

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

DASSAULT AVIATION

FAN JET FALCON

(FALCON 20)

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Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

REVISION 1
1 SEPTEMBER 1994

FAN JET FALCON (FALCON 20)

REVISION ONE

This Master Minimum Equipment List (MMEL) is issued by the Civil Aviation Authority at the above revision and is approved as the basis for the preparation and approval of individual operator's Minimum Equipment Lists (MELs) for aircraft of this Type.

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Civil Aviation Authority

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	15 January 1993		
Revision 1	1 September 1994		

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TEMPORARY REVISION RECORD

TR No.	Date	Page Affected	Incorporated By	Date Incorporation	Superseded By
1	12/09/2001	31-1 23-2 34-2			
G4	29/10/2001	TR Record Page Preamble Definitions 23-1 25-1 31-1 34-1			
G6	20/03/2002	34-1			

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PREAMBLE

1. The CAA approved Master Minimum Equipment List (MMEL) provides owners/operators of United Kingdom registered aircraft, of the relevant type, with the basis for the preparation of their individual Minimum Equipment List (MELs). In the case of holders of Air Operators Certificates the MEL will be included in that Company's Operations Manual.
2. The approved MMEL represents a list of items of equipment which, under particular circumstances, can, to the satisfaction of the CAA, be unserviceable when the aircraft is despatched, while still retaining the required level of safety.
3. The CAA recognises that in some respects the standard and scale of equipment provided in the aircraft may exceed the minimum required to satisfy airworthiness or Air Navigation Legislation requirements. Where necessary to achieve a satisfactory level of safety with an inoperative item, appropriate limitations are imposed or the function transferred to another component.
4. The MMEL does not include items such as wings, engines and landing gear that are always required, nor is reference made to equipment such as passenger convenience and entertainment items which when inoperative obviously do not affect airworthiness. It is important to note therefore that **ANY ITEM WHICH IS RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND WHICH IS NOT INCLUDED IN THE MMEL IS ALWAYS REQUIRED TO BE OPERATIVE BEFORE A FLIGHT IS DESPATCHED.** Likewise items required by Air Navigation Legislation. Additional Certification Requirements as appropriate, which are not listed must be operative.
5. The MMEL may not waive a limitation or an emergency procedure which is given in the Flight Manual (FM) or override an Airworthiness Directive (AD) /Mandatory Inspection unless the FM/AD provides otherwise. Similarly any Additional Certification Requirements, or other special provisions, as appropriate which have been determined as necessary by the CAA shall not be waived unless otherwise agreed or varied by the CAA.
6. An Owner/Operators MEL must receive CAA approval which thereby conveys the permission, required by the UK Air Navigation Order, to the Commander, for operation of the aircraft with specified items of equipment unserviceable.
7. The MEL may not be less restrictive than the MMEL therefore the number of items required for despatch shall not be less than the corresponding number in column 3 of the MMEL and any associated conditions shall be at least as severe as those specified in column 4.
8. The MMEL does not anticipate the effects of combinations of apparently unrelated unserviceabilities or allow for situations where systems are made inoperative for special purposes such as demonstration, test or crew training. Other provisions may apply to positioning or ferrying flights but these may not necessarily be included in the MMEL.
9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible interrelated or additive effects and, if necessary, following consultation with appropriate engineering specialists.

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PREAMBLE (Cont...)

10. It is not the purpose of the MMEL to allow defects of other than optional items to remain unrectified indefinitely. The operational flexibility provided under the MMEL policy is justified only within a framework of controlled and sound programmes of repairs, replacement and servicing. Defects should be rectified expeditiously thus retaining the intended overall level of safety and reducing the possibility of a subsequent failure necessitating the removal of the aircraft from service. Some particular items in the MMEL may be subject to a limitation of flight hours, number of flights or consecutive calendar days, and these must be transferred into the MEL. A limit of three calendar days for completion of repairs or replacements has been applied to some items. Other time limits for rectification, such as those specified by the ANO, may also be applied as appropriate. Operators with established routes shall specify in the MEL at which stations, in addition to the main maintenance base, repair facilities exist.
11. This MMEL is based upon UK legislation and some of the alleviations it provides may not therefore necessarily comply with foreign legislation.

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DEFINITIONS

1. In this list, the items of equipment are classified in systems according to the ATA 100 specification. Individual items within a given ATA classification are numbered sequentially.
2. "Item" (Column 1): The equipment, system, components or function as listed in Column 1.

NOTE: Items annotated in UPPER CASE letters indicates the precise flight deck legend used.
3. "Number Installed" (Column 2): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.

NOTE: The operator's MEL should list the number installed in a particular aircraft.
4. "Number Required for Despatch" (Column 3): The minimum number of the specified items required for operation provided the conditions defined in Column 4 are met.
5. "Remarks or Exceptions" (Column 4): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.
6. Dash (-): This symbol indicates a variable quantity when used in Columns 2 or 3.

NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 2 and 3.
7. Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition. To the extent practicable, placards should be located adjacent to the control or indicator for the item affected such that it is clear to the operating crew that it or its associated system is inoperative.
8. "Inoperative": A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).
9. "(0)": The use of this symbol in Column 4 indicates that an appropriate operating procedure (or change to an existing procedure) must be established, published and utilised to maintain the required level of safety while operating under the terms of the (M)MEL.

Normally, these procedures are accomplished by the flight crew. However, other personnel may be qualified and authorised to perform certain functions.

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DEFINITIONS (Cont...)

10. "(M)": The use of this symbol in Column 4 indicates that an appropriate maintenance procedure must be established, published and utilised prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.

Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorised to perform certain functions.

NOTE: Where an item is annotated (0)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

11. "As required by Air Navigation Legislation": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation in force during the flight.
12. "VMC" and "IMC": The definitions of these terms are those used in Section 2 of the Air Navigation Order - Rules of the air.
13. "Icing Conditions": An atmospheric condition that may cause ice to form on the aircraft or in the engines.
14. "Visible Moisture": An atmospheric environment containing water in any form that can be seen in natural or artificial light, i.e. clouds, fog, rain, sleet, hail, snow.
15. "Flight Hour": The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.

NOTE: The definition differs from that given in the Air Navigation Order.

16. "ETOPS": Refers to "extended range" operations which may be defined as "operation of a two-engined aeroplane over a route that contains a point farther than one hour flying time at the normal one-engined inoperative cruise speed (in still air) from an adequate airport".

In the MEL, for an operator who has received approval to extend maximum diversion time from 120 minutes to 138 minutes, unless otherwise stated, "120 minutes" may be interpreted as "138 minutes".

17. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.
18. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the U.K. this is the Civil Aviation Authority.
19. "Deleted": When applied to an item number, indicates that the item was previously listed but is now required to be operative.

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DEFINITIONS (Cont...)

