

TRANSPORT CANADA

ORIGINAL

MMEL SUPPLEMENT

TO

MASTER MINIMUM EQUIPMENT LIST

DASSAULT FALCON 10

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

Jan. 28, 2004

Original

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Reasons for Changes

21-7	Cabin Altitude Indication – relief and repair category per Guidance Book (GB) item 21.2.
21-8	Cabin Differential Pressure Indicator – relief and repair category per GB item 21.5.
21-9	Cabin Rate of Climb Indicator – relief and repair category per GB item 21.4.
22-1	Autopilot – relief and repair category per GB item 22.3.
22-2	Autopilot Disengage Lights – relief and repair category per GB item 22.2.
22-3	Control Wheel Autopilot Disengage Buttons – relief and repair category per GB item 22.1.
22A	NOTE: Apply the same relief, provisos and repair category for items in ATA 22A as contained in ATA 22.
23-1	VHF Systems – relief for No. 2 VHF per GB item 23.4.
23-4	Passenger Address System – relief per GB item 23.9.
23-5	Crew Intercommunication – relief per GB item 23.8.
23-6	Crew Loudspeakers – relief per GB item 23.5
23-7	Audio Selector Panels – relief rescinded per GB item 23.2.
23-10	Cockpit Voice Recorder – relief per GB item 23.6.
23-13	SELCAL – relief and repair category per GB item 23.4.
23-14	Automatic Cabin Briefer – relief per GB item 23..12.
23-15	Boom Sets (Microphones and Headsets) – relief per GB item 23.7.
25-3	Inertia Reels – item (shoulder harness) made mandatory for each crew member on duty.
25-4	Passenger Seats – relief for recline mechanism and underseat baggage restraint bar added..
25-5	Emergency Locator Transmitter – repair time proviso dependent on operating rule added.
25-7	Jump Seat – relief per GB item 25.6.
25-8	Lavatory Door Ashtray – relief per GB item 25.16.
25-9	First Aid Kit – relief per GB item 25.14.
25-10	Passenger Convenience Items – relief per GB item 25.8.
25-11	“Fasten Seat Belt While Seated”, Signs or Placards – relief per Gb item 25.3.
25-12	Lavatory NO SMOKING Placard – mandatory item; however alternate dispatch capability offered.

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- 26-2 Hand Fire Extinguishers – relief in GB item 26.7 added.
- 27-10 Warning and Indication of High Angles of Attack – relief for Automatic Extension Circuits of the Slats and Stall Audio Warning Device rescinded based on FAA MMEL analysis for these two systems.
- 30-4 Pitot Head Heating – relief in GB item 30.5 added.
- 30-11 Windshield Wipers – relief in GB item 30.11 added.
- 31-1 Flight Data Recorder (FDR) – relief per GB item 31.3.
- 31-2 Stop Clock – relief per GB item 31.1.
- 33-1 Cockpit and Instrument Panel Lighting – relief per GB item 33.1.
- 33-3 NO SMOKING and FASTEN SEAT BELT Signs – relief per GB item 33.9.
- 33-5 Landing Lights – relief per GB item 33.6
- 33-6 Taxi Light – relief per GB item 33.6
- 33-8 Anti-Collision Lights – relief per GB item 33.7.
- 33-13 Logo Light System – relief per GB item 33.5.
- 34-2 Machmeter Airspeed Indicators – relief rescinded for basic T instrumentation
- 34-3 Integrated Vertical Speed Indicators – relief per GB item 34.11.
- 34-4 Altimeters – relief rescinded for basic T instrumentation
- 34-7 Altitude Alerting System – relief per GB item 34.1.
- 34-8 Radio Altimeter – relief per GB item 34.8 for GPWS equipped aircraft
- 34-9 Flight Director Indicator – relief rescinded for basic T instrumentation.
- 34-10 Standby Horizon and Power Supply Battery – relief per GB item 34.3.
- 34-11 Horizontal Situation Indicator – relief rescinded for basic T instrumentation.
- 34-12 Flight Director Computers – relief per GB item 34.2.
- 34-15 Compass Systems – relief for magnetic and free gyro modes.
- 34-17 Stand-by Compass – relief for TSO'd GPS added.
- 34-19 Navigation Receivers – relief per GB item 34.6 with standard NOTE for VOR/ILS and ADF receivers added.
- 34-20 Flight Management System (FMS) and GPS/LORAN – relief per GB item 34.6.
- 34-21 TCAS – relief and repair category per GB item 34.10
- 34-22 Turn and Slip Indicators – relief per GB item 34.3.
- 34-23 Ground Proximity Warning System – relief per GB item 34.4.

