PHENOM™
BY EMBRAER

PHENOM 300

ANAC

MASTER MINIMUM EQUIPMENT LIST

EMBRAER S.A.

THIS DOCUMENT IS APPLICABLE TO ALL EMB-505 MODELS CERTIFIED FOR OPERATION UNDER ANAC AIRWORTHINESS REQUIREMENTS.

NOTE: THE EMB-505 AIRPLANE HAS THE COMMERCIAL DESIGNATION OF PHENOM 300.

ANAC APPROVAL: _____

ADEMIR ANTÔNIO DA SILVA
GERENTE GERAL DE CERTIFICAÇÃO DE PRODUTO AERONÁUTICO

DATE: 29 April 2010

MMEL–2910

APRIL 29, 2010
REVISION 6 – NOVEMBER 30, 2023

ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST (MMEL–2910)

LOG OF REVISIONS

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
1 NOV 29, 12	21-1 23-1, 23-2 28-2	Update remarks for item 21-21-01. Include new item 23-11-00. Delete item 28-45-01.	MMEL-2910 Revision 1 approved by ANAC on November 29, 2012.
2 NOV 16, 16	21-2, 21-3, 21-4, 21-5 23-1, 23-2, 23-3 25-2, 25-3, 25-4, 25-5 27-2 28-1	Update remarks for item 21-31-00. Update remarks for items 23-12-00 and 23-51-01. Include new items 23-15-00, 23-21-00, 23-23-00 and 23-24-00. Update remarks for item 25-21-01. Include new item 27-70-00. Update remarks for item 28-23-00.	MMEL-2910 Revision 2 approved by ANAC on November 16, 2016. Mario Igarwa General Manager Aeronautical Product Certification Branch

ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST (MMEL–2910)

LOG OF REVISIONS

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
2 NOV 16, 16	30-1, 30-2	Include new item 30-41-00.	MMEL-2910 Revision 2 approved by ANAC on November 16, 2016 Mario Igawa General Manager Aeronautical Product Certification Branch
	31-1, 31-2, 31-3, 31-4	Update remarks for item 31-61-01. Include item 31-62-00.	
	32-1	Include new item 32-45-21.	
	34-4, 34-5	Include new item 34-53-00. Update remarks for item 34-61-01.	
	35-2	Update remarks for item 35-21-00.	
	44-1	Include new items 44-13-00 and 44-32-00.	
	73-2	Include new item 73-34-01.	
	79-1, 79-2, 79-3	Include new items 79-00-01, 79-34-00 and 79-35-01.	

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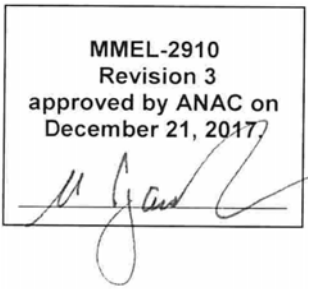
LOG OF REVISIONS

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
3 DEC 21, 17	21-4	Update remarks for item 21-52-04.	
4 MAR 25, 20	1 to 11 21-2 23-1, 23-2, 23-3 24-1 25-2, 25-3, 25-4, 25-5, 25-6, 25-7	Updated Definitions. Included new item 21-24-01. Updated note for item 23-12-00. Updated item 23-24-00. Updated item 24-41-00. Updated items 25-21-01 and 25-62-05. Included new item 25-44-02.	230/2020/GCPR/ GGCP/SAR-ANAC

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REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
4 MAR 25, 20	26-1 31-2, 31-3, 31-4, 31-5, 31-6 33-2, 33-3 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8 35-1, 35-2, 35-3	Included new item 26-24-01. Updated item 31-61-01. Included new item 31-61-04. Updated item title 31-62-00. Included new items 33-26-02, 33-52-07 and 33-52-09. Updated remarks for items 33-47-00 and 33-48-00. Included new items 34-31-00, 34-46-00, 34-46-10, 34-47-00, 34-48-00 and 34-52-02. Updated items 34-42-00, 34-52-00 and 34-61-00. Included new items 35-01-03 and 35-31-01.	230/2020/GCPR/ GGCP/SAR-ANAC

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REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
4 MAR 25, 20	52-1, 52-2, 52-3 79-1	Included new items 52-10-00, 52-11-00, 52-31-00 and 52-32-00. Updated remarks for item 79-00-01.	230/2020/GCPR/ GGCP/SAR-ANAC
5 DEC 09, 22	21-2 22-3, 22-4 23-3 25-1, 25-2, 25-3, 25-4 31-1	Updated item 21-31-00. Updated subitem 22-11-01-19. Included new subitem 22-11-01-20. Updated items 23-51-02 and 23-51-07. Updated subitem 25-11-01-02. Updated item 25-21-01. Included new item 31-32-00.	1304/2022/GTPR/ GCPP/SAR-ANAC

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LOG OF REVISIONS

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
5 DEC 09, 22	35-3 46-1	Updated item 35-21-01. Included new item 46-20-00.	1304/2022/GTPR/ GCPP/SAR-ANAC
6 NOV 30, 23	22-1, 22-2, 22-3, 22-4 33-2, 33-3	Included new items 22-10-03, 22-30-00, 22-30-01. Updated item 22-11-01. Updated items 33-42-00, 33-47-00.	1267/2023/GTPR/ GCPP/SAR-ANAC

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HIGHLIGHTS OF CHANGE

REVISION 6 – NOVEMBER 30, 2023

22-10-03	-	Added Current Speed Control (CSC) relief.
22-11-01-19	-	Added relief for airplanes equipped with Autothrottle (A/T) System.
22-11-01-21	-	Added A/T Button relief.
22-11-01-22	-	Added CSC Button relief.
22-30-00	-	Added Autothrottle Channels relief.
22-30-00-01	-	Added A/T HOLD Mode relief.
22-30-01	-	Added Autothrottle Quick Disconnect (A/T DISC) Buttons relief.
33-42-00	-	Added effectivity on item title.
33-47-00	-	Added effectivity on item title.

LIST OF EFFECTIVE PAGES

ORIGINAL ..... 0 ..... APR 29, 2010
REVISION ..... 1 ..... NOV 29, 2012
REVISION ..... 2 ..... NOV 16, 2016
REVISION ..... 3 ..... DEC 21, 2017
REVISION ..... 4 ..... MAR 25, 2020
REVISION ..... 5 ..... DEC 09, 2022
REVISION ..... 6 ..... NOV 30, 2023

* Asterisk indicates pages revised, added or deleted by the current revision.

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MASTER MINIMUM EQUIPMENT LIST

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DEFINITIONS

1) **"Administrative control item"** means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the OEB, the item becomes a MMEL item rather than an administrative control item.

