

Civil Aviation Authority

**SUPPLEMENT TO
FAA APPROVED
MASTER MINIMUM EQUIPMENT LIST
FOR**

LEARJET SERIES 35, 36

REVISION 1a

7 August 2009

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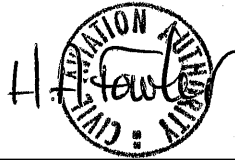
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This Master Minimum Equipment List (MMEL) Supplement is issued by the Civil Aviation Authority at the above revision and is approved as the basis for the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft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



H A Fowler

For and on behalf of the
Civil Aviation Authority

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	23 June 2004		
1	16 June 2009		
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INTRODUCTION

GUIDANCE IN THE USE OF THIS SUPPLEMENT

1. This supplement identifies only the differences from the FAA MMEL for the Learjet Series 35 & 36, as well as giving CAA Policy on some items. The information presented in the FAA MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this supplement. Any alleviation given in this supplement supersedes that given in the FAA MMEL.
2. Item numbering in the supplement aligns with the FAA MMEL, where applicable.
3. The standard Preamble and Definitions appropriate to a CAA MMEL are included here. These should be applied, in conjunction with those in the FAA MMEL, to any MEL generated by the use of this supplement.
4. Unless superseded by information within this supplement, where the FAA MMEL refers to an item "As required by FAR" it shall be interpreted as meaning "As required by Air Navigation Legislation / Operating Requirements".
5. This supplement is based upon Revision 6a (dated 15 January 2008) of the FAA Approved LEARJET SERIES MMEL. Additional MMEL alleviations given in later issues of the FAA MMEL shall not be used until the CAA supplement has been updated to confirm that issue as the base document.
6. This supplement identifies those items which are required to be modified from that defined in the FAA MMEL or are introduced as additional alleviations. Where no item exists in this supplement, but an entry is stated in the FAA MMEL, the FAA MMEL is the acceptable entry.

Note 1: Some items are complete replacement entries whilst others modify only parts/sections of entries – in this latter case only the amended part/section is stated in this supplement.

Note 2: The text presented in bold format within this document indicates:

- a) Additional or altered text introduced since the previous revision of this supplement, or
- b) Highlighted parts of the CAA MMEL Supplement entry which differ from the FAA MMEL entry.

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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 Lists (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 dispatched, 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 DISPATCHED. This also applies to 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/Operator's 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 dispatch shall not be less than the corresponding number in column 4 of the MMEL and any associated conditions shall be at least as severe as those specified in column 5.
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.

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PREAMBLE (Cont.)

9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible inter-related or additive effects and, if necessary, following consultation with appropriate engineering specialists.
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. 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 MMEL 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.
12. Where entries specify the use of (O) and/or (M) procedures, the information contained in the Learjet MMEL Guidelines for (O) & (M) Procedures section should be used as a basis.
13. The CAA MMELs and Supplements are produced in conjunction with a base document, generally either the MMEL issued/approved by a Foreign Airworthiness Authority or aircraft manufacturer at a specific quoted revision number and date. There may be occasions whereby the CAA MMEL or Supplement has not been updated to consider later revisions of the base document. This could lead to instances where there are alleviations in the base MMEL which have either been revised or deleted and are now more restrictive than the corresponding CAA MMEL or Supplement entry. Operators are invited to review all new base document MMEL revisions and where necessary advise the CAA MMEL section of any significantly more restrictive alleviations introduced by revision. The CAA will then expedite review of these variations and, where required, issue amendments to the CAA MMEL or Supplement.

New or amended alleviations given in later issues of the base document shall not be used until the CAA MMEL or Supplement has been updated to confirm that issue of the base document is acceptable.

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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.

“(If Installed)”: Indicates the listed item of equipment is not applicable to all models or configurations. It does not imply that the aircraft may be operated in accordance with this MMEL with the item removed.

NOTE: Items annotated in UPPER CASE letters indicate the precise flight deck legend used.

3. "Rectification Interval" (Column 2): Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators given in the "Rectification Interval" column (2) of the MMEL.

Category A

No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL.

Where a time period is specified it shall start at 00:01 on the calendar day following the day of discovery.

Category B

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 10 am on January 26th, the three day interval would begin at midnight on the 26th and end at midnight on the 29th.

Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 10 am on January 26th, the 10 day interval would begin at midnight on the 26th and end at midnight on February 5th.

Category D

Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

NOTE: Subject to the approval of the Authority, the operator may permit a one-time extension of the applicable Rectification Interval B, C or D for the same duration as that specified in the MEL.

