	3	One LED bank per side may be inoperative.	

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33. Lights					
Sequence No.	Item	1	2	3	4 Change Bar
-40-02	Ground Recognition Light (Rotating or Flashing Beacon)	C	1	0	May be inoperative provided wing strobe lights are operative.
-40-03	Landing Light (Wing Tip)				
-00A	(Units -5001 thru -6500)	C	2	1	One may be inoperative for night operations provided the same side wing tip recognition light is operative.
-00B	(Units -5001 thru -6500)	A	2	0	May be inoperative for night operations provided: a) Both belly fairing lights are operative, b) Both wing tip recognition lights are operative, and c) Repairs are made within 3 flight-days.
-00C	(Units -5001 thru -6500)	C	2	0	Both may be inoperative provided aircraft is not operated at night.
-00D	(Units -6501 and On)	A	2	0	May be inoperative for operations at night provided: a) Both belly fairing lights are operative, and b) Repairs are made within 3 flight-days.
-00E	(Units -6501 and On)	C	2	0	Both may be inoperative provided aircraft is not operated at night.

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33. Lights							
Sequence No.	Item	1	2	3	4	Change Bar	
-40-04	Main Cabin Door Step Lights	C	-	0	May be inoperative for night operations provided an alternate source of illumination is available.		
-40-05	Position/Navigation Light System						
-01		C	1	0	May be inoperative provided the aircraft is not at night operated.		
-02 ***	(Units 5001 thru -6000 with SB560XL-33-15, and -6001 thru -6500)	C	1	0	May be inoperative provided the aircraft is not operated at night.		
-03	Per side (Units -6501 and On)	C	4	3	One LED bank per side may be inoperative.		
-40-06	Recognition Light (Wing Tip) (Units -5001 thru -6500)						
-00A		C	2	1	One may be inoperative for night operations provided the same side wing tip landing light is operative.		
-00B		C	2	0	May be inoperative for operations at night provided: a) Both belly fairing lights are operative, and b) Both wing tip landing lights are operative.		
-00C		C	2	0	Both may be inoperative provided aircraft is not operated at night.		
-01 ***	Pulse Light Mode	D	1	0	(M) May be inoperative provided Pulse light system is deactivated.		
-40-07 ***	Tail Flood Light	D	2	0			

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33. Lights						
Sequence No.	Item	1	2	3	4	Change Bar
-40-08	Belly Fairing Light					
-00A		C	2	1	One may be inoperative.	
-00B		C	2	0	May be inoperative provided: a) Both wing tip recognition lights are operative, and b) Both wing tip landing lights are operative.	
-00C		C	2	0	Both may be inoperative provided aircraft is not operated at night.	
-01 ***	Pulse Light Mode	D	1	0	(M) May be inoperative provided Pulse light system is deactivated.	
-40-09	Wing Inspection Light					
-00A		C	2	1	One may be inoperative provided ground deicing procedures do not require use.	
-00B		C	2	0	May be inoperative provided: a) Aircraft is not operated at night in known, forecast, or AFM-defined icing conditions, and b) Ground deicing procedures do not require use.	
-00C		C	2	0	May be inoperative for night operations provided: a) Windshield ice detection lights are operative, and b) Ground deicing procedures do not require use.	
-40-10	Pylon Work Light (Units -6501 and On)	D	1	0		
-40-11	Wing Accent Light (Units -6501 and On)	D	2	0		

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33. Lights						
Sequence No.	Item	1	2	3	4	Change Bar
-50-01 ***	Portable Flashlights /Flashlight Holders				Moved to ATA 25 in Revision 9	
-50-02	Aisle Lighting System (LED or Incandescent)	D	-	-	May be inoperative provided interior emergency lighting is operative.	
-01A	Left Forward Half (Emergency Lighting) (Units -5001 thru -5364 Not Incorporating SB560XL-33-11)	C	-	-	Up to six incandescent bulbs (three pairs) may be inoperative provided no two adjacent pairs are inoperative. NOTE: Aisle lighting system is still considered operative.	
-01B	Left Forward Half (Emergency Lighting) (Units -5365 thru -6500 and Units -5002 thru -5364 Incorporating SB560XL-33-11)	C	-	-	Up to four LED elements may be inoperative within any 2 ft length. NOTE: Aisle lighting system is still considered operative.	
-02	Left Aft Half	C	-	0		
-03A	Right Aft Half (Emergency Lighting) (Units -5001 thru -5364 Not Incorporating SB560XL-33-11)	C	-	-	Up to six incandescent bulbs (three pairs) may be inoperative provided no two adjacent pairs are inoperative. NOTE: Aisle lighting system is still considered operative.	
-03B	Right Aft Half (Emergency Lighting) (Units -5365 thru -6500 and Units -5002 thru -5364 Incorporating SB560XL-33-11)	C	-	-	Up to four LED elements may be inoperative within any 2 ft length. NOTE: Aisle lighting system is still considered operative.	
-04	Right Forward Half	C	-	0		
-05	Aisle Lighting System (Units -6501 and On)	C	-	-	Up to four LED elements may be inoperative within any light assembly. NOTE: Aisle Lighting system is still considered operative.	

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33. Lights					
Sequence No.	Item	1	2	3	4 Change Bar
-50-03	Emergency Lighting Battery (Aft) (Excluding Pack 1)	B	1	0	(O) May be inoperative provided: a) Main cabin door exit signs are verified operative, b) Left forward aisle lighting is verified operative, c) Exterior emergency lights are considered inoperative (Refer to item 33-50-04), d) No cabin occupants are carried, and e) Aircraft is not operated at night.
-01	Inertia “G” Switch (Latched On)	B	1	0	May be inoperative provided EMER LTS switch OFF position is verified to extinguish emergency lighting.
-50-04	Exterior Emergency Light	B	3	0	May be inoperative provided aircraft is not operated at night.