2) **"Airplane Flight Manual"** (AFM) is the document required for type certification and approved by the responsible ANAC Aircraft Certification Office. The ANAC approved AFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3) **"Alternate procedures are established and used"** or similar statement, means that alternate procedures (if applicable), to the affected process, must be drawn up by the operator as part of the MEL approval process, so that they have been established before the MEL document has been approved. Such alternate procedures are normally included in the associated operations (O) procedure.

4) **"Any in excess of those required by regulations"** or similar statement, means that the listed item of equipment required by applicable legislation (applicable airworthiness codes, Air Operations Regulation or the applicable airspace requirements) must be operative and only excess equipment may be inoperative. When the equipment is not required, it may be inoperative for the time specified by its rectification interval category.

5) **"As required by applicable regulations"**, means that the listed item of equipment is subject to certain provisions (restrictive or permissive) expressed in the RBHA/RBAC operating rules. The number of items required by the RBHA/RBAC must be operative. When the equipment is not required by RBHA/RBAC, it may be inoperative for the time specified by its rectification interval category.

6) **"Calendar Day"** means a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator. All calendar days are considered to run consecutively.

7) **"Combustible Material"** means the material which is capable of catching fire and burning. In particular: if a MEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except the following:

a) Cargo handling equipment (unloaded, empty or with ballast);

b) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc);

NOTE: If serviceable tires are included, they should only be inflated to a minimum pressure that preserves their serviceability; and

c) Inflight service material (return catering – only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).

8) **"Commencement of flight"** is the point when an airplane begins to move under its own power for the purpose of preparing for take-off.

9) **"Considered Inoperative"**, as used in the dispatch conditions, means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the REVISION 5 deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the rectification interval.

10) **"Daylight"** means the period between the beginning of morning civil twilight and the end of evening civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate authority.

11) **"Day of discovery"** means the calendar day that a malfunction was recorded in the airplane maintenance record/log book.

12) **"Flight"**, for the purposes of this MMEL, means the period of time between the moment when an airplane begins to move under its own power, for the purpose of preparing for take-off, until the moment the aircraft comes to a complete stop on its parking area, after the first landing.

13) **"Flight Day"** means a 24 hour period from midnight to midnight based on either Universal Coordinated Time (UCT) or local time, as selected by the operator, during which at least one flight is initiated for the affected aircraft.

14) **"Icing Conditions"** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).

15) **"***"** symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

16) **"Inoperative"** means that the item does not accomplish its intended purpose or is not consistently functioning within its approved operating limits or tolerances.

17) **"Is not used"** in the provisos, remarks or exceptions for a MMEL item may specify that another item relieved in the MMEL "is not used". In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operations-related provisions, (O) procedures and rectification interval must be complied with. An additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

18) **"Intended Route"** corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.

19) **"Item"** means component, instrument, equipment, system or function.

20) **"(M)"** symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL.

21) **"Master Minimum Equipment List"** means a document approved by the Agency that establishes the airplane equipment allowed to be inoperative under conditions specified therein for a specific type of airplane.

22) **"Minimum Equipment List"** means a document established as specified under RBHA/RBAC 91.213 and RBHA/RBAC 135.179 and approved by the competent authority, that authorizes an operator to dispatch an airplane with airplane equipment inoperative under the conditions specified therein.

23) Nonessential equipment and furnishings (NEF):

Are those items installed on the aircraft as part of the REVISION 5 certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories and galley areas.

NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

24) "Notes" provide additional information for flight crew or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the dispatch conditions.

25) "Number Installed" is the number (quantity) of items normally installed in the airplane. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g. passenger cabin items), or not applicable, a number is not required; a "-" is then inserted.

NOTE: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed.

26) **"Number required for dispatch"** is the minimum number (quantity) of items required for operation provided the conditions specified are met. Should the number be a variable (e.g. passenger cabin items) or not applicable, a number is not required; a "-" is then inserted.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL should reflect the actual number required for dispatch or an alternate means of configuration control approved by the competent authority.

27) **"-"** in the Number Installed Column (respectively Number Required for Dispatch Column) indicates a variable number (quantity) of the item installed (respectively item required) or not applicable.

NOTE: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed.

28) **"(O)"** indicates a requirement for a specific operation procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL.

29) **"Operating minima"** means the set of requirements associated to operations requiring a specific approval.

30) **"Placarding"** Each inoperative item must be placarded, as applicable, to inform and remind the crewmembers and maintenance personnel of the item's condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

31) "Regulamento Brasileiro de Homologação Aeronáutica (RBHA)/Regulamento Brasileiro de Aviação Civil (RBAC)" means the applicable requirement for the certified airplane.

32) Repair Intervals: All users of a MEL approved under RBHA/RBAC 91, 121, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A: Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B: Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it was recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C: Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it was recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D: Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

33) **"Remarks or Exceptions"** include statements either prohibiting or allowing operation with a specific number of items inoperative, provisos (conditions and limitations), notes, (M) and/or (O) symbols, as appropriate for such operation.

34) **"System numbers"** are based on the Air Transport Association (ATA) Specification Number 2200 and items are numbered sequentially.

35) **"Visible Moisture"** means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

36) **"Deactivated"** and **"Secured"** means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

37) A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

38) **"Deleted"** in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the airplane.

39) Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

40) **Inoperative components of an inoperative system:**

Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/Caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

41) "Visual Flight Rules" (VFR) is as defined in RBHA/RBAC Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

42) "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

43) Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper definition for their aircraft, if appropriate.

The EMB-500/505 aircraft are equipped with a Crew Alerting System (CAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level CAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

44) "Extended overwater operations" means operations over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to 120 minutes at cruising speed or 400 NM, whichever is the lesser.

