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

Master Minimum Equipment List (MMEL)

Revision: 9
Date: 09/23/2024

Bombardier Challenger
BD-100-1A10
(Models CL-300, CL-350, & CL-3500)

** FOR 14 CFR PARTS 91, 125, and 135 OPERATIONS ONLY **

Justin Gierka, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Corporate Aviation Branch (AFS-120)
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TABLE OF CONTENTS AND CONTROL PAGE

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	11/18/2003	All pages.
1	01/04/2005	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, 21-1 thru 15, 23-4 thru 5, 24-1 thru 3, 25-1 thru 2, 25-4 thru 10, 27-1 thru 3, 28-1 thru 12, 29-1 thru 5, 30-7 thru 12, 31-3 thru 5, 32-1 thru 12, 33-1, 33-3 thru 7, 34-1, 34-5, 34-7 thru 8, 35-1 thru 3, 36-1 thru 20, 49-1, 52-1 thru 3, and 73-1
2	02/27/2008	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 23-1 thru 6, 25-6 thru 7, 29-1, 31-2 thru 12
3	03/06/2009	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 21-1 thru 18, 23-6 thru 8, 25-1 thru 12, 28-1 thru 4, 30-1 thru 8, 31-1 thru 12, 33-4 thru 5, 34-1 thru 10, 36-1 thru 28
4	08/15/2011	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Section One: 21-9, 23-1 thru 6, 25-9, 26-1, 28-4, 29-1, 31-5 thru 7,31-10 thru 11, 32-2, 33-1 thru 2, 33-5 thru 6, 34-1 thru 11, 36-26, 46-1 thru 4, and 49-1, Section Two: TITLE-1 thru 2, INT-1 thru 2, TOC-1 thru 2, 2-1 thru 3
5	01/02/2015	Cover Page, Table of Contents, Control Page, Highlights of Change, Definitions, Preamble, Section One: 21-1 thru 2, 21-4 thru 16, 23-1 thru 8, 24-3, 25-2 thru 12, 26-2, 30-2, 30-6, 31-1 thru 12, 32-1, 33-1 thru 3, 33-6, 34-2 thru 10, 35-1 thru 2, 36-1 thru 24, and 73-1, Section Two: 2-4
6	07/30/2018	Cover Page, Table of Contents, Control Page, Highlights of Change, Definitions, Preamble, Section One: 21-1 thru 2, 21-7, 22-1, 23-1, 23-3 thru 4, 23-6, 24-2 thru 3, 25-1, 25-4 thru 6, 25-9 thru 10, 26-1 thru 2, 27-2, 28-1, 30-7, 31-1, 31-5 thru 6, 31-8 thru 10, 33-3 thru 6, 34-1 thru 2, 34-9 thru 11, 35-2, 36-5 thru 7, 36-13, 36-15 thru 17, 36-21 thru 24, 38-1, 46-1 thru 2, and 74-1, Section Two: 2-1 thru 2, and 2-4
7	03/12/2021	Cover Page, Table of Contents and Control Page, Highlights of Change, Definitions, Preamble, Section One: 21-1 thru 19, 22-1 thru 2, 23-1 thru 6, 24-1 thru 3, 25-1 thru 13, 26-1 thru 2, 27-1 thru 2, 28-1 thru 4, 29-1 thru 3, 30-1 thru 7, 31-1 thru 10, 32-1 thru 2, 33-1 thru 7, 34-1 thru 12, 35-1 thru 2, 36-1 thru 35, 45-1, 46-1 thru 2, 49-1, 52-1 thru 2, 73-1, 74-1, 78-1, 79-1, Section Two: 2-1 thru 5
8	05/16/2023	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, 21-1 thru 20, 22-1 thru 3, 23-1 thru 7, 24-1 thru 3, 25-1 thru 16, 26-1 thru 2, 27-1 thru 2, 28-1 thru 4, 29-1 thru 4, 30-1 thru 7, 31-1 thru 10, 32-1 thru 2, 33-1 thru 7, 34-1 thru 12, 35-1 thru 3, 36-1 thru 34, 38-1, 46-1 thru 2, 49-1, 52-1 thru 2, 73-1, 74-1, 76-1, 79-1, Section Two: 2-1 thru 5

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
9	09/23/2024	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 21-3, 25-7, 25-11, 30-3, 30-4, 30-5, 33-6, 34-5, 34-7, 34-10