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-00-01	VHF Navigation Systems					
-01	Very High Frequency Omni-Directional Range (VOR)	C	-	-	May be inoperative provided system is not required by 14 CFR Operating Rule.	
-02	ILS					
-10	Localizer	C	-	-	May be inoperative provided: <div> <div>a) Associated glideslope is considered inoperative, and</div> <div>b) System is not required by 14 CFR Operating Rule.</div> </div>	
-20	Glideslope	C	-	-	May be inoperative provided system is not required by 14 CFR Operating Rule.	
-12-01 ***	Air Temperature Gauge/Indication (SAT/TAT) (Units -5001 thru -6500)	D	1	0		
-16-01	Altitude Alerting System	A	-	0	(O) May be inoperative provided: <div> <div>a) Autopilot with altitude hold and capture operates normally,</div> <div>b) Enroute operations, i.e. RVSM, do not require its use,</div> <div>c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and</div> <div>d) Repairs are made within three flight-days.</div> </div>	
-01	Aural Alert	C	-	0	May be inoperative provided: <div> <div>a) Visual alert operates normally, and</div> <div>b) Autopilot with altitude hold and capture operates normally.</div> </div>	
-02	Visual Alert	C	-	0	May be inoperative provided: <div> <div>a) Aural alert operates normally, and</div> <div>b) Autopilot with altitude hold and capture operates normally.</div> </div>	

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34. Navigation					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-18-01	Angle of Attack (AOA) System				
-01 ***	Indexer	C	-	0	
-02	Indicator (Units -5001 thru -5500)	C	1	0	May be inoperative provided stick shaker is verified operative.
-18-02	AOA Heater	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-22-02	Standby Horizontal Situation Indicator (HSI) (Heading Information Only) (Units -5001 thru -6000)	B	1	0	May be inoperative provided: a) Dual heading information sources are operative, and b) Magnetic compass is operative.
-22-02	Standby HSI (EHSI-4000) (Units -6001 thru -6500)	B	1	0	(O) May be inoperative provided flightcrew verifies heading information is present on standby flight display prior to each flight.
-23-01	Non-Stabilized Magnetic Compass (Units -5001 thru -6000)				
-00A	Day, VMC	B	1	0	May be inoperative provided: a) Any combination of two gyro or AHRS-stabilized compass systems are operative, and b) Aircraft is not operated at night or in IMC.
-00B		B	1	0	May be inoperative provided: a) Any combination of two gyro or AHRS-stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on enroute portion of flight.
(Continued)					

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34. Navigation						
Sequence No.	Item	1	2	3	4	Change Bar
-23-01	Non-stabilized Magnetic Compass (Units -5001 thru -6000) (Cont'd)					
-01	Internal Lighting	C	1	0	May be inoperative provided flightcrew determines adequate natural or artificial lighting exists to read compass.	
-24-01	Mechanical Slip/Skid Indicator (Units -5001 thru -5500)	B	3	2	One may be inoperative provided either left PFD bezel slip/skid indicator or standby flight display slip/skid indicator is operative.	
-25-01	Cursor Control Panel (CCP) (Units -6001 thru -6500)	B	2	1	One may be inoperative provided: a) Co-pilot Multifunction Display (MFD) is operative, and b) Affected MFD is controlled using on-side Display Control Panel (DCP) CCP MENU function.	
-01	Radio Tuning (Includes All CCP Radio Controls) (Per Side)	C	1	0	May be inoperative provided radios are tuned through control display unit.	
-02	DATA BASE Button (Excluding Dual FSU-Equipped Aircraft)	C	2	1	One may be inoperative provided database currency is verified using operative button.	
-03	Memory Buttons (MEM 1, MEM 2, MEM 3) (Per Side)	D	3	0		
-04	CHART Button (Per Side)	C	1	0	NOTE: Electronic charts will not be available; alternate charts must be carried.	
-05	Rotate Button (Per Side)	C	1	0	NOTE: Some electronic charts may not be legible; alternate charts must be carried.	
(Continued)						

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34. Navigation						
Sequence No.	Item	1	2	3	4	Change Bar
-25-01	Cursor Control Panel (CCP) (Units -6001 thru -6500) (Cont'd)					
-06	ZOOM Button (Per Side)	C	1	0	NOTE 1: Some electronic charts may not be legible, alternate charts must be carried. NOTE 2: Graphic weather zoom function will not be available.	
-07	Joystick (Per Side)	C	1	0	NOTE 1: Some electronic charts may not be legible; alternate charts must be carried. NOTE 2: Graphic weather pan function will not be available.	
-25-02	Display Unit (MFD) (Units -5501 thru -6000)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) MFD DIM is selected OFF, and c) All functions of PFD controllers are operative.	
	Display Unit (Co-Pilot MFD) (Units -6001 thru -6500)	C	1	0	May be inoperative provided right display REVERSION selector is selected to REV TO PFD.	
-25-03	Flight Director System					
-00A		C	2	1	One side may be inoperative provided: a) Command bars are not present on affected side, and b) Approach or departure procedures do not require use.	
-00B		B	2	0	May be inoperative provided: a) Command bars are not present, b) Approach or departure procedures do not require use, and c) Autopilot system is considered inoperative (Refer to item 22-10-03).	