4. "Number Installed" (Column 3): 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.

5. "Number Required for Dispatch" (Column 4): The minimum number of the specified items required for operation provided the conditions defined in Column 5 are met.

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DEFINITIONS (Cont.)

6. "Remarks or Exceptions" (Column 5): 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.

A note in column 5 indicates additional information and references for crew and/or maintenance personnel consideration; they are not part of the provisos.

Where references are stated in column 5 these are to identify certain inter-relationships between the subject item and other MMEL items, AFM material etc. These references are intended to assist, but not relieve, an operator of the responsibility for determining such inter-relationships as stated in the Preamble.

7. Dash (-): This symbol indicates a variable quantity when used in Columns 3 or 4.

NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 3 and 4.

8. 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.

9. "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).

10. "(O)": The use of this symbol in Column 5 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.

11. "(M)": The use of this symbol in Column 5 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 (O)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

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DEFINITIONS (Cont.)

12. "As required by Air Navigation Legislation / Operating Requirements": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (**EU-OPS**) in force during the flight.

Operators should refer to the JAR-OPS 1 MEL Policy document (Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within EU-OPS, subparts K and L (published in the JAA Administrative and Guidance, section four, Operations, part three).

13. "VMC" and "IMC": The definitions of these terms are those used in Section 2 of the Air Navigation Order - Rules of the air. The definition of VMC does not include 'VFR-on-top' or 'over-the-top'.

14. "Icing Conditions": An atmospheric condition that may cause ice to form on the aircraft or in the engines.

15. "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.

16. "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.

17. "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".

18. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.

19. "Authority": The competent regulatory authority according to the country of registry, for aircraft registered in the UK this is the Civil Aviation Authority.

20. "Deleted": When applied to an item number, indicates that the item was previously listed but is now required to be operative.

21. "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 material (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.

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DEFINITIONS (Cont.)

22. "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.
23. "Extended Overwater Flight": Refers to an operation overwater at a horizontal distance of more than 50 nautical miles from the nearest shoreline.
24. "Dispatch": 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 155(2)(a) of the ANO. The MMEL/MEL applies to all defects that occur up to the point of dispatch, and comes into affect again when the aircraft next comes to rest at the end of its flight.

25. This CAA document is based on the FAA MMEL, where modification status affects the eligibility of a number of entries. To ensure effectivity only applies to modified aircraft, applicable entries quote modification numbers in column 1.
26. "Flight": For the purpose of a MEL, a flight is the period of time between the moment when an aeroplane begins to move by its own means, for the purpose of preparing for take-off, until the moment the aeroplane comes to a complete stop on its parking area, after the subsequent landing (and no subsequent take-off).
27. "It is not reasonably practical to repair or replace before the commencement of flight / It is not reasonably practicable for repairs or replacements to be made": These statements are intended to cover situations whereby there is a lack of replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.

NOTE: The intention of either of these statements in an MMEL is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorised personnel on base to perform the task. The definition is not dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport, but the spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorised personnel on base, the defect must be rectified.

28. "The aircraft may depart on the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made / the aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made": These statements are intended to allow the aircraft to be flown, using the most direct route, to the nearest maintenance base where arrangements for repair or replacements can be made.

NOTE: Once the aircraft lands at the maintenance base, the aircraft shall not be dispatched until the defect has been rectified.

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DEFINITIONS (Cont.)

29. Aircraft model designations and equipment configurations applicable to this Learjet series Master Minimum Equipment List (MMEL):

<u>Certificated Model</u>	<u>MMEL Designation</u>
Gates Learjet 35A	35
Gates Learjet 36A	36

Each item of equipment in this MMEL is applicable to all of the above models unless the models are specified. For example 35 in column one indicates that the item is applicable to the Gates Learjet 35A only.

30. Base documents used in the preparation of this MMEL are:
- (a) FAA MMEL for Learjet series (35, 36), Revision 6a, dated 15 January 2008.
 - (b) CAA MMEL Supplement for Learjet series (35, 36), **Revision 1, dated 16 June 2009.**
 - (c) CAA Policy as at **7 August 2009.**

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HIGHLIGHTS OF REVISION 1

- General These highlights reflect the changes introduced as a consequence of reviewing FAA-approved MMEL Revision 6, dated 30 November 2006 and Revision 6a, dated 15 January 2008.
- Introduction Item 5 - amended to indicate that the base document is now Revision 6a of the FAA-approved MMEL, dated 15 January 2008.
- Definitions Item 3 - Note added regarding Rectification Interval Extensions.
- Item 12 - Amended to reflect introduction of EU-OPS.
- Item 13 - Amended to state that the definition of VMC does not include 'VFR-on-top' or 'over-the-top'.
- Item 24 - Air Navigation Order reference updated.
- Item 30 - Amended to reflect change in base documents.