PREAMBLE

The Airworthiness Regulations require that all equipment installed on an airplane in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into airplane, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the Airworthiness Authority, with participation by the aviation industry, to improve airplane utilization and thereby provide more convenient and economic air transportation for the public. The Airworthiness Authority approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular airplane equipment configuration and operational conditions. Operator MELS, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the airplane with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of Airworthiness Regulations requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Airplane Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the airplane not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the airplane for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Airplane Maintenance Record/Logbook as prescribed by Airworthiness Regulations. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the airplane is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Airplane Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by Airworthiness Regulations. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on airplane operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
21 AIR CONDITIONING					
00-00	ECS Synoptic (MFD ECS Page)	C	1	0	MFD Indications not required elsewhere in the MMEL may be inoperative.
21-01	Flow Control Shutoff Valves (FCSOV)	C	2	1	(O) (M) May be inoperative provided: a) MFD ECS Synoptic is operative, b) ECS Knob command to Ram Air Valve is tested, c) ECS Knob is set to the opposite side for flight, d) Affected FCSOV is confirmed closed and deactivated, and e) The airplane is operated at or below FL 250.
		C	2	1	(O) (M) May be inoperative provided: a) MFD ECS Synoptic is operative, b) ECS Knob command to Ram Air Valve is tested, c) ECS Knob is set to the opposite side for flight, d) PRSOV of affected side is kept closed, e) Cross Bleed Valve is kept closed, f) The airplane is operated at or below FL 250, and g) Operations are not conducted in known or forecast icing conditions.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
21 AIR CONDITIONING					
22-00	Gasper Valves	D	7	0	
23-05	Ground Cooling Fan (GCF)	C	1	0	(O) May be inoperative provided ECS Switch is OFF during ground operations.
24-01 ***	IFE Cooling Fan	D	1	0	May be inoperative provided IFE/REFRESHMENT CTR Switch is set to OFF position.
31-00	Cabin Pressure Control System				
1)	Automatic Control	C	1	0	(O) May be inoperative provided: a) The airplane is operated with a second in command, b) Outflow Valve indication on MFD operates normally, c) Manual control is used and verified operative before each flight, d) Auto control channel cabin pressurization indications on EIS are verified operative before each flight, e) Cabin pressure indications are operative, and f) The airplane is operated at or below FL 250.
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
21 AIR CONDITIONING					
31-00	Cabin Pressure Control System (Continued)				
2)	Manual Control	C	1	0	May be inoperative provided: a) Automatic mode is operative, and b) The airplane is operated at or below FL 250.
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
3)	Cabin Pressure Parameters (Altitude, Rate, Delta-P) Indication	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
4)	Landing Field Elevation (LFE) Indication	C	1	0	(O) May be inoperative provided that for landing field elevation above 8000 ft, the airplane is manually depressurized before landing.
31-02	Outflow Valve (OFV)	C	1	0	(O) (M) May be inoperative provided: a) NPRV is removed, and b) Flight is conducted unpressurized at or below 10000 ft.
31-03	Negative Pressure Relief Valve (NPRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
21 AIR CONDITIONING					
31-04	Pressure Relief Valve (PRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
31-05	Pressure Relief Valve (PRV) Static Pressure Line	C	1	0	(O) May be blocked provided flight is conducted unpressurized at or below 10000 ft.
52-00	Vapor Cycle System (VCS)	C	1	0	May be inoperative provided Ground operations are limited to 25 minutes for OAT above ISA+19°C.
52-04	Evaporator Fans				
1)	Cabin Fan	C	1	0	May be inoperative provided Ground operations are limited to 60 minutes for OAT above ISA+33°C. **NOTE:** IFE (if installed) must be turned OFF for ground operations with OAT above ISA+20°C.
2)	Cockpit Fan	C	1	0	May be inoperative provided: a) Cabin fan is operative, b) Vapor Cycle System is operative, c) Ground operations are limited to OAT below ISA+22°C, and d) Airplane is not operated in known or forecast icing conditions.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
21 AIR CONDITIONING					
61-00	Temperature Control System – Automatic Control	C	1	0	(O) May be inoperative provided: a) Both pressure regulating and shutoff valves (PRSOV) operate normally, b) Heat Exchanger (HX) Temperature Sensor indications on MFD operates normally, and c) Temperature Control Manual mode is used and verified operative before each flight.
61-02	Temperature Modulating Valve (TMV)	C	2	1	(O) May be inoperative provided: a) ECS Switch is set to the opposite side (FCSOV of affected side is confirmed closed), b) Pressure regulating shutoff valve (PRSOV) of affected side is operative, and c) Airplane operations is conducted at or below FL 250.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
22 AUTO FLIGHT CONTROL SYSTEM					
10-00	Autopilot System	C	1	0	May be inoperative provided operations do not require its use.
10-01	Flight Director	C	2	1	(O) May be inoperative provided if flight director is required, PFDs must be coupled to operative one.
		C	2	0	May be inoperative provided operations do not require autopilot use.
10-02	Yaw Damper Function	C	1	0	May be inoperative provided airplane airspeed is limited to 180 kt if in icing conditions.
10-03 ***	Current Speed Control (CSC)	C	1	0	
11-01	Guidance Panel (GP)				
1)	Course Knobs (CRS)	C	2	0	May be inoperative provided operations do not require its use.
2)	Flight Director (FD) Buttons	C	2	0	May be inoperative provided operations do not require its use.
3)	Autopilot (AP) Button	C	1	0	May be inoperative provided autopilot is considered inoperative.
4)	Yaw Damper (YD) Button	C	1	0	(O) May be inoperative provided autopilot is operative and engaged if above 180 kt if in icing conditions.
		C	1	0	May be inoperative provided airplane airspeed is limited to 180 kt if in icing conditions.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
22 AUTO FLIGHT CONTROL SYSTEM					
11-01	Guidance Panel (GP) (Continued)				
5)	Couple (CPL) Button	C	1	0	May be inoperative provided operations do not require is use.
6)	Navigation (NAV) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
7)	Heading (HDG) Mode Button	C	1	0	May be inoperative provided autopilot is considered inoperative.
8)	Approach (APR) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
9)	Bank Limiter (BANK) Button	C	1	0	