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34. Navigation					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-25-04 ***	MFD (Argus 7000CE, Garmin MX-20 or GMX-200)	D	-	0	
-25-05	Display Controller (DC-550) (Units -5001 thru -6000) (Per Side)				
-01	Bearing Selector (BRG)	C	2	1	One may be inoperative provided procedures do not require use.
-02	Minimums Selector (RAD-BARO)	C	1	0	May be inoperative provided procedures do not require use.
-03	Minimums Knob (MINIMUMS)	C	1	0	May be inoperative or knob may be missing provided procedures do not require use.
-03	Minimums Knob (RA)	C	1	0	May be inoperative or knob may be missing provided procedures do not require use.
-04A	Navigation Source Selector (NAV-FMS)	C	-	0	May be inoperative provided: a) Button is operative on pilot flying side, and b) Flight director/autopilot is coupled to pilot flying side.
-04B	Navigation Source Selector (NAV-PREVIEW-FMS)	C	-	0	May be inoperative provided: a) Button is operative on pilot flying side, and b) Flight director/autopilot is coupled to pilot flying side.
-05	Timer Control (ET)				
-01		C	1	0	May be inoperative provided procedures do not require use.
-02		C	1	0	(O) May be inoperative provided alternate procedures are established and used to determine elapsed time.
(Continued)					

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34. Navigation					
Sequence No.	Item	1	2	3	4
-25-05	Display Controller (DC-550) (Units -5001 thru -6000) (Per Side) (Cont'd)				
-06	HSI Mode (HSI) Selector	C	1	0	May be inoperative provided current HSI display on PFD is acceptable to flightcrew.
-07	Weather Radar/Terrain (WX/TERR) Selector	C	1	0	May be inoperative provided procedures do not require use.
-08	Barometer Standard (PUSH STD)	C	1	0	
-09	Flight Director Single Cue/Cross Pointer (SC/CP) Selector	C	1	0	
-10	Ground Speed/Time To Go (GSPD/TTG) Selector	C	1	0	

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34. Navigation						
Sequence No.	Item	1	2	3	4	Change Bar
-25-06	Display Controller (GCU 275) (Units -6501 and On)					
-01	Barometer Standard (PUSH STD)	C	2	0	May be inoperative provided the altimeter setting can be adjusted.	
-02	Range/Pan Control (Knob)	C	2	0	May be inoperative provided touchscreen controller for associated display is operative.	
-03	Clear (CLR)	C	2	0		
-04	Enter (ENT)	C	2	0		
-05	Cursor/Select (PFD/PUSH ENT)	C	2	0		
-06	Direct To (D>)	C	2	0	NOTE: Function may be selected on touchscreen controller.	
-07	Flight Plan (FPL)	C	2	0	NOTE: Function may be selected on touchscreen controller.	
-08	Radio Control (COM/NAV)	C	2	0	NOTE: Function may be selected on touchscreen controller.	
-09	Procedure (PROC)	C	2	0	NOTE: Function may be selected on touchscreen controller.	
-25-07	Touchscreen Controller (GTC) (L PFD or R PFD) (Units -6501 and On)	C	2	1	(M) One may be inoperative provided controller is deactivated. NOTE 1: Any functions or controls that operate normally may be used. NOTE 2: Amber AVIONICS CONFIG CAS message may be displayed.	

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34. Navigation						
Sequence No.	Item	1	2	3	4	Change Bar
-25-08	MFD Controller (MC-800) (Units -5001 thru -6000)					
-01	Checklist Control (NORM, EMER, RCL, PAG, SKP, ENT) (Units -5001 thru -5500)	C	6	0	NOTE: Any functions or controls that operate normally may be used.	
-01	Checklist Control (NORM, EMER, RCL, PAG, SKP, ESC) (Units -5501 thru -6000)	C	6	0	NOTE: Any functions or controls that operate normally may be used.	
-02	Timer Control (ET 1, ET 2, ST 1, ST 2) (Units -5501 thru -6000)	C	4	0	May be inoperative provided procedures do not require use.	
-03	Map Mode Control (MAP/PLAN)	C	1	0		
-04	Range Control (RNG INC-DEC)	C	1	0	May be inoperative provided current map range is acceptable to the flightcrew.	
-05	Weather/Terrain (WX) Selector (Units -5001 thru -5500)	C	1	0	May be inoperative provided weather radar is displayed on PFD when required.	
-05	Weather/Terrain (WX/TERR) Selector (Units -5501 thru -6000)	C	1	0	May be inoperative provided weather radar and terrain are displayed on PFD when required.	
-06	Map Symbol Control (VOR, APT, or DAT) (Units -5001 thru -5500)	C	3	0		
-07	Joystick	C	1	0		
-08	Data Set Knob (Units -5501 thru -6000)	C	1	0		