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- 34A NOTE: Apply the same relief, provisos and repair category for items in ATA 34A as contained in ATA 34.
- 35-1 Passenger Oxygen System – relief per GB item 35.3.
- 35-2 Passenger Cabin Oxygen Drop Out Panels – relief per GB item 35.6.
- 35-3 Passenger Oxygen System Individual PSUs – relief per GB item 35.3.
- 35-4 Portable Oxygen Dispensing Units (Bottle and Mask) – relief per GB item 35.4.
- 35-5 Crew Member Oxygen System – relief per GB item 35.1.
- 35-6 Protective Breathing Equipment – relief per Gb item 35.5.
- 38-1 Potable Water System – relief per GB item 38.1.
- 38-2 Lavatory Waste System – relief per GB item 38.2.

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DASSAULT FALCON 10

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the DGAC Approved MMEL for the Falcon 10 aircraft.

This MMEL Supplement must be used in conjunction with the DGAC Approved MMEL (Revision No. 2, April 25, 2003 or later applicable Revision).

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

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

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

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

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test – AARDC
Aircraft Certification
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Tower C, 3rd Floor
Ottawa, Ontario
K1A 0N8

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					4.	Remarks or Exceptions	
21	AIR CONDITIONING						
7	Cabin Altitude Indication	C	1	0	(O)	May be inoperative provided:	
						a) Cabin Differential Pressure Indicator operates normally,	
						b) A chart is provided to convert cabin differential pressure to cabin altitude, and	
						c) Cabin Altitude Warning System operates normally.	
		D	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized configuration.	
8	Cabin Differential Pressure Indicator	C	1	0	(O)	No change from DGAC MMEL	
		D	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized configuration.	
9	Cabin Rate of Climb Indicator	C	1	0	(O)	No change from DGAC MMEL	
		D	1	0	(O)	May be inoperative provided flight is conducted in an unpressurized configuration.	

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22 AUTO FLIGHT (WITHOUT COLLINS EFIS)							
1	Autopilot	B	1	0		Except where enroute operations require its use, may be inoperative provided: a) Aircraft is operated using a minimum crew of two, and b) Approach minimums do not require use of the autopilot.	
2	Autopilot Disengage Lights	B	2	0		May be inoperative provided autopilot is not used.	
3	Control Wheel Autopilot Disengage Buttons	C	2	1		One may be inoperative provided: a) Autopilot is not used below initial approach altitude, and b) Pilot flying has the operative disengage switch.	
		B	2	0		Both may be inoperative provided autopilot is not used.	

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			4. Remarks or Exceptions NOTE: Apply the same relief, provisos and repair category for items in ATA 22A as contained in ATA 22.		
22A AUTO FLIGHT (WITH COLLINS EFIS)					

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23	COMMUNICATIONS						
1	VHF Systems	D	-	2	Any in excess of those required by regulation and not powered by an emergency bus may be inoperative.		
		B	-	1	No. 2 VHF may be inoperative provided HF is installed and operative.		
4	Passenger Address System						
4-1	Passenger Configuration	B	1	0	(O)	May be inoperative provided:	
					a)	Alternate procedures are established and used, and	
					b)	Flight deck/cabin interphone (two way) with associated calls (e.g. chimes) operates normally.	
		A	1	0	(O)	May be inoperative for non-passenger carrying operations provided:	
					a)	Crew members are the only occupants of the aircraft,	
					b)	Alternate procedures are established and used, and	
					c)	Repairs are made within one flight day.	
4-2	Cargo Configuration	D	1	0	May be inoperative provided all crew members are on the flight deck.		