20. "Combustible Material": is defined as material which is capable of catching fire and burning.
- When an MMEL item specifies the condition that only non-combustible materials are to be carried, it is the operator's responsibility to determine that all materials (including containers, packing material and pallets etc) in the associated compartments is of a non-combustible nature.
- If it cannot be determined whether any proposed cargo is non-combustible, it must not be loaded in compartments where combustible materials are prohibited.
21. "System": System means the group of directly related components which together performs a specified function, for example 'RPM indication system' would include the RPM indicator, tachometer generator, circuit breaker and associated circuitry.
22. "Extended Overwater Flight": Refers to an operation overwater at a horizontal distance of more than 50 nautical miles from the nearest shoreline.
23. Repair Intervals
Calendar Day
A period of 24 hours elapsed time, commencing at midnight on the day of discovery and recording of a malfunction in the aircraft's maintenance record/logbook and ending at midnight on the next day. For example, if it were recorded at 10 am on January 26th that a malfunction had occurred, and the MMEL allowed three calendar days for completion of repairs and replacements, the three day interval would commence at midnight on 26th January and end at midnight on 29th January.
24. "Despatch"
- The point at which an aircraft first moves under its own power for the purpose of commencing a flight.
- NOTE: The definition above is in accordance with that given in Article 106(2)(a) of the ANO and it is at the point of despatch that the provisions of the MMEL cease to apply. They come into effect again when the aircraft next comes to rest at the end of its flight. In the case of a helicopter which comes to rest without stopping rotors, it is deemed to have ended its flight and the provisions of the MMEL then apply until it is next despatched.
25. Not Used: An item which appeared in the base document (e.g. FAA MMEL) but which has been removed from the CAA MMEL. The base document item number is retained to maintain continuity.
26. This MMEL is only applicable to the Dassault Aviation Fan Jet Falcon, Models Basic, D, E and F fitted with General Electric CF 700 Engines.
27. Base documents used for the preparation of this MMEL are:
- (a) FAA Falcon MMEL Revision 9 dated 12 October 1993.
 - (b) CAA Policy Statements, as effective at end August 1994.

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HIGHLIGHTS OF REVISION 1

General

- 1) In accordance with latest FAA policy the * has been removed from the MMEL - see DEFINITIONS item 7.
- 2) A limit of three calendar days has been introduced for completion of repairs or replacements - see PREAMBLE Item 10.
- 3) A new DEFINITION - "NOT USED" has been introduced - see DEFINITION item 25.

21 AIR CONDITIONING

- | | | | |
|-------|-------------------------------------|---|---|
| 21-8 | Cabin Pressurisation Control System | - | Additional alleviation for manual system. |
| 21-14 | Electrical Rack Blowers | - | 3 day repair policy applied. |
| 21-17 | Pilot Foot Warmer | - | New item. |

22 AUTO FLIGHT

- | | | | |
|------|-------------------|---|----------------------------|
| 22-1 | Autopilot Systems | - | Latest CAA policy applied. |
|------|-------------------|---|----------------------------|

23 COMMUNICATIONS

- | | | | |
|-------|------------------------|---|----------------------------|
| 23-2 | Communications Systems | - | UHF added. |
| 23-5 | CVR | - | Latest CAA policy applied. |
| 23-10 | Radio Master Switch | - | Proviso amended. |

24 ELECTRICAL POWER

- | | | | |
|------|-----------|---|---|
| 24-1 | Inverters | - | 3 day repair policy applied. Proviso (a) revised and (0) added. |
| 24-3 | Batteries | - | New proviso (b) inserted. |

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HIGHLIGHTS OF REVISION 1

25 EQUIPMENT/FURNISHINGS

- | | | | |
|------|------------------------------|---|------------------------------|
| 25-1 | Flight Crew Shoulder Harness | - | 3 day repair policy applied. |
| 25-4 | Pilots Seat Adjustment | - | 3 day repair policy applied. |

27 FLIGHT CONTROLS

- | | | | |
|-------|------------------------------------|---|------------------------------|
| 27-1 | Arthur Q Units | - | 3 day repair policy applied. |
| 27-2 | Arthur Q Unit Warning Light System | - | 3 day repair policy applied. |
| 27-3 | Air Brake System Warning Lights | - | Provisos revised. |
| 27-4 | Trailing Edge Flap Indicator Light | - | New item. |
| 27-13 | Rudder Pedal Adjustment | - | New item. |

28 FUEL

- | | | | |
|-------|------------------------------------|---|------------------------------|
| 28-1 | Booster Pumps | - | 3 day repair policy applied. |
| 28-6 | Wing Tank Fuel Quantity Indicators | - | Proviso (a) revised. |
| 28-9 | Fuel Temperature Indicator | - | New item. |
| 28-10 | Fuel Used System | - | New item. |

29 HYDRAULIC POWER

- | | | | |
|------|--|---|--|
| 29-6 | Hydraulic Reservoir Pressurisation - Warning Light | - | 3 day repair policy applied, OR added. |
|------|--|---|--|

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HIGHLIGHTS OF REVISION 1

30 ICE AND RAIN PROTECTION

- | | | | |
|------|---------------------------|---|------------------------------|
| 30-3 | Pitot Heater Systems | - | 3 day repair policy applied. |
| 30-4 | Pitot Heater Light System | - | 3 day repair policy applied. |

31 INDICATING/RECORDING SYSTEMS

- | | | | |
|------|--------|---|--|
| 31-1 | Clocks | - | Revised, aircraft clock provides input to FMS. |
| 31-2 | FDR | - | Latest CAA policy applied. |

32 LANDING GEAR

- | | | | |
|------|---|---|-------------------------------|
| 32-2 | Landing Gear Selector Handle
Warning Light | - | Provisos expanded, (0) added. |
|------|---|---|-------------------------------|

33 LIGHTS

- | | | | |
|-------|---|---|----------------------------|
| 33-1 | Flight Compartment and Instrument
Lighting Systems | - | Latest CAA policy applied. |
| 33-2 | Cabin Interior Lighting System | - | Latest CAA policy applied. |
| 33-3 | Passenger Notice System | - | Proviso (c) added. |
| 33-15 | Floor Proximity Escape Path
Marking Systems | - | Latest CAA policy applied. |

34 NAVIGATION

- | | | | |
|-------|--------------------------|---|------------------------------|
| 34-3 | Turn and Bank Indicators | - | Title and provisos revised. |
| 34-5 | Standby Compass | - | 3 day repair policy applied. |
| 34-10 | GPWS | - | NOTE expanded. |
| 34-16 | Mach/Airspeed Warning | - | 3 day repair policy applied. |

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HIGHLIGHTS OF REVISION 1

34 Navigation (Cont...)

- | | | | |
|-------|------------------|---|--|
| 34-26 | GPS/LORAN System | - | GPS added to title. |
| 34-35 | Storm Scope | | Storm scope not required by ANL. |
| 34-45 | TCAS | - | 6 sectors/48 hours becomes 10 calendar days. |

52 DOORS

- | | | | |
|------|---------------------------|---|--|
| 52-1 | Door Warning Light System | - | New wording for proviso (b) and 3 day repair policy applied. |
|------|---------------------------|---|--|

73 ENGINE FUEL AND CONTROL

- | | | | |
|------|-----------------|---|------------------------------|
| 73-1 | Fuel Flowmeters | - | 3 day repair policy applied. |
|------|-----------------|---|------------------------------|