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34. Navigation						
Sequence No.	Item	1	2	3	4	Change Bar
-25-09	Course/Heading Panel Function Control (RI-553) (Units -5001 thru -6000)					
-01	Course	B	2	1	One may be inoperative provided procedures do not require use.	
-02	Course Direct (PUSH DIR)	C	2	0		
-03	Heading Sync (PUSH SYNC)	C	1	0		
-25-10	Synthetic Vision (Units -6501 and On)	C	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Synthetic vision is selected OFF.	
-30-01 ***	Enhanced Vision System (EVS)	D	1	0		
-34-01	Marker Beacon Receiver System	C	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR operating rule.	
-01	Receiver (Units -5001 thru -6500)	C	-	0	May be inoperative provided procedures do not require use.	
-02	Audio Selector/Mute (MKR-MUTE Button) (Units -5001 thru -6500)	C	-	0	May be inoperative provided procedures do not require marker audio.	
-36-01 ***	Windshear Warning and Flight Guidance System (Reactive)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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34. Navigation						
Sequence No.	Item	1	2	3	4	Change Bar
-36-02 ***	Windshear Detection and Avoidance System (Predictive) (Units -6501 and On)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-42-01	Weather Radar System	C	1	0	May be inoperative provided system is not required by 14 CFR Operating Rule.	
-44-01	Radio Altimeter System					
-00A	TAWS or Traffic Alert and Collision Avoidance System (TCAS) II Required (Units -5001 thru -6000)	A	1	0	(M) May be inoperative provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require use, c) Basic TAWS modes are considered inoperative, d) TCAS II is considered inoperative (Refer to item 34-45-01), and e) Repairs are made within 2 flight-days. NOTE: Landing gear warning system will function differently without radio altimeter input. Landing gear warning may occur at higher altitudes above ground with flaps extended.	
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34. Navigation							
Sequence No.	Item	1	2	3	4	Change Bar	
-44-01	Radio Altimeter System (Cont'd)						
-00B	TAWS or TCAS II Required (Units -6001 and On)	A	1	0	(M) May be inoperative provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require use, c) Basic TAWS modes are considered inoperative, d) TCAS II is considered inoperative (Refer to item 34-45-01), and e) Repairs are made within 2 flight-days. NOTE 1: Landing gear warning system will function differently without radio altimeter input. Landing gear warning may occur at higher altitudes above ground with flaps extended. NOTE 2: Landing Operations Phase Inhibit (LOPI) operation will be affected. LOPI may not activate during approach or go-around. NOTE 3: ROAAS may not be available.		
-44-02 ***	Surface Awareness System (SurfaceWatch)	C	1	0			
-44-03 ***	Runway Overrun Awareness and Alerting System (ROAAS) (Units -6501 and On)	D	1	0			

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34. Navigation						
Sequence No.	Item	1	2	3	4	Change Bar
-44-04	TAWS (Class A or B TAWS Required)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight-days.	
-01A	Modes 1 – 4 (Class A TAWS Required)	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight-days.	
-01B	Modes 1 & 3 (Class B TAWS Required)	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight-days.	
-02	Test Mode (Class A or B TAWS Required)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight-days.	
-03	Glideslope Deviation(s) (Mode 5) (Class A TAWS Required)	C	-	1		
		B	-	0		
-04 ***	Modes 2, 4 & 5 (Class B TAWS Required)	C	3	0		
-05	Advisory Callouts (Class A or B TAWS Required)	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR operating rule, and b) Alternate procedures are established and used.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
-44-04	TAWS (Class A or B TAWS Required) (Cont'd)					
-06A ***	Windshear Mode (Reactive) (Class A TAWS Required)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
-06A	(Units -6501 and On)	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.	
-06B ***	Windshear Mode (Reactive) (Class B TAWS Required)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-07	Terrain System – Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions (Class A or B TAWS Required)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-08	Terrain Display (Class A TAWS Required)	C	-	1		
		B	-	0	(Continued)	

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34. Navigation						
Sequence No.	Item	1	2	3	4	Change Bar
-44-04	TAWS (Including Test Mode) (Class A or B TAWS Required) (Cont'd)					
-09 ***	Terrain Display (Class B TAWS)	C	-	0		
-10 ***	Runway Awareness & Advisory System (RAAS) (Class A or B TAWS Required)	C	1	0		
-45-01 ***	TCAS I or TCAS II					
-00A	TCAS Not Required	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR Operating Rule, and c) Enroute or approach procedures do not require use.	
-00B	TCAS Required	B	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require use.	
-01	Traffic Advisory (TA) Display (TCAS II Only)	C	-	0	(O) May be inoperative provided: a) Resolution Advisory (RA) display and audio function are operative, and b) Enroute or approach procedures do not require use of TCAS.	
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34. Navigation							
Sequence No.	Item	1	2	3	4	Change Bar	
-45-01 ***	TCAS I or TCAS II (Cont'd)						
-02A	RA Display (TCAS II Only)	C	2	1	Pilot flying side must be operative.		
-02B	RA Display (TCAS II Only)	C	2	0	(O) May be inoperative provided: a) TA display and audio function are operative, b) TA-only mode is selected on TCAS controller or menu, and c) Enroute or approach procedures do not require use of TCAS.		
-03A	TA and RA Displays Failed (TCAS II Only)	C	2	1	One side may be inoperative provided: a) TA and RA displays are operative on pilot flying side, and b) Audio function is operative.		
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.		
-05 ***	Airspace Selection Function (Above/Below)	C	-	0			
-45-02 ***	Traffic Collision Avoidance Device (TCAD)				Deleted in Revision 9.		
-46-01 ***	Lightning Detection System (Units -5001 thru -6500)	D	1	0	May be inoperative provided system is not required by 14 CFR Operating Rule.		

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34. Navigation						
Sequence No.	Item	1	2	3	4	Change Bar
-50-10	Area Navigation (RNAV) (Multi-Sensor, LORAN, and/or GPS)					
-01		C	-	-	Any in excess of those required by 14 CFR operating rule may be inoperative.	
-02		D	-	1	Any in excess of those required by 14 CFR operating rule may be inoperative. NOTE: RNAV systems identified as FMS must only defer FMS functions limited to navigation and not affecting operation of other aircraft systems.	
-51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR Operating Rule may be inoperative.	