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23	COMMUNICATIONS						
5	Crew Intercommunication						
5-1	Passenger Configuration	B	1	0	(O)	May be inoperative provided: a) PA system operates normally, and b) Alternate procedures are established and used.	
		A	1	0	(O)	May be inoperative for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day.	
5-2	Cargo Configuration	D	1	0		May be inoperative provided all crew members are on the flight deck.	
6	Crew Loudspeakers	C	2	0		May be inoperative provided: a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use.	

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23	COMMUNICATIONS				
7	Audio Selector Panels	2	2		Must be operative
10	Cockpit Voice Recorder				
	1) If CVR and FDR required by regulations:	A	1	0	May be inoperative provided.
	2) If only CVR required by regulations:	A	1	0	a) Flight Data Recorder is operative, and b) Repairs are made within three flight days.
	3) If CVR not required by regulations:	D	1	0	May be inoperative provided repairs are made within three flight days.
13	SELCAL	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
***		D	1	0	May be inoperative provided routine procedures do not require its use.
14	Automatic Cabin Briefer				

14-1	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
14-2	Cargo Configuration	D	1	0	May be inoperative provided all crew members are on the flight deck.

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23	COMMUNICATIONS						
15	Boom Sets (Microphones and Headsets)						
15-1	Headset Function	C	-	-		Headset function may be inoperative on any boom set provided alternate headset is installed, operative and used.	
15-2	If CVR required to be capable of recording boom microphone.						
	Mike Function	A	-	0		May be inoperative for three flight days provided:. a) FDR is operative, and b) Hand mike is installed, operative and used.	
15-3	If CVR not required to be capable of recording boom microphone.						
	Mike Function	D	-	0		May be inoperative provided hand mike is installed, operative and used.	

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25 EQUIPMENT/ FURNISHINGS					
3 Inertia Reels		2	2		Must be operative
4 Passenger Seats	D	-	-		No change from DGAC MMEL
	D	-	-		No change from DGAC MMEL
					NOTES:
					1. No change from DGAC MMEL
					2. The affected seat(s) may include the seat behind.
1) Recline Mechanism	D	-	-		(M) May be inoperative provided the seat is secured in the upright position.
2) Underseat Baggage Restraining Bars	C	-	-		(O) May be inoperative or missing provided:
					a) Baggage is not stowed under the associated seat or seat assembly,
					b) Associated seat or seat assembly is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and
					c) Procedures are established and used to alert crew members of inoperative or missing restraining bar.
5 Emergency Locator Transmitter	A	1	0		(M) May be inoperative provided:
					a) Placard is displayed in flight deck indicating date ELT was removed, and
					b) Repair or replacement is made within 10/30 calendar days.

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25 EQUIPMENT/ FURNISHINGS							
7	Jump Seat	B	1	0	(M)	May be inoperative provided the seat is removed, stowed, or secured in the retracted position.	
		D	1	0	(M)	May be inoperative provided: a). The seat is not required to be occupied in an official capacity for extended periods of time and b) The seat is removed, stowed, or secured in the retracted position.	
8	Lavatory Door Ashtray	B	1	0		May be missing. NOTE: The repair category for this item, resulting from an AD, cannot be extended.	

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

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25 EQUIPMENT/ FURNISHINGS				
10 Passenger Convenience Items		-	0	Passenger convenience items as expressed in this MMEL are those related to passenger convenience, comfort or entertainment, such as, but not limited to – galley equipment, movie equipment, ash trays, stereo equipment, and overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's MEL. NOTES - Exterior lavatory door ash trays are not considered convenience items. - Galley equipment restraining devices such as latches, etc. must be serviceable or the compartment must not be used for storage and placarded "INOPERATIVE - DO NOT USE". - Movie equipment individual screens if applicable, must be capable of being stowed, and - Audio or audio-visual entertainment equipment which is used as the sole means of providing safety briefings and demonstrations is not considered a passenger convenience item.