10)	Heading Selector (HDG SEL) Knob	C	1	0	May be inoperative provided autopilot is considered inoperative.
11)	Heading Synchronization (PUSH SYNC) Button	C	1	0	
12)	Flight Level Change (FLC) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
13)	Vertical Navigation (VNV) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
14)	Altitude Hold (ALT) Mode Button	C	1	0	May be inoperative provided operations do not require its use.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
22 AUTO FLIGHT CONTROL SYSTEM					
11-01	Guidance Panel (GP) (Continued)				
15)	Vertical Speed (VS) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
16)	Vertical Speed (VS DN UP) Thumb Wheel	C	1	0	May be inoperative provided operations do not require its use.
17)	Airspeed to Mach (PUSH IAS MACH) Change Button	C	1	0	May be inoperative provided operations do not require its use.
18)	Altitude Selector (ALT SEL) Knob	C	1	0	May be inoperative provided autopilot is considered inoperative.
19)	Speed (SPD SEL) Knob	C	1	0	May be inoperative provided operations do not require its use.
	(Only for airplanes equipped with Autothrottle)	C	1	0	May be inoperative provided: a) Autothrottle is not used, and b) Operations do not require its use.
20)	Speed (FMS/MAN) Selector (For airplanes equipped with G3000 Avionics System Version 3305)	C	1	0	(O) May be inoperative provided: a) Selection of the source of the speed reference is in manual mode (cyan on PFD), and b) Alternate procedures are established and used.
21) ***	Autothrottle (A/T) Button	C	1	0	May be inoperative provided Autothrottle System is not used.
22) ***	Current Speed Control (CSC) Button	C	1	0	May be inoperative provided CSC function is considered inoperative.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
22 AUTO FLIGHT CONTROL SYSTEM					
11-21	AP/FD CWS Button	C	2	0	
11-22	Autopilot/Trim Disengage (QUICK DISCONNECT) Button	C	2	1	For single pilot operations, copilot side may be inoperative.
		C	2	1	For operations requiring a second in command, either side may be inoperative provided operative button is on flying pilot's side.
11-23	Takeoff/Go-Around (TO/GA) Button	C	2	1	
		C	2	0	(O) May be inoperative provided alternate procedures are established and used.
30-00 ***	Autothrottle Channels	C	2	1	(O) One channel may be inoperative provided: a) FD associated to the operative A/T Channel is coupled, and b) A/T is not used during takeoff.
		C	2	0	Both may be inoperative provided A/T is not used.
1) ***	A/T HOLD Mode	C	1	0	(O) May be inoperative provided Autothrottle is not used during takeoff.
30-01 ***	Autothrottle Quick Disconnect (A/T DISC) Buttons	C	2	1	
		C	2	0	(M) Both may be inoperative provided the Autothrottle System is deactivated.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
23 COMMUNICATIONS					
11-00 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by local regulations may be inoperative.
12-00	Very High Frequency (VHF) Communication System	D	-	1	VHF may be inoperative provided: a) VHF 1 operates normally, and b) Local regulation does not require its use. **NOTE:** ATN CPDLC and/or FANS 1/A – CPDLC are inoperative when VHF 3 is inoperative.
15-00 ***	Data Link Management System – Satellite Communication (SATCOM) Function	D	-	0	May be inoperative provided procedures do not require its use.
21-00 ***	Selective Call System (SELCAL)	D	-	0	
23-00 ***	Data Link Management System – Maintenance Data Transmittal Function	D	-	0	
24-00 ***	Controller-to-Pilot Data Link Communication System (CPDLC)				
1) ***	ATN CPDLC	C	-	0	(O) May be inoperative provided that alternate procedures are established and used.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
23 COMMUNICATIONS					
24-00 ***	Controller-to-Pilot Data Link Communication System (CPDLC) (Continued)				
1) ***	ATN CPDLC (Continued)	D	-	0	May be inoperative provided that procedures do not require its use.
2) ***	FANS 1/A – CPDLC	C	-	0	(O) May be inoperative provided that alternate procedures are established and used.
		D	-	0	May be inoperative provided that procedures do not require its use.
51-01	Audio Panel (For airplanes equipped with G1000 Avionics System)				
1)	Annunciators LEDs	D	-	-	(O) May be inoperative provided associated function is checked operative by alternate means.
2)	INTR COM Key	D	2	0	For single pilot operations, may be inoperative.
3)	PA Key	D	2	0	
4)	CABIN Key	D	2	0	
5)	MUSIC Key	D	2	0	
6)	PLAY Key	D	2	0	
7)	Display Backup Buttons	D	2	1	For single pilot operations, copilot side may be inoperative.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
23 COMMUNICATIONS					
51-02	Cockpit Speakers				
	(Single Pilot Operations)	C	2	1	Copilot side speaker may be inoperative provided pilot headset is installed and operates normally.
	(Dual Pilot Operations)	C	2	1	One side may be inoperative provided both headsets are installed and operate normally.
51-07	PTT Switches	D	4	2	For single pilot operations, both copilot side switches (glareshield and yoke) may be inoperative.
		C	4	2	For operations requiring a second in command, one in each side may be inoperative.
51-09	Headset with Boom Microphones	D	2	1	For single pilot operations, copilot side may be inoperative.
		C	2	-	For operations requiring a second in command, may be inoperative provided: a) It is not required by local regulations, and b) On side cockpit speaker and hand microphone are operative.
51-11	Hand Microphone	C	1	0	May be inoperative provided associated boom microphone is operative.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
24 ELECTRICAL POWER					
00-00	Electrical Synoptic Display (MFD Electrical Page)	C	1	0	MFD Indications not addressed elsewhere in the MMEL may be inoperative.
41-00	DC External Power System	C	1	0	
1)	DC GPU AVAIL/IN USE Pushbutton Lights	D	2	0	(O) May be inoperative provided alternate procedures are established and used.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
25 EQUIPMENT/FURNISHINGS					
00-00	Non-Essential Equipments and Furnishings		-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (O) and (M) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
11-01	Pilot Seats	C	2	1	For single pilot operations, copilot seat may be inoperative provided seat is not occupied.
1)	Lumbar Support	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.
2)	Armrests	C	4	0	(O) May be inoperative provided armrest is secured in the retracted (up) position.
		C	4	0	(M) May be inoperative provided armrest is removed.
3)	Recline Function	B	2	0	May be inoperative provided: a) Affected seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
25 EQUIPMENT/FURNISHINGS					
11-01	Pilot Seats (Continued)				
4)	Headrests Adjustment Function	C	2	-	One or both may be inoperative provided it is adequate to the occupant.
5)	Seat Belts	C	2	1	For single pilot operations, copilot seat belt may be inoperative provided the seat is unoccupied.
6)	Vertical Seat Adjustment	B	2	0	May be inoperative provided: a) Affected seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember.
21-01	Passenger Seats	D	-	-	(M) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) The affected seat(s) is(are) blocked and placarded as not to be occupied. **NOTE:** A seat with an inoperative seat belt or inoperative seatbelt airbag whenever applicable is considered inoperative.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