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34. Navigation					
Sequence No.	Item	1	2	3	4 Change Bar
-52-01	ATC Transponder and Automatic Altitude Reporting System				
-00A	(Individual transponder failed)	D	-	1	Any in excess of those required by 14 CFR Operating Rule may be inoperative.
-00B	(All transponders failed)	B	-	0	May be inoperative provided: a) Operations do not require use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) TCAS is considered inoperative (Refer to item 34-45-01), d) Aircraft is not operated RVSM, and e) ADS-B is considered inoperative (Refer to item 34-52-02).
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not Required by 14 CFR Operating Rule)	A	-	0	May be inoperative provided: a) Operations do not require their use, and b) Repairs are made prior to completion of next scheduled inspection/check of transponder.

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34. Navigation					
Sequence No.	Item	1	2	3	4 Change Bar
-52-02 ***	ADS-B System (In and Out)				
-00A		B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.
-00B		C	-	1	One may be inoperative.
-00C		D	-	0	May be inoperative provided: a) Enroute operations do not require use, and b) It is not required by 14 CFR Operating Rule. NOTE: Any ADS-B function that operates normally may be used.
(Continued)					

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34. Navigation					
Sequence No.	Item	1	2	3	4 Change Bar
-52-02 ***	ADS-B System (In and Out) (Cont'd)				
-01 ***	ADS-B Out Extended Squitter				
-00A		B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.
-00B		C	-	1	One may be inoperative.
-00C		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR Operating Rule. NOTE: Any ADS-B Out function that operates normally may be used.
-02 ***	ADS-B Out Universal Access Transceiver (UAT)				
-00A		B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.
(Continued)					

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34. Navigation					
Sequence No.	Item	1	2	3	4 Change Bar
-52-02 ***	ADS-B System (In and Out) (Cont'd)				
-02 ***	ADS-B Out Universal Access Transceiver (UAT) Transmissions (Cont'd)				
-00B		C	-	1	One may be inoperative.
-00C		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR Operating Rule. NOTE: Any ADS-B Out function that operates normally may be used.
-03 ***	ADS-B In				
-00A		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B function that operates normally may be used.
-00B		D	-	0	May be inoperative provided operations do not require use. NOTE: Any ADS-B function that operates normally may be used.
-55-01 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided operations do not require use.

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34. Navigation					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-57-01	Global Navigation Satellite System (GNSS) (Including Satellite-Based Augmentation System (SBAS))	C	-	0	May be inoperative provided system is not required by 14 CFR Operating Rule. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.
-01 ***	Antenna/Jack (For Portable Device)	D	-	0	
-60-01	Data Loader	C	-	0	
-60-02	FMS	C	-	0	May be inoperative provided system is not required by 14 CFR Operating Rule. NOTE: Enhanced function of TAWS may not be available.
-01	Fuel Planning Function	C	-	0	
-02 ***	Takeoff and Landing Data (TOLD) Calculation Function or Database	D	1	0	Function may be inoperative or database may be not loaded.
-60-03 ***	Information Management Server (IMS-3500) (Units -6001 thru -6500)	D	1	0	May be inoperative provided navigation database, electronic charts, and performance database are loaded by alternate means or are not used.

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35. Oxygen						
Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Oxygen System					
-01	Fill Port	C	1	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	
-02 ***	Servicing Panel Pressure Gauge	C	1	0	(M) May be inoperative provided bottle is filled using alternate means, if service is required.	
-03	Blowout Disk/Green Label	C	1	0	May be missing or damaged provided oxygen pressure is verified prior to each flight.	
-10-01	Flightcrew Oxygen System					
-01 ***	Adjustable Tension Control (EROS® Mask)	C	-	0	May be inoperative provided affected oxygen mask harness is verified operative prior to each flight.	
-20-01	Passenger Oxygen System					
-00A		B	1	0	May be inoperative provided: a) Cabin pressurization system is operative, b) Aircraft is able to descend within 4 minutes to a cabin pressure altitude of 13,000 ft at all points along route to be flown, and c) Aircraft is operated at FL 250 or below.	
-00B		C	1	0	May be inoperative provided: a) PASS OXY is selected OFF, and b) No cabin occupants are carried.	
(Continued)						

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35. Oxygen					
Sequence No.	Item	1	2	3	4 Change Bar
-20-01	Passenger Oxygen System (Cont'd)				
-00C		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-01	Mask	C	-	0	(M) Individual oxygen masks or dispensers may be missing or inoperative provided: a) Affected mask pintle pin is installed, and b) Associated seat or lavatory is placarded, "DO NOT OCCUPY."
-02	Drop-Out Panel	C	-	0	(M) Individual panels may be out of normal position provided: a) Affected oxygen mask and drop-out panel are removed, b) Affected mask pintle pin is installed, and c) Associated seat or lavatory is placarded, "DO NOT OCCUPY."

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<div>AIRCRAFT:</div> <div>Textron Aviation Model 560XL</div>	<div>TABLE KEY</div> <div> <div>1. REPAIR CATEGORY</div> <div>2. NO. INSTALLED</div> <div>3. NO. REQUIRED FOR DISPATCH</div> <div>4. REMARKS OR EXCEPTIONS</div> </div>
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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
<div>-30-01</div> <div>***</div>	Portable Oxygen Bottles or Units (Including Masks and Hoses)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <div> <div>a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility,</div> <div>b) Location placarding is removed or obscured, and</div> <div>c) Required distribution is maintained.</div> </div> <div>NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.</div> <div>NOTE 2: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</div>	
-01	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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35. Oxygen						
Sequence No.	Item	1	2	3	4	Change Bar
-30-02 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <div>a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.</div> NOTE: Inoperative PBEs, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
-01 ***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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38. Water/Waste						
Sequence No.	Item	1	2	3	4	Change Bar
-10-01 ***	Potable Water System	C	-	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established and used to ensure system is not serviced.	
-01	Individual Components	C	-	0	(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. NOTE: Any portion of system operating normally may be used.	
-30-01 ***	Relief Tube (Cockpit)	C	1	0	(M) May be damaged or inoperative provided: a) All liquid is removed from relief tube, and b) Relief tube is placarded, "DO NOT USE."	
-30-02 ***	Lavatory External Service System	C	1	0	(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.	
-01	System Precharge Annunciator (Green PRECHARGE)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for filling toilet.	
-02	System Overfill Annunciator (Red OVERFILL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used for filling toilet.	