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25	EQUIPMENT/ FURNISHINGS				
11 ***	"Fasten Seat Belt While Seated", Signs or Placards	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.
12	Lavatory NO SMOKING Placard		1	1	Must be operative NOTE: A temporary placard may be used to dispatch an aircraft to a station where normal placards are available.

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26	FIRE PROTECTION						
4	Hand Fire Extinguishers	D	-	2	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative fire extinguisher(s) is removed from the passenger cabin and flight deck, and its location is placarded "INOPERATIVE", or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded "INOPERATIVE", b) Required distribution is maintained in the passenger compartment and flight deck and c) Procedures are established and used to alert crew members of missing portable fire extinguishers.		

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27	FLIGHT CONTROLS			
10	Warning and Indication of High Angles of Attack			
10-1	Automatic Extension Circuits of the Slats	2	2	Must be operative
10-2	Test Circuits of the Slat Automatic Extension			No change from DGAC MMEL
10-3	Stall Audio Warning Device	1	1	Must be operative
10-4	Engine Lighting Automatic Supplies			No change from DGAC MMEL

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30 ICE AND RAIN PROTECTION							
4	Pitot Head Heating	B	2	1	Except where enroute operations require its use, one may be inoperative provided: a) Flight is conducted in day VMC, b) Flight is not conducted in visible moisture, and c) Flight is not conducted in known or forecast icing conditions.		
11	Windshield Wipers	C	2	0	One or both may be inoperative provided flight is not conducted in precipitation within five nautical miles of the airport of take-off or intended landing.		
1)	Park Function	C	2	0	May be inoperative provided the wipers can be parked out of the pilots' view.		

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

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33	LIGHTS							
1	Cockpit and Instrument Panel Lighting	C	-	-			No change from DGAC MMEL	
		D	-	0			May be inoperative for day operations.	
3	NO SMOKING and FASTEN SEAT BELT Signs	C	1	0	(M)(O)	Passenger seats, flight attendant seat or lavatory from which a light is not readily legible shall not be occupied and must be locked and placarded "DO NOT OCCUPY".		
		C	-	-	(O)	The affected seats or lavatory may be occupied provided procedures are established and used to alert flight attendant and notify passengers when seat belts should be fastened and smoking prohibited.		
		A	-	-	(O)	May be inoperative for one flight day for non-passenger carrying operations provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.		
1)	All Cargo Operations.	D	-	0			May be inoperative provided all crew members are on the flight deck.	

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					4. Remarks or Exceptions
33	LIGHTS				
5	Landing Lights	D	2	0	May be inoperative for day operations.
		C	2	1	No change from DGAC MMEL
6	Taxi Light	C	1	0	No change from DGAC MMEL
		D	1	0	May be inoperative for day operations.
8	Anti-Collision Lights	C	2	0	May be inoperative provided strobe lights are installed and operative.
		C	2	0	May be inoperative for day operations.
13 ***	Logo Light System	D	1	0	

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34	NAVIGATION (WITHOUT EFIS)				
2	Machmeter Airspeed Indicators	2	2		Must be operative
3	Integrated Vertical Speed Indicators	C 2	1		One may be inoperative for day VFR.
4	Altimeters	2	2		Must be operative
7	Altitude Alerting System	A 1	0	(O)	Except where enroute operations require its use, may be inoperative provided: a) Autopilot altitude hold is operative, and b) Repairs are made within three flight days.
8	Radio Altimeter System	A 1	0		May be inoperative provided: a) Approach minimums or operating procedures are not dependent on its use, and b) Repairs are made within three flight days.
		C 1	0		May be inoperative provided: a) Approach minimums or operating procedures are not dependent on its use, and b) Radio altimeter is not required to support GPWS.