ATA 21 AIR CONDITIONING

21-12 Cabin Rate of Climb Indicator Revised title in line with change to FAA MMEL.

ATA 23 COMMUNICATIONS

23-5 Passenger Address System Revised title in line with change to FAA MMEL.

23-15 HF Comms System Revised to read "As required by Operating Requirements"

23-18 Emergency Locator Transmitter Item relocated from 25-10, in line with FAA MMEL.

ATA 25 EQUIPMENT/FURNISHINGS

25-4 Fasten Seat Belt Signs/Placards Revised in line with changes to FAA MMEL.

25-9 Emergency Medical Equipment New supplement item.

25-10 Emergency Locator Transmitter Item relocated to 23-18, in line with FAA MMEL.

25-11 Exterior Lavatory Door Ashtrays New supplement item.

ATA 26 FIRE PROTECTION

26-3 Lavatory Smoke Detection Removed proviso re electrical isolation.

ATA 27 FLIGHT CONTROLS

27-5 Flap Preselect System Item re-numbered (from 27-6).

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HIGHLIGHTS OF REVISION 1 (Cont.)

ATA 33 LIGHTS

33-10	Cabin Interior Lighting	The FAA MMEL at Revision 6a is acceptable
33-13	Logo Light System	Revised in line with change to FAA MMEL.
33-14	Floor Proximity Lighting	Revised in line with change to FAA MMEL.

ATA 34 NAVIGATION

34-1	Standby Attitude Indicator	New supplement item in line with JAA policy.
34-8	ATC Transponder	Revised title to read as per FAA MMEL.
34-23	ACAS II	Added sub-items 5 and 6.
34-40	FMS - Navigation Databases	Revised in line with JAA Policy.
34-41	NMS - Navigation Databases	Revised in line with JAA Policy.

ATA 35 OXYGEN

35-1	Passenger Oxygen System	Revised to read "As required by Operating Requirements."
35-3	Protective Breathing Equipment	Item moved from 25-11 to align with FAA MMEL and revised in line with CAA policy.

HIGHLIGHTS OF REVISION 1a

General Amended to remove supplement entry for Yaw Damper Systems following further information on STC ST00432WI.

Definitions Item 3 - 'Note' re rectification interval extension revised in line with CAA policy.

Item 30 - Amended to reflect change in base documents.

ATA 22 AUTO FLIGHT

22-2	Yaw Damper Systems	The FAA MMEL at Revision 6a is acceptable.
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		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
21	AIR CONDITIONING				
12.	Cabin Rate of Climb Indicator	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> (a) Cabin Altimeter is operative, (b) Cabin Differential Pressure Gauge is operative, and (c) Cabin Pressurisation Control System Automatic Mode is operative.
		C	1	0	May be inoperative provided: <ul style="list-style-type: none"> (a) Cabin Pressurisation System is considered inoperative, and (b) Aircraft is operated at or below 9,000 feet MSL.

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
22 AUTO FLIGHT 2. Yaw Damper Systems		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
		The FAA MMEL at Revision 6a is acceptable.		

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		(4) Number required for dispatch		(5) Remarks or Exceptions	
23	COMMUNICATIONS				
3.	Hand Held Microphones	D	-	0	Any or all may be inoperative.
5.	Passenger Address System (PA)	D	1	0	May be inoperative.
11.	Cockpit Voice Recorder (CVR)	-	-	-	As required by Operating Requirements.
13.	Electronic Checklist (If Installed)	C	1	0	(M)(O) May be inoperative provided electronic checklist is deactivated and established paper checklist procedures are used.
15.	High Frequency (HF) Communication System	-	-	-	As required by Operating Requirements.
16.	Boom Microphones	-	-	-	One headset (including boom microphone) must be operative for each required crewmember on flight deck duty.
18.	Emergency Locator Transmitter (ELT) (If Installed)	A	-	-	May be inoperative provided repairs or replacements are made within 6 further flights or 25 flying hours, whichever occurs first.
		D	-	-	Any in excess of those required by legislation may be inoperative.