77 ENGINE INDICATING

- | | | | |
|------|--------------------|---|------------------------------|
| 77-1 | Fan RPM indicators | - | 3 day repair policy applied. |
| 77-7 | Engine Instruments | | New item. |

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<u>21 AIR CONDITIONING</u>				
1.	Out-Flow/Safety Valves	2	0	(M) One or both may be inoperative provided: (a) Flight is conducted in an unpressurised configuration, (b) Flight remains at or below 10,000 feet MSL, and (c) Extended overwater flights are prohibited.
2.	Cabin Altitude/Overpressure (CAB) Warning Light	1	0	May be inoperative provided: (a) Cabin altimeter operates normally, (b) Cabin altitude warning horn operates normally, and (c) Cabin pressure indicator operates normally.
3.	Cabin Altitude/Overpressure Warning Horn	1	0	(M) May be inoperative provided: (a) Flight remains at or below 10,000 feet MSL. OR (b) Flight is conducted in an unpressurised configuration.
4.	Cabin Altitude Indication	1	0	(M) May be inoperative provided: (a) Cabin differential pressure indicator operates normally, and (b) A chart is provided to convert cabin differential pressure to cabin altitude. OR (c) Flight is conducted in an unpressurised configuration.

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<u>21 AIR CONDITIONING</u> <u>(Cont...)</u>				
5.	Cabin Differential Pressure Indicator	1	0	(M) May be inoperative provided: (a) Cabin altimeter operates normally, and (b) A chart is provided to convert cabin altitude to cabin differential pressure. OR (c) Flight is conducted in an unpressurised configuration.
6.	Cabin Rate of Climb Indicator	1	0	(M) May be inoperative provided: (a) Automatic pressurisation control system operates normally, and (b) Cabin differential pressure indicator and cabin altimeter operate normally. OR (c) Flight is conducted in an unpressurised configuration.
7.	Electronic Temperature Control Systems	2	1	(M) Automatic control may be inoperative provided manual electric temperature control operates normally.
		2	0	(M) Both automatic and manual temperature controls may be inoperative provided manual temperature control (located in aft cabin) operates normally and is set before departure in accordance with an approved procedure.
8.	Cabin Pressurisation Control System			
	(1) Automatic	1	0	(M) (0) May be inoperative provided: (a) Manual cabin pressure control system operates normally, and (Cont...)

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<u>21 AIR CONDITIONING</u> <u>(Cont...)</u>				
8.	Cabin Pressurisation Control System (Cont...)			
	(1) Automatic (Cont...)			(b) Cabin altimeter and cabin differential pressure indicator operate normally. OR (c) Flight is conducted in an unpressurised configuration.
	(2) Manual	1	0	(M) (0) May be inoperative provided: (a) Automatic cabin pressure control system operates normally, and (b) Cabin altimeter and cabin differential pressure indicator operate normally. OR (c) Flight is conducted in an unpressurised configuration.
9.	Cabin Temperature Remote Control	1	0	May be inoperative.
10.	Temperature Control Valve Position Indicator (If Installed)	1	0	May be inoperative.
11.	Cabin Temperature Indicator	1	0	May be inoperative.
12.	Cabin Air Conditioning Valve	1	0	(M) (0) May be inoperative in the CLOSED position provided: (a) Flight is conducted is an unpressurised configuration, and (Cont...)

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<u>21 AIR CONDITIONING</u> <u>(Cont...)</u>				
12.	Cabin Air Conditioning Valve (Cont...)	1	0	(b) Cabin ram air scoop is OPEN. (0) May be inoperative in the full OPEN position provided: (a) Both bleed valves operate normally, (b) Both bleed valves are selected OFF for take off, (c) Cabin Altitude/Overpressure Warning Light operates normally, and (d) Cabin Altitude/Overpressure Warning Horn operates normally.
13.	Cockpit Gasper Outlet	2	1	One may be inoperative.
14.	Electrical Rack Blowers	2	1	(0) One may be inoperative provided: (a) Flight Manual specifically provides for such operation, (b) Flight Manual limitations are observed, and (c) Repairs or replacements are carried out within three calendar days.
15.	Flood Duct System	1	0	May be inoperative.
16.	Ram Air Scoop	1	0	(0) May be inoperative in the OPEN position.
17.	Pilot Foot Warmer	1	0	May be inoperative CLOSED (Bleed Air) or OFF (Electric).

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<u>22 AUTO FLIGHT</u>				
1. Autopilot Systems	-	-	May be wholly or partially inoperative for Public Transport Operations provided the composition of the Flight Crew is in accordance with the appropriate requirements of Air Navigation Legislation or arrangements approved by the Authority for aircraft of this type.	
	-	0	May be inoperative for aircraft flying for purposes other than public transport. <u>NOTE:</u> Any mode which functions normally may be used.	
2. AUTO PILOT DISENGAGE Lights	-	1	Any in excess of the minimum of one required for flights that require the autopilot may be inoperative.	
3. Control Wheel Autopilot Disengage Button	2	1	One may be inoperative provided autopilot is not used below 1500 feet AGL.	
4. Yaw Damper	1	0	May be inoperative provided Flight Manual Procedures do not require its use.	

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<u>23 COMMUNICATIONS</u>				
1.	Passenger Address (PA) System (If Installed)	1	0	(0) May be inoperative provided: (a) Cabin Interphone System is operative, and (b) Chime System is operative, and (c) Alternate normal and emergency procedures are established and utilised, and (d) Aircraft may continue the flight or series of flights but shall not depart an airport where repairs can be made and shall not exceed 25 flight hours prior to completion of repairs.
2.	Communication Systems			
	(1) HF	-	-	As required by Air Navigation Legislation.
	(2) VHF	-	-	As required by Air Navigation Legislation.
	(3) UHF	-	-	May be inoperative.
3.	Cockpit Speakers			
	(1) Communications	2	0	One or both may be inoperative for communication purposes provided each crew member on flight deck duty has a serviceable headset.
	(2) Aural Warning Alerts	2	0	One or both may be inoperative provided all appropriate aural alert functions are operating normally and the associated audible warnings are available to the crew, by means other than loudspeakers.
4.	Service Interphone System Flight Deck to Cabin/Cabin to Flight Deck/Flight Deck to Ground	1	0	May be inoperative provided: (a) Alternate normal and emergency procedures are established and used, and (b) PA System operates normally.

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<u>23 COMMUNICATIONS</u> <u>(Cont...)</u>				
5.	Cockpit Voice Recorder (CVR) System (If Installed)	1	0	As required by Air Navigation Legislation. If required, may be inoperative provided: (a) It is not reasonably practical to repair or replace before commencement of the flight. (b) The aircraft shall not exceed six (6) consecutive flights with the CVR unserviceable beginning with the first flight after the CVR was last operating throughout the flight. (c) Not more than 48 hours have elapsed since the CVR became unserviceable. (d) The aircraft must not depart from its maintenance base with the CVR unserviceable, and (e) The Flight Data Recorder (if required by Air Navigation Legislation) must be operating normally.
6.	Flight Phone (If Installed)	-	-	May be inoperative.
7.	Selective Call System (Selcal) (If Installed)	-	-	May be inoperative provided: (a) Procedures do not require its use. OR (b) Flight Crew monitor appropriate radio frequency.
8.	Pre-Recorded Passenger Announcement System (If Installed) (Automatic Cabin Briefer)	-	-	May be inoperative.
9.	Hand Held Microphones	-	-	Any or all may be inoperative.