25 EQUIPMENT/FURNISHINGS					
21-01	Passenger Seats (Continued)	C	-	-	(O) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, c) The affected seat(s) is(are) immovable in the takeoff and landing position, and d) The affected seat(s) is(are) blocked and placarded as not to be occupied. **NOTE:** A seat with an inoperative seat belt or inoperative seatbelt airbag whenever applicable is considered inoperative.
1)	Recline Functions	D	-	-	(O) May be inoperative or missing and the affected seat occupied provided the seat is secured in the takeoff and landing position. Deleted, Revision 5.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
25 EQUIPMENT/FURNISHINGS					
21-01	Passenger Seats (Continued)				
2)	Passenger Seat Armrests without Recline Control Mechanism	D	-	-	May be inoperative, damaged or missing, and the affected seat occupied provided: a) The affected armrest does not block an Emergency Exit, and b) The affected armrest is not in such a position that it restricts any passengers from access to the airplane aisle.
3)	Swivel/Travel Mechanisms	D	-	-	(O) One or more may be inoperative and the affected seat occupied provided: a) Affected seat is secured in the takeoff and landing position, b) Affected seat does not block an Emergency Exit, and c) Affected seat does not restrict any passenger from access to the main airplane aisle.
		C	-	-	One or more may be inoperative and the affected seat occupied provided the affected seat is immovable in the takeoff and landing position.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
25 EQUIPMENT/FURNISHINGS					
44-02	Exterior Lavatory Door Ashtray	A	1	0	May be inoperative or missing provided repairs are made within 3 consecutive calendar days.
		D	1	0	May be inoperative or missing provided flight is non-smoking.
61-00	Emergency Locator Transmitter	A	1	0	May be inoperative provided repairs are made in accordance with local regulations.
		D	-	-	Any in excess of those required by local regulations may be inoperative or missing.
62-01	First Aid Kit (FAK)	A	-	-	(O) If more than one is required by local regulations, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
		D	-	-	Any in excess of those required by local regulations may be incomplete, inoperative or missing.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
25 EQUIPMENT/FURNISHINGS					
62-02 ***	Life Vests	D	-	-	(M) Any in excess of those required may be missing or inoperative, provided: a) Inoperative lifejacket is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution of operative lifejackets is maintained.
62-05	Flashlights and Holder Assemblies				
1)	Flashlights	C	-	1	For single pilot operations, any in excess of one may be inoperative. **NOTE:** The operative flashlight must be accessible from pilot left seat.
		C	-	-	For operations requiring a second in command, any in excess of those required by local regulations may be inoperative.
2)	Flashlight Holders	C	-	0	May be inoperative or missing provided associated flashlight is stowed by alternate means.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
25 EQUIPMENT/FURNISHINGS					
66-01	Life Raft ***	D	-	-	(M) Any in excess of those required may be missing or inoperative, provided inoperative life raft is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
26 FIRE PROTECTION					
15-00	Baggage Compartment Smoke Detection System	C	1	0	May be inoperative provided cargo compartment remains empty or does not contain combustible or inflammable material.
24-01	Portable Fire Extinguishers	D	-	-	(O) (M) Any in excess of those required may be inoperative or missing provided: a) The inoperative portable fire extinguisher is removed from the airplane and its installed location is placarded inoperative; or it is removed from the installed location, secured out of sight, and the portable fire extinguisher and its installed location are placarded inoperative, b) Required distribution of operative units is maintained throughout the airplane, and c) Procedures are established and used to alert crewmembers of inoperative or missing equipment.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
27 FLIGHT CONTROL					
14-00	Roll Trim System	C	1	0	(O) May be inoperative provided: a) Aileron trim tabs are verified in neutral position before each flight, and b) Roll trim circuit breaker is pulled.
1)	Roll Trim Position Indication on EIS	C	1	0	(O) May be inoperative provided Ailerons trim tabs are verified centered before each flight.
20-00	Rudder Pedal Adjustment	C	2	0	One or both may be inoperative provided rudder pedal position is acceptable to affected crewmember.
24-00	Yaw Trim Position Indication on EIS	C	1	0	(O) May be inoperative provided Rudder trim tab is verified centered before each flight.
34-01	Yoke Pitch Trim Switch	C	2	1	For single pilot operations, copilot side switch may be inoperative.
		C	2	1	For operations requiring a second in command, either side may be inoperative provided pilot flying side is operative.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
27 FLIGHT CONTROL					
70-00	Gust Lock System				
1)	Rudder Gust Lock (RGL)	C	1	0	(M) May be inoperative provided: a) RGL system is removed from airplane, b) Rudder Gust Lock circuit breaker and FEEDER 13 circuit breaker are pulled and collared, and c) Appropriate measures should be taken to prevent damage from gust while on ground.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
28 FUEL					
00-00	Fuel System Synoptic Display (MFD Fuel Page)	C	1	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.
11-05	Fuel Drain Valves	C	2	1	(O) May be inoperative (closed) provided: a) The affected valve is checked for no leakage, and b) No water is found on the opposite tank before each flight day.
11-07	Fuel Dump Valves	D	2	0	(M) May be inoperative (open) provided the affected valve is checked for no leakage.
11-09	Gravity Fuel Caps	C	2	0	(M) May be inoperative (locked) provided: a) Cap is checked for no leakage, b) Pressure Refueling System is operative, and c) Fuel Quantity Indication system is operative.
23-00	Pressure Refueling System	C	1	0	(O) May be inoperative provided airplane is refueled by gravity. **NOTE:** Both fuel caps must be operative for gravity refueling.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
28 FUEL					
23-01	Fuel Quantity Indication on Refueling Panel	C	1	0	(O) May be inoperative provided: a) Airplane is refueled by pressure manual mode or by gravity, and b) Fuel Quantity indication on EIS is operative.
41-00	Fuel Quantity Indication	B	2	1	(O) May be inoperative provided: a) Airplane is refueled to full fuel capacity before each flight, b) Fuel Used indication on MFD is operative and monitored throughout the flight, c) Required roll trim is monitored throughout the flight, d) Both Fuel Flow indications are operative and monitored throughout the flight, e) Both Fuel Low Pressure Switches are operative, and f) Roll trim is operative.
45-01	Fuel Low Pressure Switches				Deleted, Rev 1.