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38. Water/Waste						
Sequence No.	Item	1	2	3	4	Change Bar
-30-03	Lavatory Waste System	C	1	0	System or individual components may be inoperative provided: a) Cabin occupants are briefed prior to each flight that lavatory is inoperative and unusable, and b) Lavatory is placarded, "DO NOT USE."	
-30-04	Overboard Drain (Excluding Drain Heater)					
-01	Aft Vanity Basin	C	1	0	(O) May be damaged or obstructed provided: a) All liquid is removed from basin, and b) Basin is placarded, "DO NOT USE."	
-02 ***	Evaporator Fan (Aft) (Excluding APU-Equipped Aircraft)	C	1	0	May be damaged or obstructed provided aft evaporator fan is considered inoperative.	
-03	Refreshment Center	C	1	0	(O) May be damaged or obstructed provided: a) All liquid is removed from refreshment center hot liquid storage and drip pan, b) Refreshment cetner hot liquid storage and drip pan are placarded, "DO NOT USE," and c) Ice drawer drain valve remains closed.	
-04 ***	Relief Tube (Cockpit)	C	1	0	May be damaged or obstructed provided cockpit relief tube is considered inoperative.	

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Sequence No.	Item	1	2	3	4	Change Bar
-00-01	Aircraft Recording System (AReS) (Units -6501 and On)	D	1	0		
-00-02	Central Maintenance System (Maintenance Diagnostic Computer (MDC)) (Units -6001 thru -6500)	C	1	0		
-00-03	Central Maintenance System (Cessna Diagnostics and Maintenance System (CDMS)) (Units -6501 and On)	C	1	0		

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46. Information Systems						
Sequence No.	Item	1	2	3	4	Change Bar
-00-01 ***	Electronic Flight Bag Systems (EFBs)					
-01	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document that operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require use.	
-03	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require use.	
-05	Power Supply/ Power Connection	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require use.	
-07	Mounting Device	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Procedures do not require use.	

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49. Airborne Auxiliary Power					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-20-01 ***	APU	C	1	0	(M) May be inoperative provided: a) APU is deactivated, and b) Procedures do not require use. NOTE: Units -6001 and on, the amber APU FAIL CAS message will display.
-30-01 ***	APU Fuel Shutoff Valve	C	1	0	(M) May be inoperative provided: a) APU fuel shutoff valve is verified CLOSED, and b) APU is considered inoperative (Refer to item 49-20-01).
-50-01 ***	APU Bleed Air System	C	1	0	(O) May be inoperative provided: a) APU SYSTEM BLEED AIR is selected OFF, and b) APU bleed air control valve is verified closed.
-01	Max Cool Function (Units -5501 thru -6000)	C	1	0	(O) May be inoperative provided: a) APU SYSTEM BLEED AIR is not selected to MAX COOL, and b) APU bleed air control valve is verified operative.
-02	Max Cool Function (Units -6001 and On)	C	1	0	(O) May be inoperative provided: a) APU SYSTEM MAX COOL is selected OFF, and b) APU bleed air control valve is verified operative.

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49. Airborne Auxiliary Power					
Sequence No.	Item	1	2	3	4 Change Bar
-70-01 ***	APU Exhaust Gas Temperature (EGT) Display				
-01	Units -5001 thru -6000 APU-Equipped Aircraft	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) Amber APU FAIL annunciator does not illuminate during APU start.
-02	Units -6001 thru -6500	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) Amber APU FAIL message and amber APU FAIL annunciator do not appear during APU start.
-03	Units -6501 and On	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU SYS FAIL amber message does not appear during APU start.

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49. Airborne Auxiliary Power					
Sequence No.	Item	1	2	3	4 Change Bar
-70-02 ***	APU Speed (RPM%) Display				
-01	Units -5001 thru -6000 APU-Equipped Aircraft	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) Amber APU FAIL annunciator does not illuminate during APU start.
-02	Units -6001 thru -6500	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) Amber APU FAIL message and amber APU FAIL annunciator do not appear during APU start.
-03	Units -6501 and On	C	1	0	May be inoperative provided: a) APU performed normal start and shutdown on prior use, and b) APU is not restarted within 5 minutes of shutdown.

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52. Doors					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-10-01	Main Cabin Door				
-01	Key Lock	D	1	0	May be inoperative in the unlocked position.
-02	Precatch (Failed to Catch Only)	C	1	0	(O) May be inoperative provided: a) Main cabin door warning system is operative, b) Door is verified operative using reasonable force when latching and unlatching handle, and c) Alternate procedures for operating door are established and used.
-03	Acoustic Seal	C	1	0	May be damaged provided seal does not interfere with door operation.
-04A	Primary Seal	C	1	0	May be inoperative provided: a) Primary seal does not interfere with door operation, b) Secondary door seal is verified intact, and c) Aircraft is operated at FL 250 or below.
-04B	Primary Seal	C	1	0	May be inoperative provided: a) Primary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
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52. Doors						
Sequence No.	Item	1	2	3	4	Change Bar
-10-01	Main Cabin Door (Cont'd)					
-05A	Secondary Seal	C	1	0	May be damaged provided: a) Primary door seal is operative, b) Secondary seal does not interfere with door operation, and c) Aircraft is operated at FL 250 or below.	
-05B	Secondary Seal	C	1	0	May be damaged provided: a) Secondary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).	
-06A	Vent Door (Units -5001 thru -6000)	C	1	0	May be inoperative provided vent door is manually closed in accordance with AFM CABIN DOOR abnormal procedure.	
-06B	Vent Door (Units -6001 and On)	C	1	0	May be inoperative provided vent door is manually closed in accordance with amber AFM CABIN DOOR / CABIN DOOR OPEN message procedure.	
-30-01	Aft Baggage Door Key Lock					
-01A		D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to each flight.	
-01B		B	1	0	May be inoperative in the locked position provided: a) Baggage compartment smoke detection system is operative (if installed), and b) Contents and weight of baggage compartment is known.	