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<u>23 COMMUNICATIONS</u> <u>(Cont...)</u>				
10.	Radio Master Switch	1	0	(0) May be inoperative ON.
11.	Headsets	-	-	One Headset (including boom microphone) must be operative for each crew member on flight deck duty.
12.	Audio Selector Panels	-	-	One required for each crew member on flight deck duty.
13.	Crew Inter-Communication System	-	1	As required by Air Navigation Legislation.
14.	Passenger Entertainment Systems (If Installed)	-	0	May be inoperative.
15.	Cabin Chime System	1	0	(0) May be inoperative provided passenger address system is operating normally and procedures to inform passengers of any requirement for the need for "No Smoking" and/or to "Fasten Seat Belts" are established and used.
16.	ACARS (If Installed)	-	0	May be inoperative.

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<u>24 ELECTRICAL POWER</u>			
1. Inverters ³	2	(0)	One may be inoperative provided: <ul style="list-style-type: none"> (a) Remaining two inverters are verified to be operating normally before take-off, and (b) Repairs or replacements are carried out within three calendar days.
2. DC Voltmeter	1	0	May be inoperative provided all other generator system components operate normally.
3. Batteries ²	1	(M)	One may be inoperative for day VMC operations only provided: <ul style="list-style-type: none"> (a) It is disconnected from the electrical system, (b) Both generators operate normally, and (c) The aircraft may continue the flight or series of flights not exceeding one Flight day and shall not depart an airport where repairs or replacements can be made. <p><u>NOTE 1:</u> With one battery disconnected it is not possible to start the engines other than with external electrical power.</p> <p><u>NOTE 2:</u> Starter assisted engine re-light will not be possible.</p>
4. Battery Temperature Indicator System	-	0	May be inoperative provided battery temperature warning light system is installed and operates normally.
5. Generator Warning Lights	2	1	(0) One may be inoperative provided the D.C. voltmeter operates normally, and is regularly monitored during flight.

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25	<u>EQUIPMENT/ FURNISHINGS</u>			
1.	Flight Crew Shoulder Harness	-	-	As required by Air Navigation Legislation.
	(1) Inertia Reels	-	-	May be inoperative provided:
				(a) The affected harness is adjusted and locked by an approved means to suit the requirements of the individual Flight Crew Member, and
				(b) Repairs or replacements are carried out within three calendar days.
2.	Emergency Locator Transmitter	-	-	As required by Air Navigation Legislation.
3.	Passenger Seats (Including Seat Backs)	-	-	(M) May be inoperative secured in upright position.
		-	0	(M) One or more may be inoperative provided:
				(a) Affected seat does not block an emergency exit,
				(b) Does not restrict any passenger from access to the main aircraft aisle, and
				(c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".
				<u>NOTE 1:</u> A seat with an inoperative seat belt is considered to be inoperative.
				<u>NOTE 2:</u> A seat with an inoperative recline mechanism is considered to be inoperative if the seat back cannot be secured in the upright position.
				<u>NOTE 3:</u> Inoperative seats do not affect the number of Cabin Crew required by Air Navigation Legislation.
4.	Pilots Seat Adjustment	1	1	Fore and Aft adjustment must operate normally.
		1	1	(M) Vertical and/or recline adjustments may be inoperative provided:
				(Cont...)

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25	<u>EQUIPMENT/ FURNISHINGS (Cont...)</u>			
4.	Pilots Seat Adjustment (Cont...)			(a) The seat is secured and locked in a position to suit the individual pilots requirements, and (b) Repairs or replacements are carried out within three calendar days.
5.	Drag Chute	1	0	(M) May be inoperative or removed provided: (a) Weight and balance are verified in accordance with an approved procedure, (b) Flight Manual Limitations are observed, and (c) Drag chute container and cap must be installed.
6.	Passenger Convenience Items			See Preamble Paragraph 4.
7.	Cabin Attendant/Observers Seat and Harness (If Installed)	-	0	(M) (0) As required by Air Navigation Legislation. May be inoperative provided the seat is not required and can be correctly stowed. <u>NOTE 1:</u> A folding seat that will not stow automatically or remain stowed is considered to be inoperative and shall be secured in the retracted position or removed. <u>NOTE 2:</u> A seat with a defective harness is considered to be inoperative and shall be placarded to prohibit occupancy.
8.	Flight Crew Smoke Protection Equipment (Basic and Portable)	-	-	As required by Air Navigation Legislation. Individual specified items may be missing or inoperative in accordance with arrangements approved by the Authority.

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25	<u>EQUIPMENT/ FURNISHINGS (Cont...)</u>			
9.	Crew Flash-Light	-	-	As required by Air Navigation Legislation.
10.	Passenger Seat Ashtrays	-	-	All may be inoperative or missing provided: (a) Affected ashtray opening is covered, and (b) Associated seat is placarded " <u>No Smoking</u> " or smoking is prohibited on the entire aircraft.
11.	First Aid Kits	-	-	As required by Air Navigation Legislation.
12.	Life Jackets	-	-	As required by Air Navigation Legislation.
13.	Life Rafts	-	-	As required by Air Navigation Legislation.
14.	Survival Kits	-	-	As required by Air Navigation Legislation.

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<u>26 FIRE PROTECTION</u>				
1.	Fire Extinguisher Thermal Discharge Discs	2	0	(M) (0) One or both may be missing provided the associated fire extinguisher bottle pressure indicators are checked before each departure to verify adequate charge.
2.	APU Fire Warning System	1	0	May be inoperative provided: (a) APU is not used, and (b) Procedures do not require its use.
3.	APU Fire Extinguisher System	1	0	May be inoperative provided: (a) APU is not used, and (b) Procedures do not require its use.
4.	Hand Held Fire Extinguishers	-	-	As required by Airworthiness Notice No. 60. Extinguishers in excess of the minimum required may be inoperative.

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<u>27 FLIGHT CONTROLS</u>				
1.	Arthur Q Units (Aileron and Elevator)	2	0	(M) (0) One or both may be inoperative provided: (a) Arthur Q units are verified to be in the low speed position in accordance with an approved maintenance procedure, (b) Airspeed remains at or below 250 KIAS - .8 Mach, (c) The aircraft is operated with the autopilot disengaged, (d) Flight Manual Abnormal Procedures are observed, and (e) Repairs or replacements are carried out within three calendar days.
2.	Arthur Q Unit Warning Light System	2	0	(M) (0) One or both may be inoperative provided: (a) Associated Arthur Q unit(s) are verified to be in the low speed position in accordance with an approved maintenance procedures, (b) Airspeed remains at or below 250 KIAS - 8. Mach, (c) The aircraft is operated with the autopilot disengaged, (d) Flight Manual Abnormal Procedures are observed, and (e) Repairs or replacements are carried out within three calendar days.
3.	Air Brake System Warning Lights	2	1	(0) One may be inoperative provided: (a) Airbrakes operate normally, (b) Verify airbrakes are properly set before departure, and (c) T/O configuration warning operates normally.