30 ICE AND RAIN PROTECTION

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
00-00	Ice Protection System Synoptic Display (MFD ICEPROT Page)	C	1	0	(O) MFD Indications not required elsewhere in the MMEL may be inoperative.
12-00	Wing and Horizontal Stabilizer Anti-Icing System (WHSAIS)	C	1	0	(M) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Both Anti-Icing Valves are secured closed.
21-00	Nacelle Anti-Icing System	C	2	1	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Affected side Anti-Ice switch remains selected OFF and Anti-Ice valve is confirmed closed.
41-00	Windshield Rain Repellent Coating	C	2	0	May be inoperative provided: a) No precipitation is forecasted during a period from one hour before until one hour after the estimated time of departure and arrival at the take-off and destination aerodromes including take-off alternated aerodrome, and b) Affected system is not part of the equipment required for the intended operation.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
30 ICE AND RAIN PROTECTION					
42-00	Windshield Heater	C	4	2	For single pilot operations, one or both copilot side heaters may be inoperative provided operations are not conducted in known or forecast icing condition.
		C	4	2	For operations requiring a second in command, one or both heaters on one side may be inoperative provided operations are not conducted in known or forecast icing condition.
81-02 ***	Ice Detector	D	1	0	

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
31 INDICATING/RECORDING SYSTEMS					
22-01	Yoke Chronometer Pushbutton	D	2	1	For single pilot operations, copilot side may be inoperative.
		C	2	0	For operations requiring a second in command, both may be inoperative, provided FDUs chronometer command buttons are operative.
31-01	Cockpit Voice and Data Recorder				
1)	CVR Function	A	1	0	May be inoperative provided repairs are made in accordance with local regulations.
		D	1	0	May be inoperative provided it is not required by local regulations.
2)	FDR Function	D	1	0	
32-00 ***	Quick Access Recorder (QAR)	D	1	0	
41-07	Avionics Blower	C	1	0	May be inoperative provided: a) VCS is operative, and b) Cockpit evaporator fan is operative.
60-00 ***	Electronic Checklist (ECL)	C	1	0	(O) May be inoperative provided current revision of approved paper checklists are available and used.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
31 INDICATING/RECORDING SYSTEMS					
61-01	Flight Display Units (FDU)	D	3	2	(M) For single pilot operations, PFD 2 may be inoperative provided PFD 2 Circuit Breaker is PULLED.
	(For airplanes equipped with G1000 Avionics System)	C	3	2	(O) (M) For operations requiring a second in command, MFD may be inoperative provided: a) HSDB switch is set to REV position, b) MFD circuit breakers are PULLED, c) Both engines FADECs are considered with System Faults until the next MFD Status page check (after the first flight with operative MFD), d) GPS, Weather Radar, and Traffic Information are considered inoperative, e) For airplanes equipped with CPDLC, the system is considered inoperative, and f) Approach minimums or operating procedures do not require its use. **NOTE:** Databases expiration date information is not available.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
31 INDICATING/RECORDING SYSTEMS					
61-01	Flight Display Units (FDU) (Continued)				
	(For airplanes equipped with G3000 Avionics System except Version 3305)	C	3	2	(O) (M) For operations requiring a second in command, MFD may be inoperative provided: a) HSDB switch is set to REV position, b) MFD Circuit Breakers are PULLED, and c) Check status page on PFD for engine messages. **NOTE:** All MFD information is available on PFD through reversionary or split modes.
	(For airplanes equipped with G3000 Avionics System Version 3305)	C	3	2	(O) (M) For operations requiring a second in command, MFD may be inoperative provided: a) MFD Circuit Breakers are PULLED, and b) Check status page on PFD for engine messages. **NOTE:** All MFD information is available on PFD through reversionary or split modes.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
31 INDICATING/RECORDING SYSTEMS					
61-01	Flight Display Units (FDU) (Continued)				
1)	Buttons and Knobs				
	(For airplanes equipped with G1000 Avionics System)	D	-	-	For single pilot operations, any PFD 2 Button or Knob may be inoperative or missing.
		C	-	-	For operations requiring a second in command, any button and/or knob may be inoperative in one FDU provided the buttons and/or knobs that perform the same function are operative on other two FDUs.
2) ***	Charts and Maps Database (ChartView and FliteCharts)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided operations do not require its use. **NOTE:** An out-of-date database is considered inoperative.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
31 INDICATING/RECORDING SYSTEMS					
61-01	Flight Display Units (FDU) (Continued)				
3) ***	Basemap	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use. **NOTE:** An out-of-date database is considered inoperative.
4) ***	SafeTaxi	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use. **NOTE:** An out-of-date database is considered inoperative.
5) ***	Airport Directory	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use. **NOTE:** An out-of-date database is considered inoperative.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
31 INDICATING/RECORDING SYSTEMS					
61-01	Flight Display Units (FDU) (Continued)				
6) ***	IFR/VFR Charts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use. **NOTE:** An out-of-date database is considered inoperative.
61-02	Display Cooling Fans	C	3	0	May be inoperative provided: a) VCS is operative, and b) Cockpit evaporator fan is operative.
61-04	GTC Cooling Fans (For airplanes equipped with G3000 Avionics System)	C	2	0	(O) One or both may be inoperative provided: a) Cockpit temperature does not exceed 30°C, and b) MFD ECS Synoptic is operative.
62-00 ***	Synthetic Vision System (SVS)	D	-	0	

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
32 LANDING GEAR					
45-21	Brake Assembly Wear Indicator	A	4	2	One per brake assembly may be missing or may be inoperative provided: a) The remaining brake wear indicator is checked each flight day, and b) Brake repairs are made within 2000 flight cycles. **NOTE:** In case of the remaining pin indicate brake wear, the maintenance must be accomplished before the MMEL time interval.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
33 LIGHTS					
10-00	Cockpit and Instruments Panel Lighting Systems	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Sufficient Flight Deck emergency lights operate normally.
23-01	Passenger Warning Signs	C	-	-	(M) No passenger seat may be occupied from which a "No Smoking/Fasten Seat Belt/Return to Seat" sign is not readily legible and that seat must be blocked and placarded as not to be occupied.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
33 LIGHTS					
23-01	Passenger Warning Signs (Continued)	C	-	-	(O) May be inoperative and the affected passenger seat(s), cabin crew seat(s) or lavatories may be occupied provided: a) The PA system is installed and checked operative, and can be clearly heard throughout the cabin during flight, and b) A procedure is used to notify passengers when the seat belts must be fastened and smoking is prohibited as appropriate.
26-02	Courtesy Airstairs Step Lights	D	3	0	May be inoperative provided alternate source of illumination is available during night operations.
42-00	Taxi Lights				
	(For airplanes equipped with High Intensity Discharge (HID) Taxi Lights)	C	2	0	
44-01	Wing Inspection Light	C	1	0	May be inoperative provided the airplane is not operated in known or forecast icing conditions at night.
45-01	Red Beacon	C	1	0	(O) May be inoperative provided anti-collision lights are operative and turned ON before engine operation.
46-01 ***	Logo Lights	D	-	0	