The following changes are the Highlights of Changes for **Revision 9**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion.
21-3	21-23-02: Updated term to "Ventilated".
25-7	25-14-11: Updated "jackets" to "vest".
25-11	25-61-01 2): Revised per PL-120 Rev 4.
30-3	30-31-01-1: Removed redundant term "conditions".
30-4	30-31-01-2: Removed redundant term "conditions". 30-31-01-3: Removed redundant term "conditions".
30-5	30-31-01-4: Removed redundant term "conditions". 30-31-01-5: Removed redundant term "conditions".
33-6	33-45-02-2: Corrected "kn" to "kts".
34-5	34-42-01 4): New item introduced.
34-7	34-42-01 5): New item introduced.
34-10	34-54-01-1: Added "and" at end of condition a).

Insert definitions from Policy Letter (PL)-25, MMEL/MEL Definitions, as revised. The required definitions are listed in PL-25. Additional definitions may be included in an operator's MEL, as desired. Revision of PL-25 does not require revision to the operator's MEL. Applicable 14 CFR operating rule references are listed in Appendix A of PL-25. It is the responsibility of the operator to determine which 14 CFR operating rules are appropriate for their operation. Refer to the current PL-25 found on the FAA Dynamic Regulatory System (DRS) website at drs.faa.gov.

The applicable preamble must be inserted in the operator's MEL from current FAA PL-34, MMEL and MEL Preamble, or PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both PLs are found at the FAA DRS website at drs.faa.gov.

SECTION ONE

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Integrated Air System Controller (IASC)					
1)	Aircraft without SB 100-21-05					
a)	IASC 1 Channel B	B	1	0	(O) May be inoperative provided: a) IASC 2 Channel B is operative, b) Left Bleed Loop is considered inoperative (36-20-01), c) Left High Pressure Valve is considered inoperative (30-10-01), and d) Operational status of Pre-cooler Cross Over Valve is verified once each flight-day.	
b)	IASC 2 Channel B	B	1	0	(O) May be inoperative provided: a) IASC 1 Channel B is operative, b) Trim Air System is considered inoperative (21-61-03), c) Right Bleed Loop is considered inoperative (36-20-01), d) Right High Pressure Valve is considered inoperative (30-10-01), and e) Operational status of Pre-cooler Cross Over Valve is verified once each flight-day.	

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Sequence No.	Item	1	2	3	4	Change Bar
00-01	Integrated Air System Controller (IASC) (Cont'd)					
2)	Aircraft with SB 100-21-05, Aircraft 20101 and Subs					
a)	IASC 1 Channel B	C	1	0	(O) May be inoperative provided: a) IASC 2 Channel B is operative, b) Left Bleed Loop is considered inoperative (36-20-01), c) Left High Pressure Valve is considered inoperative (30-10-01), and d) Operational status of Pre-cooler Cross Over Valve is verified once each flight-day.	
b)	IASC 2 Channel B	C	1	0	(O) May be inoperative provided: a) IASC 1 Channel B is operative, b) Trim Air System is considered inoperative (21-61-03), c) Right Bleed Loop is considered inoperative (36-20-01), d) Right High Pressure Valve is considered inoperative (30-10-01), and e) Operational status of Pre-cooler Cross Over Valve is verified once each flight-day.	

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Sequence No.	Item	1	2	3	4	Change Bar
23-02	Avionics Cooling Valve	C	1	0	(M) May be inoperative provided: a) Valve is secured CLOSED, b) Avionics cooling fan is verified operative before each flight, and c) One Avionics Ventilated Temperature Sensor Element on each side is verified operative once each flight-day.	|
23-03	Avionics Ventilated Temperature Sensors					
1)	L/H Avionics Ventilated Temperature Sensor Elements	C	2	1		
		C	2	0	(M) Any or all may be inoperative provided: a) One R/H Avionics Ventilated Temperature Sensor Element is verified operative once each flight-day, b) Avionics Cooling Valve is verified operative before each flight, and c) Avionics cooling fan is verified operative before each flight.	
2)	R/H Avionics Ventilated Temperature Sensor Elements	C	2	1		
		C	2	0	(M) Any or all may be inoperative provided: a) One L/H Avionics Ventilated Temperature Sensor Element is verified operative once each flight-day, b) Avionics Cooling Valve is verified operative before each flight, and c) Avionics cooling fan is verified operative before each flight.	