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25	EQUIPMENT / FURNISHINGS			
1.	Passenger Seats	D	-	- (M) One or more may be inoperative secured in the upright position.
		D	-	- (M) One or more may be inoperative in other than the upright position provided the inoperative seat(s): (a) Does not block an emergency exit, (b) Does not restrict any passenger from access to the main aircraft aisle, and (c) Are blocked and placarded "DO NOT OCCUPY". Note 1:A seat with an inoperative or missing seat belt is considered inoperative. Note 2:Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
4.	"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 visible from each occupied passenger seat.
		C	-	- (O) One or more signs or placards may be illegible or missing provided alternate procedures for notifying passengers are established and used.
5.	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, 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 appropriate document. Note: Lavatory door ash trays (internal and external) are not considered convenience items.

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25	EQUIPMENT / FURNISHINGS (Cont...)				
8.	Observer Seat	D	-	0	One or more may be inoperative provided the seat is not required and is correctly stowed.
9.	Emergency Medical Equipment	-	-	-	As required by Operating Requirements.
11.	Exterior Lavatory Door Ashtrays	-	-	-	Must be operative.

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26	FIRE PROTECTION				
3.	Lavatory Smoke Detection Systems	C	-	0	(M) May be inoperative provided: (a) Lavatory waste-bin is empty, (b) Lavatory door is locked and appropriately placarded, and (c) Lavatory is not used for any purpose.
		B	-	-	(O)/(M) May be inoperative provided: (a) Lavatory compartment fire extinguishers are fitted and checked to be operative on a daily basis, and (b) Lavatory compartment is checked at 20 (twenty) minute intervals for evidence of fire and smoke.
4.	Lavatory Fire Extinguishing Systems	C	-	0	Any or all may be inoperative.

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27	FLIGHT CONTROLS				
5.	Flap Preselect System	-	1	1	Must be operative.

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30 ICE AND RAIN PROTECTION				
11. Pitot Heat Inoperative Indicating Light System	-	1	1	Must be operative.

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31	INDICATING AND RECORDING SYSTEMS				
1.	Clocks	C	-	0	(O) May be inoperative provided an accurate timepiece is available on the flight deck indicating the time in hours, minutes and seconds.
3.	Flight Data Recorder (FDR)	-	-	-	As required by Operating Requirements.

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32	LANDING GEAR						
3.	Nose Wheel Steering	-	1	1	Must be operative.		

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33	LIGHTS				
2.	Anti Collision Light	C	-	0	(O) All may be inoperative for daylight operations provided the light(s) is (are) repaired at the earliest practicable opportunity.
		C	-	1	(O) Any in excess of one may be inoperative provided: (a) A high intensity strobe light system is installed and is operative, and (b) The light(s) is (are) repaired at the earliest practicable opportunity. Note: If the red anti-collision light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.
7.	Wing Inspection Light (Ice Check)	D	-	0	One or more may be inoperative for daylight operations.
		B	-	0	(O) One or more may be inoperative for night operations provided an alternate means is operative and used to illuminate ice accretion on another outside surface visible from the flight deck.
9.	Cockpit and Instrument Lighting Systems	C	-	-	One or more may be inoperative for daylight operations.
		C	-	-	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, and (c) Lighting configuration at dispatch is acceptable to the flight crew.

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33	LIGHTS (Cont...)			
10.	Cabin Interior Lighting System			The FAA MMEL at Revision 6a is acceptable.
11.	Fasten Seat Belt and No Smoking Sign			
	(1) Passenger Configuration	C	-	- (O) No passenger or crewmember seat may be occupied from which a "No Smoking / Fasten Seat Belt" sign is not readily legible.
		C	-	- (O) "No Smoking / Fasten Seat Belt" signs may be inoperative and the affected passenger seat(s), cabin crew seat(s) may be occupied provided:
				(a) The PA System is operative and can be clearly heard throughout the cabin during flight, and
				(b) A procedure is used to notify passengers when seat belts must be fastened and smoking is prohibited.
		C	-	- May be inoperative provided passengers are not carried.
13.	Logo Light System (If installed)	D	1	0 May be inoperative.
14.	Floor Proximity Emergency Escape Path Marking System Lights (If installed)	B	-	- Specific lights / strips may be inoperative for a particular lighting configuration as agreed by the authority.

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34	NAVIGATION			
1.	Standby Attitude Indicator (If installed)			
	(1) Single Pilot Operations	B	-	0 One or more may be inoperative for day VMC only provided the commander's attitude indicator is operative.
	(2) Two Pilot Operations	B	-	0 May be inoperative for day VMC only provided both attitude indicators are operative.
4.	Weather Radar System	A	-	0
				<p>(O) Required when flying for the purpose 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, as long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the system to be repaired,</p> <p>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 and avoided, and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the operations manual.</p>
7.	Marker Beacon System	-	-	-
				As required by Operating Requirements.
8.	ATC Transponders and Automatic Altitude Reporting Systems	-	-	-
				As required by Operating Requirements.