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
33 LIGHTS					
47-00	Landing Lights				
	(For airplanes equipped with High Intensity Discharge (HID) Landing Lights)	C	2	0	May be inoperative for daylight operations.
		B	2	1	
48-00	Navigation Lights	C	4	0	One or more may be inoperative for daylight operations.
49-00	Anti-Collision Lights	A	2	0	May be inoperative provided repairs are made in accordance with applicable local regulations.
52-07	Emergency Airstairs Step Lights	B	2	0	One or more may be inoperative for daylight operations.
52-09	Overwing and Underwing Emergency Lights	B	2	0	One or more may be inoperative for daylight operations.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
34 NAVIGATION					
11-01	Integrated Electronic Standby Instrument (IESI)				
1)	Standby Attitude Indication	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.
2)	STD Baro Button	C	1	0	May be inoperative provided BARO knob on the IESI operates normally.
3)	Brightness Buttons	C	2	0	May be inoperative provided brightness level is acceptable to the crew.
4)	CAGE Button	B	1	0	(O) May be inoperative provided IESI is reinitialized before each flight.
		B	1	0	May be inoperative provided IESI attitude indication is considered inoperative.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
34 NAVIGATION					
21-00	Attitude and Heading Reference System (AHRS)	B	2	1	(O) One may be inoperative provided: a) Operations are conducted in Day VMC only, b) Operative AHRS is selected as attitude and heading source to both PFDs, and c) IESI attitude is operative. **NOTE:** Autopilot is inoperative with one AHRS inoperative.
23-01	Standby Magnetic Compass System	B	1	0	(O) May be inoperative provided: a) Both AHRS stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the entire enroute portion of the flight.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
34 NAVIGATION					
31-00 ***	Radar Altimeter System				
	(For airplanes not equipped with Predictive Windshear function)	C	1	0	(O) (M) May be inoperative provided: a) Radio Altimeter is deactivated, b) Operations do not require its use, c) Terrain Awareness and Warning System-A (TAWS-A) is considered inoperative, d) Traffic Collision and Avoidance System (TCAS II) is considered inoperative, and e) Alternate procedures are established and used.
	(For airplanes equipped with Predictive Windshear function)	C	1	0	(O) (M) May be inoperative provided: a) Radio Altimeter is deactivated, b) Operations do not require its use, c) Terrain Awareness and Warning System-A (TAWS-A) is considered inoperative, d) Traffic Collision and Avoidance System (TCAS II) is considered inoperative, e) Predictive Windshear function is considered inoperative, and f) Alternate procedures are established and used.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
34 NAVIGATION					
32-00	VHF Navigation System				
1)	VOR/ILS	C	2	-	Any in excess of those required by local regulations may be inoperative.
2)	Marker Beacon	C	2	-	May be inoperative provided approach operating procedures do not require its use.
41-00	Terrain Awareness and Warning System	D	1	0	May be inoperative provided it is not required by local regulations.
42-00 ***	Weather Radar System	D	-	0	
1) ***	Predictive Windshear (PWS) Function	D	-	0	(O) May be inoperative provided alternate procedures are established and used.
43-00 ***	Traffic Collision and Avoidance System (TCAS II)	C	-	0	(M) May be inoperative provided: a) Not required by local regulations, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
46-00 ***	SurfaceWatch	C	1	0	
46-10 ***	Stabilized Approach	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
34 NAVIGATION					
47-00 ***	Reactive Windshear Detection System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
48-00 ***	Runway Overrun Awareness and Alerting System (ROAAS)	C	1	0	
51-00 ***	DME System	C	-	0	One or more may be inoperative provided operations do not require its use.
		D	-	-	Any in excess of those required by local regulations may be inoperative.
52-00	ATC Transponder and Automatic Altitude Reporting Systems	D	-	-	Any in excess of those required for the intended flight route may be inoperative.
		C	-	0	One or more may be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended flight route.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
34 NAVIGATION					
52-00	ATC Transponder and Automatic Altitude Reporting Systems (Continued)				
1) ***	Automatic Dependent Surveillance – Broadcast (ADS-B) Out Extended Squitter Transmissions	D	-	0	One or more extended squitter transmissions may be inoperative when not required for the intended flight route.
		C	-	0	One or more extended squitter transmissions may be inoperative when required for the intended flight route.
52-02 ***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. **NOTE:** Any ADS-B function that operates normally may be used.
		D	-	0	May be inoperative provided operations do not require its use. **NOTE:** Any ADS-B function that operates normally may be used.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
34 NAVIGATION					
53-00 ***	Automatic Direction Finder (ADF)	C	-	0	May be inoperative provided navigation procedures for the planned routes to be flown are not dependant upon the use of affected ADF.
		B	-	0	(O) May be inoperative provided alternate approved navigational equipment is operative and used.
		D	-	-	Any in excess of those required may be inoperative.
56-00	Global Positioning System (GPS)	C	2	1	One may be inoperative provided operations do not require its use.
57-00	Satellite Weather/Radio System	D	1	0	
61-00	Flight Management System (FMS)				
1)	Navigation Databases	C	-	-	(O) May be out of date provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
34 NAVIGATION					
61-00	Flight Management System (FMS) (Continued)				
2) ***	Weight and Balance (W&B) Function	C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) PERF function is considered inoperative.
		D	2	0	May be inoperative provided procedures do not require its use.
3) ***	Performance Management (PERF) Function	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
		D	2	0	May be inoperative provided procedures do not require its use.
4) ***	Takeoff and Landing Data (TOLD) Function	C	2	1	(O) May be inoperative provided alternate procedures are established and used.
		D	2	0	May be inoperative provided procedures do not require its use.
61-01	Flight Management System (FMS) Panel (For airplanes equipped with G1000 Avionics System)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
35 OXYGEN					
01-01	Cylinder Pressure Gauge	C	1	0	(M) May be inoperative provided: a) Gauge is inspected for no leakage, and b) Alternates procedures to measure the oxygen cylinder pressure for servicing must be established.
01-02	Pressure and Temperature Transducer	C	1	0	(O) May be inoperative provided: a) Cylinder pressure gauge is operative, and b) Oxygen pressure is checked in Cylinder before each flight.
01-03	Overboard Discharge Indicator (Green Disc)	C	1	0	
		C	1	0	(M) May be missing provided cavity is covered with speed tape.
02-02	Cylinder Fill Port	C	1	0	(M) May be inoperative provided: a) Valve is inspected for no leakage, and b) If oxygen cylinder refilling is necessary, it must be done outside airplane or cylinder replaced for a fully charged one.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
35 OXYGEN					
11-02	Crew Oxygen Masks	C	2	1	For single pilot operations, copilot mask may be inoperative (no flow) provided the copilot seat is not occupied.
21-00	Passenger Oxygen System	C	1	0	May be inoperative provided the airplane is operated with no passengers.
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
		C	1	0	(O) May be inoperative provided: a) Flight is conducted at or below 10000 ft, b) Flight Crew Oxygen System operates normally, c) Environmental Control Systems operate normally, and, d) Cabin Pressure Control System operates normally.
1)	Passenger Auto Deployment Function	C	1	0	(O) (M) May be inoperative provided: a) Flight is conducted at or below 30000 ft, b) Manual deployment function is verified operative before the first flight of the day, and c) Both Air Bleed sources operate normally.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
35 OXYGEN					
21-01	Passenger Oxygen Masks	C	7	-	(O) May be inoperative provided affected seat is placarded and blocked to prevent occupancy. |
31-01 ***	Protective Breathing Equipment (PBE)	D	-	-	(O) (M) Any in excess of those required may be inoperative or missing provided: a) Required distribution is maintained, b) Inoperative PBE and its installed location are placarded inoperative, c) Inoperative PBE unit is secured out of sight in an approved stowage, and d) Procedures are established and used to alert crew members of inoperative or missing equipment. **NOTE:** Inoperative PBE units may be subject to dangerous goods requirements.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
36 PNEUMATIC					
11-00	Engine Pneumatic Bleed System	C	2	1	(O) May be inoperative provided: a) Associated engine bleed remains selected OFF, b) The airplane is not operated in known or forecast icing conditions, and c) The airplane is operated at or below FL 250.
11-01	Pressure Regulating Shutoff Valve (PRSOV)	C	2	1	(O) (M) May be inoperative provided: a) Associated engine bleed remains selected OFF, b) Affected PRSOV is secured closed, c) The airplane is not operated in known or forecast icing conditions, and d) The airplane is operated at or below FL 250.
11-03	AMS Controller Channel	C	2	1	May be inoperative provided airplane is operated at or below FL 250.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
36 PNEUMATIC					
11-04	Fan Air Valves (FAV)	C	2	1	May be inoperative provided associated engine pneumatic bleed system is considered inoperative.
11-06	Cross Bleed Valve	C	1	0	(O) (M) May be inoperative provided: a) XBLEED switch remains selected OFF, and b) Cross bleed valve is secured closed.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
38 WATER AND WASTE					
30-00	Waste Disposal System	C	-	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
44 CABIN SYSTEMS					
13-00 ***	Passenger Intercom System	D	-	0	(M) May be inoperative provided Passenger Intercom System circuit breaker is pulled.
32-00 ***	Airborne Broadband Internet System (ABIS)	D	-	0	(M) May be inoperative provided ABIS circuit breakers are pulled.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
46 INFORMATION SYSTEMS					
20-00 ***	Flight Stream 510	D	-	0	May be inoperative or missing.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
52 DOORS					
10-00	Main Door				
1)	Keyed Lock	D	1	0	May be inoperative provided unlocked.
11-00	Main Door Locking and Actuating Mechanism				
1)	Latch Indication Visor	C	8	7	(O) One may be visually obstructed provided: a) The other Latches Visual Indicators are checked and confirmed closed, and b) The door is verified closed, latched, and locked before each flight.
		D	8	-	(O) (M) May be inoperative or missing provided: a) The door latches and locks indications are visible, b) Cavity is covered with polyurethane tape, and c) The door is verified closed, latched and locked before each flight.
2)	Lock Indication Visor	D	2	-	(O) (M) May be inoperative or missing provided: a) The door latches and locks indications are visible, b) Cavity is covered with polyurethane tape, and c) The door is verified closed, latched and locked before each flight.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
52 DOORS					
31-00	Forward Baggage Door				
1)	Keyed Lock	D	2	0	May be inoperative provided unlocked.
32-00	Aft Baggage Door				
1)	Keyed Lock	D	1	0	May be inoperative provided unlocked.
70-00	Doors Warning System (CAS Indication)				
1)	Passenger Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The door is verified closed, latched and locked, b) The 8 latches visual indicators are checked and confirmed closed, c) The 2 lock indicator flags are checked and confirmed closed, and d) At least one flashlight is operative.
2)	Forward Baggage Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The affected door is verified closed and latched, and b) Locking latches are inspected for correct engagement.