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52. Doors						
Sequence No.	Item	1	2	3	4	Change Bar
-40-01	Nose Access Door Key Lock (Per Side)					
-01A	Units -5001 thru -6000	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to each flight.	
-01B	Right Door Only (Units -5001 thru -6000)	B	1	0	May be inoperative in the locked position.	
-02	Units -6001 and On	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to each flight.	
-42-01	Battery Access Door Key Lock					
-01	Units -5001 thru -6000	D	1	0	May be inoperative in the unlocked position provided prior to each flight: a) Battery access door is verified closed and latched, and b) Aft baggage, and tail cone access doors are verified closed, latched, and locked. NOTE: Amber ACC DOOR UNLOCKED TAIL annunciator may be illuminated.	
-02	Units -6001 and On	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to each flight. NOTE: Amber BATTERY DOOR / BATTERY DOOR UNLOCKED message may appear.	
-43-01 ***	Hydraulic Access Door Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to each flight.	

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52. Doors						
Sequence No.	Item	1	2	3	4	Change Bar
-46-01 ***	SPR Access Door Key Lock					
-00A		D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to each flight.	
-00B		C	1	0	May be inoperative in the locked position provided aircraft is refueled overwing or refueling is not required. NOTE: If overwing refueling cap locks are also failed in locked position, refueling will not be possible.	
-46-02 ***	Brake Service Door Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to each flight.	
-46-03 ***	Engine Oil and Service Door Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to each flight.	
-46-04 ***	Lavatory Service Door Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to each flight.	
-47-01 ***	APU Service Door Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to each flight.	
-48-01	Tail Cone Access Door Key Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to each flight.	
-50-01 ***	Cockpit Divider Door	C	2	0	(M) May be missing, or damaged or inoperative provided affected door is secured OPEN for taxi, takeoff, and landing.	

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Sequence No.	Item	1	2	3	4	Change Bar
-50-02 ***	Lavatory Door (Single- or Two-Piece)	C	-	-	(M) May be missing, or damaged or inoperative provided affected door is secured OPEN for taxi, takeoff, and landing. NOTE: An amber annunciation or an amber CAS message may be indicating.	
-70-01	Door Warning (Units -5001 thru -6000)					
-01	Aft Baggage	C	1	0	May be inoperative provided door is verified closed, latched, and locked prior to each flight. NOTE: Amber ACC DOOR UNLOCK TAIL annunciator may be illuminated.	
-02	Emergency Exit	C	1	0	May be inoperative provided hatch is verified closed and latched prior to each flight. NOTE: Amber EMER EXIT annunciator may be illuminated.	
-03	Tail Cone Access	C	1	0	May be inoperative provided door is verified closed, latched, and locked prior to each flight. NOTE: Amber ACC DOOR UNLOCK TAIL annunciator may be illuminated.	
-04	Lavatory	C	1	0	May be inoperative provided lavatory door is visually verified latched or secured open prior to each taxi, takeoff, or landing. NOTE: Amber LAV DOOR annunciator may be illuminated.	
(Continued)						

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52. Doors					
Sequence No.	Item	1	2	3	4 Change Bar
-70-01	Door Warning (Units -5001 thru -6000) (Cont'd)				
-05	Nose Access	C	2	0	May be inoperative provided door is verified closed, latched, and locked prior to each flight. NOTE: Amber ACC DOOR UNLOCK NOSE annunciator may be illuminated.
-06	Main Cabin	B	1	0	(O) May be inoperative provided: a) Main cabin door precatch is operative, b) Lock flags are visible in all door sight glass locations, c) Cabin vent door is verified closed with cabin door closed and latched, d) Internal door handle is verified correctly stowed, e) Seat(s) immediately adjacent to or across from door are blocked and placarded, "DO NOT OCCUPY," and f) Aircraft is operated at FL 250 or below. NOTE: Amber CABIN DOOR annunciator may be illuminated.
-07	Battery Access (Units -5188 and On and Units -5001 thru -5187 Incorporating SB560XL-52-09)	C	1	0	May be inoperative provided door is verified closed and latched prior to each flight.