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<u>27</u>	<u>FLIGHT CONTROLS</u>			
	<u>(Cont....)</u>			
4.	Trailing Edge Flap Indicator Light	1	0	May be inoperative provided flap position indicator operates normally.
5.	Leading Edge Device Indicator Light	1	0	(0) May be inoperative provided: (a) Position of leading edge devices is visually checked before each departure and after each commanded movement of the leading edge devices in flight, (b) All other flap position indicators and lights operate normally, and (c) For night flights, wing ice detection lights operate normally.
6.	Stall Warning Horn Test System	1	0	(M) (0) May be inoperative provided the stall warning system is verified to operate normally before each departure.
7.	Flap Bypass System	1	0	(0) May be inoperative provided: (a) AMD SB 537 is installed, (b) Manual flap system operates normally, and (c) Standby pump operates normally.
8.	Horizontal Stabiliser Trim Indicator	1	0	(0) May be inoperative provided: (a) Takeoff trim system is visually checked using the reference marks on the vertical stabiliser before each departure, and (b) Audio trim in motion warning system is installed and operates normally.

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<u>27</u>	<u>FLIGHT CONTROLS</u>			
	<u>(Cont....)</u>			
9.	Horizontal Stabiliser Trim Takeoff Warning System	1	0	(0) Light may be inoperative provided: (a) Stabiliser trim is checked to be in proper position before each departure, and (b) Horizontal stabiliser trim position indicator operates normally.
10.	Horizontal Stabiliser Trim Operating Aural Alert (Clacker)	1	0	(0) May be inoperative provided: (a) Horizontal stabiliser trim position indicator operates normally, (b) Trim is monitored during takeoff, and (c) Autopilot is not used.
11.	Aileron Trim Indicator	1	0	(0) May be inoperative provided: (a) Trim is verified to operate normally through its full range of operation, (b) Trim System operates normally, and (c) Trim is positioned to neutral prior to each departure and neutral position is verified by visual inspection.
12.	Rudder Trim Indicator	1	0	(0) May be inoperative provided:- (a) Trim is verified to operate normally through its full range of operation, (b) Trim System operates normally and (c) Trim is positioned to neutral prior to each departure and neutral position is verified by visual inspection.
13.	Rudder Pedal Adjustment Mechanism	-	-	(M) All may be inoperative provided: (a) The flight crew individual requirements are satisfied and rudder and brake systems operate normally, and (b) Repairs or replacements are carried out within three calendar days.

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<u>28 FUEL</u>				
1.	Booster Pumps	2	1	(M) (0) One may be inoperative provided: (a) Both transfer pumps operate normally, (b) Feeder tank pressurisation is normal and is checked before each departure, (c) Crossfeed valve operates normally, (d) Flight Manual provisions for engine operation without assistance of any booster pump are observed, and (e) Repairs or replacements are carried out within three calendar days.
2.	Transfer Pumps	2	1	(M) One may be inoperative provided: (a) Both booster pumps operate normally, (b) Wing interconnect operates normally and is used to prevent fuel imbalance, and (c) Crossfeed valve operates normally.
3.	Low Fuel Pressure Warning Lights	2	0	(0) One or both may be inoperative provided the associated fuel pressure indicators operate normally.
4.	Fuel Pressure Indicators	2	0	(0) One or both may be inoperative provided the associated fuel low pressure warning light(s) operate normally.
5.	Wing Interconnect System	1	0	(0) May be inoperative provided all other fuel system components operate normally.
6.	Wing Tank Fuel Quantity Indicators	1	0	(M) One tank indication may be inoperative provided: (a) Alternate procedures are established and utilised to ensure fuel is adequate for operations being conducted, (Cont...)

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<u>28 FUEL (Cont...)</u>				
6.	Wing Tank Fuel Quantity Indicators (Cont...)			<p>(b) Both Fuel Flow/Fuel Used indicators operate normally, and</p> <p>(c) The aircraft may continue the flight or series of flights but shall not exceed 6 sectors prior to the completion of replacements or repairs.</p>
7.	Wing Fuel Tank Dip Sticks	2	0	(M) One or both may be inoperative provided they are verified in the locked CLOSED position.
8.	Pressure Fuelling	1	0	<p>(M) May be inoperative provided:</p> <p>(a) The system is secured and deactivated in accordance with an approved procedure, and</p> <p>(b) All cockpit fuel quantity indicators operate normally.</p>
9.	Fuel Temperature Indicator (If installed)	1	0	<p>(0) May be inoperative provided:</p> <p>(a) Boost pumps, transfer systems and engine crossfeed operate normally, and</p> <p>(b) Operations are not conducted at an RAT below the fuel freeze point.</p>
10.	Fuel Used System	1	0	May be inoperative provided all fuel quantity systems operate normally.

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<u>29 HYDRAULIC POWER</u>				
1. Hydraulic Quantity Indicators (Dual Indicating)	2	0	(M) (0) One or both quantity indications may be inoperative provided:	
			(a) Hydraulic quantity in the associated reservoir(s) is filled to the manufacturers recommended capacity using an approved procedure before each departure, and	
			(b) All other hydraulic system indicators and warning lights operate normally.	
2. Main System Pressure Warning Lights (HYDR1 and HYDR2)	2	0	One or both may be inoperative provided all other hydraulic system pressure indicators and warning lights operate normally.	
3. Standby Pump Warning Light (Arrows)	2	0	One or both may be inoperative provided all other hydraulic system pressure indications and warning lights operate normally.	
4. System Pressure Warning Lights (Flight Control Circuit Red Light 1 and 2)	2	0	One or both may be inoperative provided all other hydraulic system pressure indications and warning lights operate normally.	
5. Hydraulic Pressure Indicator (Triple Indicating)				
(1) Main Pressure Systems	2	0	One or both main system pressure functions may be inoperative provided the associated main system warning light(s) operate normally.	
(2) Standby Pressure System	1	0	May be inoperative provided all other main and standby system warning lights and pressure gauge indications operate normally.	

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<u>29 HYDRAULIC POWER</u> <u>(Cont...)</u>				
6.	Hydraulic Reservoir Pressurisation Warning Light	1	0	(M) (0) May be inoperative provided: <ul style="list-style-type: none"> (a) Repairs or replacements are carried out within three calendar days, and (b) Reservoir pressurisation is determined to operate normally using an approved procedure before each departure, OR <ul style="list-style-type: none"> (c) The flight is operated at or below 12,000 feet MSL.

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<u>30 ICE AND RAIN PROTECTION</u>				
1.	Airframe Anti-Icing System	1	0	May be inoperative CLOSED provided the aircraft is not operated in known or forecast icing conditions.
2.	Engine Inlet Anti-Icing Systems	2	1	One may be inoperative CLOSED provided the aircraft is not operated in known or forecast icing conditions.
3.	Pitot Heater Systems	2	1	One may be inoperative provided: (a) The aircraft is not operated into visible moisture or known or forecast icing conditions, and (b) Repairs or replacements are carried out within three calendar days.
4.	Pitot Heater Light System	2	1	(0) One may be inoperative provided: (a) The associated heater element operates normally, (b) The aircraft is not operated in known or forecast icing conditions, and (c) Repairs or replacements are carried out within three calendar days.
5.	Static Heater Systems	2	1	One may be inoperative provided: (a) The aircraft is not operated in known or forecast icing conditions, and (b) Taxiway or runway is not covered with standing water or slush.
6.	Windshield Heating Systems	2	1	(0) One may be inoperative provided: (a) The aircraft is not operated in known or forecast icing conditions, (Cont...)