(Continued)

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
52 DOORS					
70-00	Doors Warning System (CAS Indication) (Continued)				
3)	Aft Baggage Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The affected door is verified closed and latched, and b) Locking latches are inspected for correct engagement.
4)	Emergency Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided the door is verified closed and latched before each flight.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
73 ENGINE FUEL AND CONTROL					
21-01	Full Authority Digital Electronic Control (FADEC)				
1)	System Faults	A	2	0	May be dispatched with system faults provided repairs are made in accordance with times established by engine manufacturer. No extensions are authorized. **NOTE:** The intent of the 0 in the number required for dispatch column is to show that dispatch is allowed with some faults present in both FADEC's.
33-00	Fuel Flow Indication	B	2	1	(O) May be inoperative provided: a) Both wings Fuel Quantity Indications on EIS are operative, b) Used Fuel information on synoptic Fuel Page, and c) Remaining Fuel information on FMS are not used by flight crew.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
73 ENGINE FUEL AND CONTROL					
34-01	Fuel Filter Impending Bypass Sensor	A	2	1	(M) One may be inoperative for one flight, provided: a) After affected engine shut down the E1 (2) FUEL IMP BYP message is still displayed, b) All engine parameters be operative, and c) Fuel filter is inspected for no contamination. **NOTE 1:** Fuel temperature indication must be operational. **NOTE 2:** No extensions are authorized.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
74 ENGINE IGNITION					
00-00	Ignition Channels	C	4	2	(O) One channel per engine may be inoperative provided associated ENG IGNITION switch is selected ON for ground starts.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
77 ENGINE INDICATING					
21-03	TT0 Inlet Total Air Temperature Sensor Heating System	C	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
79 ENGINE OIL					
00-01	Chip Detected	A	2	1	May be dispatched with systems faults provided: a) Indication in one engine only, b) E1 (2) CHIP DETECTED message is displayed on engine maintenance page, c) No engine chip indication on either engine in the previous 50 engine flight hours, d) All engine parameters be operative, e) No engine oil filter impending bypass indication, and f) Repairs are made within 10 engine flight hours or in 2 flights after initial indication, whichever occurs first. **NOTE:** No extensions are authorized.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
79 ENGINE OIL					
34-00	Oil Filter Impending Bypass Indicator	A	2	1	(M) May be inoperative in one engine only provided: a) After affected engine shut down the E1 (2) OIL BMP BYP message is still displayed, b) All engine parameters be operative, c) No engine chip indication on either engine in the previous 50 engine flight hours, d) Oil level is checked at maximum, e) Oil filter visual inspection for contamination is required prior to the first flight under this item and then daily prior to the first flight of the day, and f) Repairs are made within 10 calendar days. **NOTE:** No extensions are authorized.

System & Sequence No.	ITEM	1. Repair category	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
79 ENGINE OIL					
35-01	Chip Detector Sensor	A	2	1	(M) May be inoperative in one engine only, provided: a) E1 (2) CHIP DETECTED message not displayed on engine maintenance page, b) No engine chip indication on either engine in the previous 50 engine flight hours, c) All engine parameters be operative, d) No engine oil filter impending bypass indication, e) Affected Magnetic Chip Detector Sensor is checked for no debris prior to the first flight under this item and then every 10 calendar days, or 10 flight hours, whichever occurs first, and f) Repairs are made within 30 calendar days. **NOTE:** No extensions are authorized.