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Sequence No.	Item	1	2	3	4	Change Bar
-70-02	Door Warning (Units -6001 and On)					
-01	Aft Baggage	C	1	0	May be inoperative provided door is verified closed, latched, and locked prior to each flight. NOTE: Amber AFT BAGGAGE DOOR / BAGGAGE DOOR OPEN CAS message may be displayed.	
-02	Emergency Exit	C	1	0	May be inoperative provided hatch is verified closed and latched prior to each flight. NOTE: Amber EMERGENCY EXIT/ EMERGENCY EXIT OPEN CAS message may be displayed.	
-03	Tailcone Access	C	1	0	May be inoperative provided door is verified closed, latched, and locked prior to each flight. NOTE: Amber TAILCONE ACC DOOR / TAILCONE DOOR OPEN CAS message may be displayed.	
-04	Lavatory Door	C	1	0	May be inoperative provided lavatory door is visually verified latched or secured open prior to each taxi, takeoff, or landing. NOTE: Amber LAVATORY DOOR CAS message may be displayed.	
-05	Nose Access	C	2	0	May be inoperative provided door is verified closed, latched, and locked prior to each flight. NOTE: Amber NOSE DOOR / NOSE DOOR OPEN L-R CAS message may be displayed.	
(Continued)						

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52. Doors					
Sequence No.	Item	1	2	3	4 Change Bar
-70-02	Door Warning (Units -6001 and On) (Cont'd)				
-06	Main Cabin	B	1	0	(O) May be inoperative provided: a) Main cabin door precatch is operative, b) Lock flags are visible in all door sight glass locations, c) Cabin vent door is verified closed with cabin door closed and latched, d) Internal door handle is verified correctly stowed, e) Seat(s) immediately adjacent to or across from door are blocked and placarded, "DO NOT OCCUPY," and f) Aircraft is operated at FL 250 or below. NOTE: Amber CABIN DOOR / CABIN DOOR OPEN CAS message may be displayed.
-07	Battery Door	C	1	0	(O) May be inoperative provided door is verified closed, latched, and locked prior to each flight. NOTE: Amber BATTERY DOOR / BATTERY DOOR UNLOCKED CAS message may be displayed.
-70-03	Door Lock Indicator Light (Cabin Door Post Switch Panel) (Failed to Illuminate or Extinguish)	B	6	0	Individual lights may be inoperative provided main cabin door warning system is considered inoperative (Refer to item 52-70-01).

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53. Fuselage					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-45-01 ***	Liferaft Mooring Ring	D	1	0	May be inoperative or damaged provided liferaft is not required by 14 CFR Operating Rule.

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57. Wings					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-50-01	Flap Bumper Strip	A	4	0	May be missing or damaged provided bumper strips are replaced within 10 flight-hours.

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73. Engine Fuel and Control					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-33-01	Fuel Flow Indicating System	A	2	1	One may be inoperative provided: a) Both fuel quantity indicating systems are operative, and b) Repairs are made within 3 flight-days.

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<div>AIRCRAFT:</div> <div>Textron Aviation Model 560XL</div>	<div>TABLE KEY</div> <div> <div>1. REPAIR CATEGORY</div> <div>2. NO. INSTALLED</div> <div>3. NO. REQUIRED FOR DISPATCH</div> <div>4. REMARKS OR EXCEPTIONS</div> </div>
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76. Engine Control					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-00-01	Full-Authority Digital Engine Control (FADEC) Time Limited Dispatch (TLD) (Units -6001 thru -6500)	A	-	-	(O) Individual FADEC fault indications may be displayed provided: <div> <div>a) Aircraft is operated in accordance with AFM Limitations and Shutdown checklist, and</div> <div>b) Procedures are established and used to track TLD item.</div> </div>
-00-02	Electronic Engine Computer (EEC) (Automatic Mode) (Units -5001 thru -6000)	C	2	0	May be inoperative provided aircraft is operated in accordance with DISPATCH WITH ELECTRONIC ENGINE COMPUTER(S) INOPERATIVE Airplane Flight Manual Supplement (AFMS).
-01-01	Engine Synchronizer System (Failed Off)	C	1	0	
-03-01 ***	Throttle Detent Indicator (Units -5001 thru -5109 Incorporating SB560XL-76-02 and Units -5110 thru -5268)	C	1	0	
-01	Individual Light	D	6	3	One per throttle position may be inoperative provided: <div> <div>a) Both EECs are operative in automatic mode, and</div> <div>b) Engine speed is monitored.</div> </div>

AIRCRAFT: Textron Aviation Model 560XL	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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77. Engine Indicating					
Sequence No.	Item	1	2	3	4 Change Bar
-14-01	Engine RPM Gauge/Indication (N1 Tape or Digital Indicator) (Units -5001 thru -5500)	B	4	2	Two may be inoperative provided a tape or digital indicator is operative for each engine.
-01	Standby N1 (Units -6001 thru -6500)	A	2	1	One may be inoperative provided: a) Standby N2 and standby ITT indicators are operative, and b) Repairs are made within three flight cycles.
-02	Standby N2 (Units -6001 thru -6500)	C	2	1	One may be inoperative provided standby N1 and standby ITT indicators are operative.
-22-01	Engine ITT Gauge/Indication (Standby ITT) (Units -6001 thru -6500)	C	2	1	One may be inoperative provided standby N1 and standby N2 indicators are operative.
-30-01	Engine Trend Monitoring System (FASTbox) (Units -6501 and On)	A	1	0	(O) May be inoperative provided: a) Trend monitoring data is recorded and processed by alternate means, and b) Repairs are made within 60 days.
-32-01	Engine Vibration Monitor System (Engine Channel)	B	2	1	One channel may be inoperative provided no abnormal vibration exists.

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78. Engine Exhaust					
Sequence No.	Item	1	2	3	4 Change Bar
-30-01	Thrust Reverser	C	2	0	(M) May be inoperative provided affected thrust reverser is deactivated and secured in forward thrust position. NOTE: Flightcrew should review AFM Single-Engine Reversing procedure.

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79. Engine Oil					
Sequence No.	Item	1	2	3	4 <div>Change Bar</div>
-30-01 ***	Engine Chip Detector (Failed Lamp Test) (Units -6001 thru -6500)	B	2	1	(M) One may be inoperative provided a visual check of the affected chip collector before each flight-day reveals no anomalies.