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34	NAVIGATION (WITHOUT EFIS)						
9	Flight Director Indicator						
9-1	Attitude Indications	2	2			Must be operative	
9-2	Other Functions					No change from DGAC MMEL	
10	Standby Horizon and Power Supply Battery	B	1	0		May be inoperative provided: a) AHRS, EFIS or Laser Gyro is NOT installed, b) Aircraft is operated in day VMC only, and c) Indicator is covered.	
11	Horizontal Situation Indicator						
11-1	Heading Indications	2	2			Must be operative	
11-2	VOR/ILS Functions					No change from DGAC MMEL	
11-3	Other Functions					No change from DGAC MMEL	

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34	NAVIGATION (WITHOUT EFIS)				
12	Flight Director Computers	C	2	0	Except where enroute operations require its use, may be inoperative provided: a) Approach procedures are not dependent on its use, and b) Autopilot is considered inoperative, c) Windshear escape guidance is considered inoperative, and d) TOGA switches are considered inoperative. NOTE: Windshear escape guidance will be inoperative. However, all remaining windshear functions will be available.

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34	NAVIGATION (WITHOUT EFIS)						
15	Compass Systems		2	2		Must be operative	
1)	Compass Magnetic Modes	B	2	1	(O)	One may be inoperative for flights within areas of magnetic reliability provided: a) Compass system operates normally in free gyro mode, and b) Free gyro mode is converted to magnetic mode using operative magnetic heading information.	
		B	2	0	(O)	One or both may be inoperative for flights that are entirely within areas of magnetic unreliability provided two stabilized directional gyro systems operate normally and are used in conjunction with free gyro navigation techniques.	
2)	Compass Free Gyro Modes	B	2	0	(O)	One or both may be inoperative for flights that are entirely within areas of magnetic reliability (areas south of Northern Domestic Airspace).	

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34	NAVIGATION (WITHOUT EFIS)						
5	Stand-by Compass	B	1	0	(O)	May be inoperative provided any combination of three gyro or INS(IRU) stabilized compass systems are operative.	
		B	1	0	(O)	May be inoperative provided: a) Any combination of two gyro or INS(IRU) stabilized compass systems operate normally, and b) Aircraft is operated: (1) With dual independent navigation capability, and (2) Under positive radar control by ATC during the en-route flight phase, or one of the navigation systems is a TSO'd GPS which provides track information.	
		C	-	-	(O)	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative and used in conjunction with approved free gyro navigation techniques.	

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34 NAVIGATION (WITHOUT EFIS)					
19 Navigation Receivers					
19-1 VOR/ILS	C	-	-	Any in excess of those required by regulations may be inoperative.	
				NOTE:	
				The operator's MEL must cross reference the VOR/ILS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.	
19-2 DME	C	-	-	Any in excess of those required by regulations may be inoperative.	
19-3 MKR					
1) If used routinely	C	-	-	May be inoperative provided alternate procedures are established and used.	
2) If not used routinely	D	-	-	May be inoperative provided routine procedures do not require its use.	
19-4 ADF	C	-	-	Any in excess of those required by regulations may be inoperative.	
				NOTE:	
				The operator's MEL must cross reference the VOR/ILS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.	
19-5 Weather Radar	D	-	-	Any in excess of those required by regulations may be inoperative.	

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34	NAVIGATION (WITHOUT EFIS)				
19	Navigation Receivers (cont'd)				
19-6	Transponder Altitude reporting and coding)(	C	1	0	As required by regulations
20	Flight Management System (FMS) and GPS/LORAN				
	1) If used routinely	C	-	-	May be inoperative provided alternate procedures are established and used.
	2) If not used routinely	D	-	-	May be inoperative provided routine procedures do not require its use.
	3) GPS/FMS Data Base	C	-	-	May be out of currency for enroute operations only provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
21	TCAS	C	1	0	No change from DGAC MMEL
22	Turn and Slip Indicators	C	2	1	
		C	2	0	Both may be inoperative for day VFR.