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34 NAVIGATION (Cont...)				
10. Radio Altimeter System	C	-	-	(O) May be inoperative provided approach minimums and/or operational procedures do not require its use. Note 1:If the loss of the radio altimeter prohibits the normal operation of GPWS/TAWS, the dispatch deviation and rectification interval for an inoperative GPWS/TAWS must be observed. Note 2:If the loss of the radio altimeter prohibits normal operation of the ACAS, the dispatch deviation and rectification interval for an inoperative ACAS must be observed.
12. Altitude Alerting System	B	-	0	May be inoperative provided it is not reasonably practicable to repair or replace before the commencement of flight. Note: The altitude alerting system is required to be operative for RVSM operations.
14. Microwave Landing System (MLS) (If Installed)	-	-	-	As required by Operating Requirements.
15. TACAN Systems (If Installed)	D	-	-	May be inoperative.
16. Turn and Slip Indicator (Turn Indication only)	-	-	-	As required by Operating Requirements.
18. Non-stabilised Magnetic Compass (Standby)	B	1	0	May be inoperative provided at least two independent stabilised compass systems are installed and operative.
22. Traffic Collision Avoidance System (TCAS I) (If Installed)	-	-	-	This item is not applicable.

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		(5) Remarks or Exceptions			
34	NAVIGATION (Cont...)				
23.	Airborne Collision and Avoidance System (ACAS II) (If installed)				
	(1) ACAS II System	A	-	0	(O)(M) May be inoperative provided the system is deactivated and secured, and
					(a) It is not reasonably practicable for repairs or replacements to be made before the commencement of flight, and
					(b) Repairs or replacements must be carried out within 10 calendar days.
	(2) Combined Traffic Alert (TA) Resolution Advisory (RA) Dual Display	C	-	1	(O) May be inoperative on the non-flying pilot side provided TA and RA elements and audio functions are operative on the flying pilot side.
	(3) Resolution Advisory (RA) Display System(s)	C	-	1	(O) One may be inoperative on the non-flying pilot side.
		C	-	0	(O) May be inoperative 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) Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided all installed RA display and audio functions are operative.
	(5) Audio Functions	-	1	-	Must not be inoperative in isolation to the ACAS II system as a whole. This function must be operative in order to consider the ACAS II system operative.
	(6) Airspace Selection Function (If installed)	C	-	0	May be inoperative.
37.	Heads-Up Display (HUD) (If Installed)	C	1	0	May be inoperative provided alternate procedures are established and used.
38.	Ground Proximity Warning System (GPWS) (including TAWS)	-	-	-	As required by Operating Requirements.

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34 NAVIGATION (Cont...)				
40. Flight Management System				
(1) Navigation Databases	C	-	0	<p>(O) One or more may be inoperative for the intended route where conventional (non-RNAV) navigation is sufficient, provided:</p> <p>(a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and</p> <p>(b) Navigation database information is disregarded.</p>
Note: Databases which are out of date are considered to be inoperative.	C	-	1	<p>Any in excess of one may be inoperative provided:</p> <p>(a) The operative database is up-to-date for route, departure, arrival and approach procedures that require the use of Navigation Database for RNAV, and</p> <p>(b) This up-to-date database is readily available to the flight crew member(s) responsible for navigation.</p>
	A	-	0	<p>(O) One or more may be out-of-date for a maximum of 10 calendar days provided:</p> <p>(a) Area Navigation (RNAV) departure, arrival and approach procedures do not depend on the data amended in the current database cycle,</p> <p>(b) Before each flight, current aeronautical information is used to verify the database navigation fixes, the co-ordinates, frequencies, status (as applicable) and suitability of navigation facilities required for the intended route, and</p> <p>(c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.</p>
				(Cont...)