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30	<u>ICE AND RAIN PROTECTION (Cont...)</u>			
6.	Windshield Heating Systems (Cont...)			(b) Windshield de-fog system operates normally, and (c) Flight Manual Procedures are observed.
7.	Side Window Heating System	1	0	May be inoperative.
8.	Windshield Wipers	2	0	(0) One or both may be inoperative provided the aircraft is not flown in precipitation within arrival and departure areas.
9.	Rain Repellent Systems (If Installed)	2	0	One or both may be inoperative.
10.	Defog System	1	0	May be inoperative provided windshield heating systems operate normally.
11.	Angle of Attack Heating System (for Speed Index) (If Installed)	1	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions.
12.	Stall Warning Sensor Heating System	2	1	(0) One may be inoperative provided the aircraft is not operated in known or forecast icing conditions.

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<u>31</u>	<u>INDICATING/RECORDING SYSTEMS</u>			
1. Clocks	-	1		One may be inoperative at either the pilots or co-pilots station.
2. Flight Data Recorder (FDR) System	1	0		As required by Air Navigation Legislation. If required, may be inoperative provided: <ul style="list-style-type: none"> (a) It is not reasonably practical to repair or replace before commencement of flight. (b) The aircraft shall not exceed six (6) consecutive flights with the FDR unserviceable beginning with the first flight after the FDR was last operating throughout the flight. (c) Not more than 48 hours have elapsed since the FDR became unserviceable. (d) The aircraft may not depart from its maintenance base with the FDR unserviceable. (e) The Cockpit Voice Recorder (if required by Air Navigation Legislation) must be operating normally.
3. TAS Indicator	1	0		May be inoperative.
4. SAT/TAT/TAS Indicator	1	0		(0) May be inoperative provided RAT indicator operates normally.
5. RAT Indicator	1	0		(0) May be inoperative provided air data computer and associated SAT/TAT indicator system are installed and operate normally.

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<u>32 LANDING GEAR</u>				
1.	Anti-Skid System	1	0	(0) May be inoperative provided appropriate Flight Manual performance decrements are applied.
2.	Landing Gear Selector Handle Warning Light	1	0	May be inoperative provided: <ul style="list-style-type: none"> (a) The landing gear position indicators operate normally, and (b) Audible warning is verified to be operating normally.
3.	Parking Brake Annunciator Light (P Brake)	1	0	(M) (0) May be inoperative provided: <ul style="list-style-type: none"> (a) Emergency Brake accumulator pressure is verified normal before each departure, and (b) The No. 2 braking system operates normally.

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<u>33 LIGHTS</u>			
1.	Flight Deck and Instrument Lighting Systems	- 0	As required by Air Navigation Legislation. May be inoperative for daylight operations only. OR
		- -	As required by Air Navigation Legislation. Individual lights may be inoperative provided: (a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided easily readable, (b) Sufficient flight deck emergency lighting is operative. (c) Lighting configuration at dispatch is acceptable to the flight crew.
2.	Cabin Interior Lighting System	- -	As required by Air Navigation Legislation. May be inoperative provided: (a) Lighting is adequate for the cabin crew to perform their required duties, and (b) Cabin emergency lighting is operative. OR (c) Passengers are not carried. <u>NOTE:</u> Cabin emergency lighting does not include floor proximity lights.
3.	Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT/RETURN TO CABIN") Signs	- -	(M) (0) As required by Air Navigation Legislation. No Passenger seat, cabin attendant seat or lavatory may be occupied from which a "No Smoking/Fasten Seat Belt/Return to Cabin" sign is not readily legible or that seat or lavatory must be blocked and placarded - "DO NOT OCCUPY". OR
	<u>NOTE:</u> If the installation of a Passenger Address System is not a requirement, proviso (a) may be deleted.	- -	(0) No Smoking/Fasten Seat Belt/Return to Cabin signs may be inoperative and the affected passenger seat(s) cabin attendant seat(s) or lavatories may be occupied provided: (Cont...)

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33 LIGHTS (Cont...)				
3.	Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT/ RETURN TO CABIN") Signs (Cont...)			<p>(a) The PA System operates normally and can be clearly heard throughout the cabin during flight, and</p> <p>(b) An acceptable procedure is used to notify passengers when seat belts must be fastened, smoking is prohibited and (if applicable) when passengers should return to cabin from toilet compartments.</p> <p>OR</p> <p>(c) Passengers are not carried.</p>
4.	Landing Lights (Wing Root or Retractable)	2	1	One may be inoperative for night operations provided the taxi light is operating normally.
		2	0	Both may be inoperative for daylight operations.
5.	Landing Light Retraction Systems	2	1	(0) One may be inoperative in the retracted position for night operations provided the taxi light operates normally.
		2	0	One or both may be inoperative in the extended position provided Flight Manual Speed Restrictions are observed.
6.	Wing Root Recognition Lights	2	0	One or both may be inoperative.
7.	Taxi Light	1	0	May be inoperative.
8.	Navigation Lights (Position Lights)	3	0	Any or all may be inoperative for daylight operations only.

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33 LIGHTS (Cont...)				
9.	Anti-Collision Lights (Red Beacons)			
	(1) Daylight Operations	-	0	As required by Air Navigation Legislation. Any or all may be inoperative provided the light(s) is repaired at the earliest practicable opportunity.
	(2) Night Operations	-	1	As required by Air Navigation Legislation. One must be operative, and a high intensity strobe light system must be installed and operative. <u>NOTE:</u> Operations with unserviceable anti collision lights are limited to flights within the UK FIR only.
10.	Wing Ice Inspection Lights	2	0	One or both may be inoperative for daylight operations.
		2	1	One may be inoperative for night operations.
		2	0	(0) Both may be inoperative for night operations provided an alternate means is available and utilised to adequately illuminate ice accretion on another outside surface visible from the flight deck.
11.	Wing/Tail Anti-Collision Light System (White Strobes) (If Installed)	1	0	May be inoperative.
12.	Interior/Exterior Emergency Lighting Systems	-	-	As required by Air Navigation Legislation.
13.	Logo Lights (If Installed)	-	-	May be inoperative.
14.	Baggage Compartment Lights	-	0	May be inoperative.

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<u>33 LIGHTS (Cont...)</u>				
15. Floor Proximity Escape Path Marking System	1	1		As required by Air Navigation Legislation, specific lights may be inoperative for a particular lighting configuration. If the equipment becomes unserviceable the aircraft may continue to fly in accordance with arrangements approved by the Authority.
16. Rear Equipment Bay Lighting (If Installed)	-	0		May be inoperative.