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34	NAVIGATION (WITHOUT EFIS)						
23 ***	Ground Proximity Warning System	A	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
1)	Modes 1 to 4	A	-	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
2)	Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within three flight days.	
3) 5)	Glideslope Deviation (Mode	B	2	0		One or both may be inoperative.	
4) ***	Advisory Callouts	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	

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34	NAVIGATION				
23	Ground Proximity Warning System (cont'd)				
5)	Windshear Mode ***	C	-	0	(O) May be inoperative provided:
					a) Alternate procedures are established and used, and
					b) Windshear Detection and Avoidance System operates normally.
		C	-	0	(O) May be inoperative provided:
					a) Alternate procedures are established and used, and
					b) Takeoffs and landings are not conducted in known or forecast windshear conditions.
6)	TAWS (Enhanced *** GPWS)	C	-	0	May be inoperative.

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			4. Remarks or Exceptions NOTE: Apply the same relief, provisos and repair category for items in ATA 34A as contained in ATA 34.	
34A NAVIGATION (WITH COLLINS EFIS)				

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35	OXYGEN						
1	Passenger Oxygen System						
	1) Entire System	B	1	0	(O)	May be inoperative provided: a) Minimum en route altitude does not exceed 13,000 ft above MSL, b) All air conditioning packs are operative, c) Pressurization system is operative, d) Flight remains at or below FL 250, e) Portable oxygen units are provided for all crew members and 10% of the passengers; for half an hour (supplemental oxygen), and f) Passengers are appropriately briefed.	
	2) Automatic Presentation System	B	1	0		May be inoperative provided: a) The manual deployment system is operative, and b) Flight remains at or below FL 300.	
	3) All Cargo Operations	D	1	0		May be inoperative provided: a) Portable oxygen bottles are available to all crew members required to be off the flight deck, and b) An automatic warning system is in the cargo area to alert of a decompression, if crew members are required to be in the cargo area during flight.	
		D	1	0		May be inoperative provided all crewmembers are on the flight deck.	

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35	OXYGEN						
2	Passenger Cabin Oxygen Drop Out Panels						
	1) Automatic Opening Feature of Door Latches	B	-	-	(M)(O)	May be inoperative provided: a) The door is confirmed inoperative unlatched, b) The door secured closed, c) The PSU oxygen system is operative, d) The flight remains at or below FL 300, e) The manual deployment system is operative, f) No more than two consecutive banks of seats and their adjacent banks of seats have an inoperative automatic opening feature, and g) Occupants are briefed on oxygen mask access. NOTE: The method of door closure must not hinder ready access to the first aid oxygen outlet.	
3	Passenger Oxygen System Individual PSUs	D	-	-	(M)(O)	May be inoperative with no flight altitude restriction provided affected seat is blocked and placarded INOPERATIVE to prevent occupancy.	

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35		OXYGEN					
4.		Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	2	(O)(M) Any in excess of those required by regulation may be inoperative or missing provided: a) Required distribution of operative units is maintained throughout the aircraft, b) The inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable oxygen dispensing unit and its installed location are placarded INOPERATIVE, and Procedures are established to alert crew members of inoperative or missing equipment.	
5		Crew Member Oxygen System					
1)		HP Pressure Gauge	C	1	0	(M) May be inoperative provided an acceptable method is used to confirm that adequate oxygen is available for the intended flight.	
2)		Observer Seat	B/D	1	0	May be inoperative provided it is selected OFF and the seat is not occupied.	

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

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						4.	Remarks or Exceptions	
38	WATER/WASTE							
1	Potable Water Systems	C	1	0	(M)(O) May be inoperative provided: a) Tank is drained and inspected to ensure no leakage, and b) Procedures are established to deactivate applicable system components to prevent its use or servicing. (M)(O) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.			
2	Lavatory Waste Systems	C	1	0	(M)(O) May be inoperative provided: a) Waste is drained and system is inspected for leakage, b) Procedures are established to deactivate system components, and c) Lavatory door is locked closed and placarded INOPERATIVE - DO NOT ENTER. NOTE: Any portion of system which operates normally may be used.			