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		(5) Remarks or Exceptions			
34	NAVIGATION (Cont...)				
40.	Flight Management System (Cont.)				
	(1) Navigation Databases (Cont.)	A	-	0	<p>(O) One or more may be out-of-date for a maximum of 10 calendar days provided:</p> <p>(a) Conventional (non-RNAV) departure, arrival and approach procedures, when available, or ANSP assistance are used as an alternative to RNAV procedures which have been amended in the current database cycle.</p> <p>(b) Before each flight, current aeronautical information is used to verify the database navigation fixes, the co-ordinates, frequencies, status (as applicable) and suitability of navigation facilities required for the intended route, and</p> <p>(c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.</p>
	Note: Databases which are out of date are considered to be inoperative.				
41.	Navigation Management System (If installed)				
	(1) Navigation Databases	C	-	0	<p>(O) One or more may be inoperative for the intended route where conventional (non-RNAV) navigation is sufficient, provided:</p> <p>(a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and</p> <p>(b) Navigation database information is disregarded.</p> <p>(Cont...)</p>
	Note: Databases which are out of date are considered to be inoperative.				

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<p>34 NAVIGATION (Cont...)</p> <p>41. Navigation Management System (If installed) (Cont.)</p> <p>(1) Navigation Databases (Cont.)</p> <p>Note: Databases which are out of date are considered to be inoperative.</p>	<p>C</p> <p>A</p>	<p>-</p> <p>-</p>	<p>1</p> <p>0</p> <p>Any in excess of one may be inoperative provided:</p> <p>(a) The operative database is up-to-date for routes, departures, arrival and approach procedures that require the use of Navigation Database for RNAV, and</p> <p>(b) This up-to-date database is readily available to the flight crew member(s) responsible for navigation.</p> <p>(O) One or more may be out-of-date for a maximum of 10 calendar days provided:</p> <p>(a) Area Navigation (RNAV) departure, arrival and approach procedures do not depend on the data amended in the current database cycle,</p> <p>(b) Before each flight, current aeronautical information is used to verify the database navigation fixes, the co-ordinates, frequencies, status (as applicable) and suitability of navigation facilities required for the intended route, and</p> <p>(c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.</p> <p>(Cont...)</p>

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		(5) Remarks or Exceptions			
34	NAVIGATION (Cont...)				
30	Navigation Management System (If installed) (Cont.)				
	(1) Navigation Databases (Cont.)	A	-	0	(O) One or more may be out-of-date for a maximum of 10 calendar days provided:
	Note: Databases which are out of date are considered to be inoperative.				(a) Conventional (non-RNAV) departure, arrival and approach procedures, when available, or ANSP assistance are used as an alternative to RNAV procedures which have been amended in the current database cycle.
					(b) Before each flight, current aeronautical information is used to verify the database navigation fixes, the co-ordinates, frequencies, status (as applicable) and suitability of navigation facilities required for the intended route, and
					(c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.
42.	Automatic Dependent Surveillance-Broadcast System (ADS-B)	D	-	-	Any in excess of those required may be inoperative.
43.	Flight Management System (FMS) CDU	B	-	0	May be inoperative provided it is not required for the route being flown.

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35	OXYGEN				
1.	Passenger Oxygen System	-	-	-	As required by Operating Requirements.
2.	Portable Oxygen Dispensing Units (Bottle and Mask) (Therapeutic)	D	-	-	Any in excess of those required by Operating Requirements may be inoperative or missing.
3.	Portable Protective Breathing Equipment (If installed)	D	-	-	<p>(M) PBE which is stowed in an approved stowage, but which is in excess of the required minimum crew complement, may be inoperative provided it is placarded to that effect and must either remain in an approved stowage or be removed from the aircraft.</p> <p>Note: PBE which:</p> <p style="padding-left: 40px;">(a) cannot be stowed in an approved stowage (whether inoperative or not); or</p> <p style="padding-left: 40px;">(b) is a replacement item,</p> <p style="padding-left: 40px;">is subject to the requirements of the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air.</p>

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		(5) Remarks or Exceptions		
52	DOORS			
1.	Cabin Door Warning Light Systems	C	-	-
		(O) May be inoperative provided:		
		(a) All associated doors and hatches are confirmed by visual inspection to be closed and locked immediately prior to each departure, and		
		(b) Fasten seat belts sign remains on, and passengers are verbally briefed prior to departure to remain seated with their seat belts fastened throughout the flight.		

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			(5) Remarks or Exceptions				
73	ENGINE FUEL AND CONTROL						
	<u>Additional Entry</u>						
7.	Fuel Computer	A	2	1	(O) One Computer may be inoperative provided: <ul style="list-style-type: none"> (a) Fuel Computer Manual Mode Dispatch switch is selected to MANUAL position and the FUEL COMPTR switch is selected ON, (b) Flight Manual procedures for operation with one computer inoperative are observed, and (c) Repairs or replacements are carried out within three calendar days. 		

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