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<u>34 NAVIGATION</u>				
1.	Rate of Climb Indicator	2	1	One may be inoperative.
2.	Angle of Attack Systems (If Installed)	-	0	(0) May be inoperative provided stall warning systems operate normally.
3.	Turn and Bank Indicators			
	(1) Rate of Turn Indicators	2	1	One may be inoperative.
		2	0	Both may be inoperative provided Standby Horizon Indicator operates normally.
4.	Stabilised Heading Indication System	2	1	One may be inoperative provided:- (a) At least one compass heading is available on each pilots panel, and (b) Repairs or replacements are carried out within three calendar days.
5.	Non-Stabilised Magnetic Compass (Standby)	1	0	May be inoperative provided: (a) At least two independent stabilised directional gyro systems are installed and operative, and (b) Repairs or replacements are carried out within three calendar days.
6.	Flight Director Systems	2	0	One or both may be inoperative provided weather minima or operating procedures do not depend on its use.
7.	Distance Measuring Equipment (DME)	-	-	As required by Air Navigation Legislation.

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34 NAVIGATION (Cont...)				
8.	Weather Radar/Lightning Detection System	1	0	<p>(0) As required by Air Navigation Legislation. Required when flying for the purposes of public transport, except that a flight may commence if the system is unserviceable such that:</p> <p>(a) The weather radar display is provided to only one pilot, so long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the system to be repaired; or</p> <p>(b) When the weather report or forecasts available to the commander of the aircraft indicate that cumulonimbus clouds or other potentially hazardous weather conditions, which can be detected by the system when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom or the commander has satisfied himself that any such weather conditions will be encountered in daylight and can be seen avoided, and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the Operations Manual.</p>
9.	VHF Navigation Systems	-	-	As required by Air Navigation Legislation.
10.	Ground Proximity Warning System	1	0	<p>As required by Air Navigation Legislation. May be inoperative. The aircraft may continue the flight or series of flights but shall not depart an airport where it is reasonably practicable for repairs or replacements to be made.</p> <p><u>NOTE:</u> Particular circumstances may require the use of additional alternate procedures.</p> <p>The alternate procedure would require the operator to consider the routes over which he is flying and ensure that the pilot adopted a flight path which would give the protection which would otherwise be afforded.</p>

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34 NAVIGATION (Cont...)				
11.	Radio Altimeter System	-	-	(0) May be inoperative provided: (a) Despatch deviation for GPWS is observed, and (b) Weather minima or operating procedures are not dependent upon its use. <u>NOTE:</u> Radio altitude data may be required by Autopilot, Flight Director System and GPWS.
12.	Instrument Comparator	1	1	Must be operative.
13.	Marker Beacon	-	-	As required by Air Navigation Legislation.
14.	Radio Compass (ADF) System	-	-	As required by Air Navigation Legislation.
15.	Glide Slope Receiver	-	-	As required by Air Navigation Legislation.
16.	Mach/Airspeed Warning	1	0	(0) May be inoperative provided: (a) Airspeed remains at or below V _{mo} - 300 KIAS, M _{mo} 0.82 M, (b) Both mach/airpspeed indicators operate normally, and (c) Repairs or replacements are carried out within three calendar days.
17.	ATC Transponder/Automatic Altitude Reporting	-	-	As required by Air Navigation Legislation.
18.	Altitude Alerting System	-	0	As required by Air Navigation Legislation. May be inoperative. The aircraft may continue the flight or series of flights but shall not depart an airport where it is reasonably practicable for repairs or replacements to be made.

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<u>34 NAVIGATION (Cont...)</u>				
19.	Standby Attitude Indicator	1	1	Must be operative.
20.	Radio Magnetic Indicator (RMI)	2	1	One may be inoperative provided the HSI on the associated pilots instrument panel operates normally.
21.	Inertial Navigation System (INS)	-	0	As required by Air Navigation Legislation.
22.	Flight Management System (FMS)	-	-	May be inoperative provided required navigation and communication systems are not affected.
23.	Vertical Navigation System	-	0	May be inoperative.
24.	VLF/OMEGA System	-	-	As required by Air Navigation Legislation.
25.	Microwave Landing Systems (MLS)	-	-	As required by Air Navigation Legislation.
26.	GPS/LORAN System	-	-	As required by Air Navigation Legislation.
27.	RNAV System	-	-	As required by Air Navigation Legislation.
28.	EFIS Display Source Select System			NOT USED.
29.	EFIS Symbol Generator Units (SGU, DPU, and/or MPU)			NOT USED.
30.	Multifunction Display (MFD)			NOT USED.

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<u>34 NAVIGATION (Cont...)</u>				
31.	EADI Annunciators Displays			NOT USED.
32.	EHSI Annunciators Displays			NOT USED.
33.	VOR Angular/Linear Deviation Selector	-	0	May be inoperative provided at least one VOR system is operating normally in the angular mode.
34.	Navigation Data Bank	-	0	May be inoperative.
35.	Storm Scope	-	0	May be inoperative.
36.	NAV/COM Preselect Tuning Functions	-	0	May be inoperative provided direct tuning mode is installed and operates normally for each affected unit.
37.	Voice Advisory/Flight Profile Advisory System	1	0	May be inoperative.
38.	NAV/COM/ADF/TDR Memory Channels	-	0	May be inoperative provided manual tuning operates normally.
39.	NAV/COMM/ADF/TDR Digital Frequency Selector/LCD/LED Display Units	-	1	One pilot side only may be inoperative provided: (a) Manual remote tune or dual FMS/CDU tune capability operates normally, and (b) All digital Frequency Selector/LCD/LED Display units on opposite pilot side operate normally.
40.	Compass Transfer	2	0	One or both may be inoperative provided compass information remains in the (onside) selection.

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<u>34 NAVIGATION (Cont...)</u>				
41. ADI Transfer System	2	0		One or both may be inoperative provided: (a) Pilot and copilot attitude displays remain connected to independent sources, and (b) The associated sources operate normally.
42. Radar Auto Inhibit	1	0		May be inoperative provided the primary radar indicator operates normally.
43. Radarnav/Datanav System	1	0		May be inoperative.
44. Airborne Flight Information	1	0		May be inoperative.
45. Traffic Alert Collision Avoidance System (TCAS) (If Installed)				
(1) TCAS System	1	0		May be inoperative provided the system is deactivated and secured. If the aircraft is intended to be flown in airspace in which TCAS operation is required, it may fly for not more than 10 calendar days with the equipment completely unserviceable, but shall not depart from an aerodrome where it is reasonably practical for the equipment to be repaired or replaced.
(2) Combined TA and RA Dual Displays	2	1		(0) May be inoperative on the non-flying pilot side provided: (a) TA and RA elements and audio functions are operative on flying pilot side, and (b) TA and RA display indications are visible to the non-flying pilot.
(3) Resolution Advisory (RA) Display System(s)	2	1		(0) One may be inoperative on non flying pilot side.
(Cont...)				

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34 NAVIGATION (Cont...)				
45. Traffic Alert Collision Avoidance System (TCAS) (If Installed) (Cont...)				
(3) Resolution Advisory (RA) Display System(s) (Cont...)	-	0		(0) May be operative provided: (a) All traffic Alert (TA) display elements and voice command audio functions are operative, and (b) TA only mode is selected by the crew.
(4) TA Display System(s)	-	0		(0) May be inoperative provided all installed RA display and audio functions are operative.

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<u>35 OXYGEN</u>				
1. Passenger Oxygen System	1	0	(M) or (0) As required by Air Navigation Legislation. The automatic presentation system may be inoperative provided: (a) The manual deployment system operates normally, and (b) The flight is limited to FL 300 or below.	
	-	-	(M) or (0) One or more passenger service units (PSUs) may be inoperative without flight altitude restriction provided: (a) Affected seats are blocked and placarded to prevent occupancy, and (b) Units operate normally for all usable passenger seats, toilet compartments and flight attendant locations,	
	1	0	OR (0) May be inoperative provided: (a) Flight is not conducted where the minimum en-route altitude is above 12,000 feet MSL, (b) All other components of the pressurisation system operate normally, (c) Maximum flight altitude does not exceed FL 250, (d) Portable oxygen units containing sufficient oxygen for 30 minutes endurance are provided for 10% of the passengers, (e) Passengers are appropriately briefed, and (f) Repairs or replacements are carried out within three calendar days.	
			<u>NOTE:</u> The ANO oxygen requirements are given in Schedule 4 Scales L1 and L2. The effectively depends upon date of first issue of a certificate of airworthiness. Therefore, a given type of aircraft may have examples subject to either of the two scales of requirements. (Cont...)	

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35 OXYGEN (Cont...)				
1.	Passenger Oxygen System (Cont...)			<p><u>NOTE:</u> (Cont...)</p> <p>The amount of oxygen required varies considerably between L1 and L2, particularly for operations above FL 250/300. Provided the operator supplies the required amount of oxygen, despatch is considered acceptable.</p> <p>Since there are a large number of permutations, it is proposed to refer to Air Navigation Legislation to allow the operator to adapt the MEL as necessary with the constraints applicable. The main constraints are:-</p> <ul style="list-style-type: none"> (a) The date of first issue of a certificate of Airworthiness for individual aircraft; (b) The aircraft altitude and cabin altitude on routes flown, and (c) The numbers of passengers and crew carried.
2.	Therapeutic Oxygen	-	-	<p>As required by Air Navigation Legislation. Any in excess of those required may be inoperative.</p> <p><u>Note:</u> The portable oxygen supplies required by Scales L1 and L2 are totally separate from the requirements of Scale R2.</p>
3.	Portable Oxygen Sets	-	-	<p>As required by Air Navigation Legislation. Any in excess of those required may be inoperative.</p>
4.	Crew Oxygen System and Equipment	-	-	<p>As required by Air Navigation Legislation.</p>

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<u>36 PNEUMATIC</u>				
1. Engine Bleed Valves	2	1		(M) One may be inoperative provided: (a) Associated valve is secured CLOSED, and (b) Flight is conducted at or below FL 250.
	2	0		(M) Both may be inoperative provided: (a) Valves are secured CLOSED, and (b) Flight is conducted in an unpressurised configuration with ram air scoop OPEN.
2. NOT USED.				

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<u>49 AIRBORNE AUXILIARY POWER</u>				
1. Auxiliary Power Unit (If Installed)	1	0		May be inoperative provided procedures do not require its use.

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<u>52 DOORS</u>				
1. Door Warning Light System (DOOR)	1	0		May be inoperative provided: <ul style="list-style-type: none"> (a) All doors and hatches are confirmed by visual inspection to be closed and locked immediately prior to each departure, (b) Cabin altitude aural warning operates normally, and (c) Repairs or replacements are carried out within three calendar days.
2. GPU Door Light System (If Installed)	1	0		(0) May be inoperative provided it is verified by visual inspection that the door is CLOSED and locked before each departure.

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<u>73 ENGINE FUEL AND CONTROL</u>				
1.	Fuel Flowmeters	2	1	(0) One may be inoperative provided: (a) All other engine instruments for the associated engine operate normally, and (b) All fuel quantity indicators operate normally. (c) Repairs or replacements are carried out within three calendar days.
2.	Fuel Counters	2	0	One or both may be inoperative.
3.	Fan Synchronisation System	1	0	(M) May be inoperative provided it is deactivated using an approved procedure.
4.	NOT USED.			
5.	NOT USED.			

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<u>74 IGNITION</u>			
1. Ignitor Indicator Lights	2	1	(M) One may be inoperative provided all modes of the associated ignition system operate normally.

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<u>77 ENGINE INDICATING</u>				
1.	Fan RPM Indicators (N2)			
	(1) Operations above 12,000 feet MSL	2	2	Both Must be operative.
	(2) Operations below 12,000 feet MSL	2	1	(M) (0) One may be inoperative provided: <ul style="list-style-type: none"> (a) All other engine indicating instruments for the associated engine operate normally, (b) Fan freedom of movement is verified before each engine start, (c) Fan synchronisation system is not used, (d) Flight Manual Limitations are observed, and (e) Repairs or replacements are carried out within three calendar days.
2.	N1 Indicators (Gas Generator Rotor)	2	1	(M) (0) One may be inoperative provided: <ul style="list-style-type: none"> (a) All other engine indicating instruments for associated engine operate normally, (b) Compressor freedom of movement is verified before each engine start, and (c) Appropriate alternate approved procedures, Flight Manual Limitations, and performance decrements are applied.
3.	EGT Indicators	2	1	(0) One may be inoperative provided: <ul style="list-style-type: none"> (a) All other engine indicating instruments for the associated engine operate normally, and (b) Appropriate alternate approved procedures, Flight Manual Limitations, and performance decrements are applied.
4.	N2 Indicators			NOT USED (See Item 77-1)

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<u>77 ENGINE INDICATING</u>				
5.	NOT USED.			
6.	NOT USED.			
7.	Engine Instruments (N1, N2, EGT and ITT Indicators)			
	(1) Digital Display	-	0	May be inoperative provided associated analogue pointer operates normally.
<u>78 EXHAUST</u>				
1.	Thrust Reversers (If Installed)	2	0	(M) One or both may be inoperative provided: (a) No damage to the thrust reverser system exits which would adversely affect operation of the aircraft, and (b) A procedure is established and used in accordance with the applicable Flight Manual supplement to determine that the associated thrust reverser(s) is disabled and pinned in the stowed (forward thrust) position.
2.	Thrust Reverser Indicating Lights (If Installed)	2	0	(M) One or both may be inoperative provided the associated reverser(s) is disabled and pinned in the stowed (forward thrust) position.

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<u>79 OIL</u>				
1. Oil Pressure Warning Lights		2	1	(M) (0) One may be inoperative provided: <ul style="list-style-type: none"> (a) The malfunction is verified to be in the warning system, (b) Oil pressure and oil temperature indicators are operating normally and are monitored closely during flight, and (c) A light that remains illuminated must be deactivated.

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
<p><u>80 STARTING</u></p> <p>1. Automatic Starter Cutouts</p>	<p>2</p>	<p>0</p>	<p>One or both may be inoperative provided starter is disengaged manually at 41% N1 during start.</p>

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

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