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Sequence No.	Item	1	2	3	4	Change Bar
31-02	Safety Valves	C	2	0	(O) Any or all may be inoperative provided: a) PRESSURIZATION EMER DEPRESS switch is selected ON, and b) Operations are conducted unpressurized at or below 9,000 ft MSL.	
31-03	PRESSURIZATION MANUAL “ON” Switch Light (Light Function Only)	C	1	0		
31-04	PRESSURIZATION EMER DEPRESS “ON” Switch Light (Light Function Only)	C	1	0		
31-05	PRESSURIZATION DITCHING “ON” Switch Light (Light Function Only)	C	1	0		

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Sequence No.	Item	1	2	3	4	Change Bar
51-01	Flow Control Valves (FCV)					
1)	Aircraft 20003 to 20100 without SB 100-21-05	B	2	1	(M)(O) Left may be inoperative provided: a) Valve is secured CLOSED, b) Trim Air System is operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, d) Trim Air Inlet Temperature Sensor is operative, e) Right Bleed Loop is operative, f) Operational status of L/H Environmental Control Bleed Pressure Indication System is verified before each flight, g) Ram Air Valve is verified operative, h) Operations are conducted at or below FL 250, and i) Operations are conducted within one hour from a suitable airport. (Continued)	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Flow Control Valves (FCV) (Cont'd)					
1)	Aircraft 20003 to 20100 without SB 100-21-05 (Cont'd)	B	2	1	(M)(O) Right may be inoperative provided: a) Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, c) Pack Inlet Temperature Sensor is operative, d) Left Bleed Loop is operative, e) Operational status of R/H Environmental Control Bleed Pressure Indication System is verified before each flight, f) Ram Air Valve is verified operative, g) Operations are conducted at or below FL 250, and h) Operations are conducted within one hour from a suitable airport.	
		C	2	0	(M)(O) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9,000 ft. MSL.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Flow Control Valves (FCV) (Cont'd)					
2)	(Aircraft 20003 to 20100 with SB 100-21-05) Aircraft 20101 and Subs	C	2	1	(M)(O) Left may be inoperative provided: a) Valve is secured CLOSED, b) Trim Air System is operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, d) Trim Air Inlet Temperature Sensor is operative, e) Right Bleed Loop is operative, f) Operational status of L/H Environmental Control Bleed Pressure Indication System is verified before each flight, g) Ram Air Valve is verified operative, h) Operations are conducted at or below FL 250, and i) Operations are conducted within one hour from a suitable airport.	
		C	2	1	(M)(O) Right may be inoperative provided: a) Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, c) Pack Inlet Temperature Sensor is operative, d) Left Bleed Loop is operative, e) Operational status of R/H Environmental Control Bleed Pressure Indication System is verified before each flight, f) Ram Air Valve is verified operative, g) Operations are conducted at or below FL 250, and h) Operations are conducted within one hour from a suitable airport.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Flow Control Valves (FCV) (Cont'd)					
2)	(Aircraft 20003 to 20100 with SB 100-21-05) Aircraft 20101 and Subs (Cont'd)	C	2	0	(M)(O) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9,000 ft MSL.	
52-01	Compressor Discharge Temperature Sensor (CDTS)	C	1	0	May be inoperative provided left and right Flow Control Valves are considered inoperative (21-51-01).	
1)	Compressor Discharge Temperature Sensor Elements	C	2	1	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight-day.	
52-02	Pack Temperature Sensor (PTS)	C	1	0	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight-day.	
52-03	Pack Discharge Temperature Sensor (PDTS)	C	1	0	May be inoperative provided left and right Flow Control Valves are considered inoperative (21-51-01).	
1)	Pack Discharge Temperature Sensor Elements	C	2	1	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight-day.	

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Sequence No.	Item	1	2	3	4	Change Bar
52-04	Air Conditioning Pack	C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	
53-01	Ram Air Valve (RAV)	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured OPEN, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	
53-02	Ram Air Regulating Valve (RARV)					
1)	Aircraft 20006 to 20033 without SB 100-21-01	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) Ram Air Valve is verified operative, c) Operations are conducted at or below FL 250, and d) Operations are conducted within one hour from a suitable airport.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
53-02	Ram Air Regulating Valve (RARV) (Cont'd)					
1)	Aircraft 20006 to 20033 <u>without</u> SB 100-21-01 (Cont'd)					
		C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	
2)	Aircraft 20006 to 20033 <u>with</u> SB 100-21-01, 20001 to 20005, 20034, and Subsequent	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured in DISPATCH position, b) Ram Air Valve is verified operative, c) Operations are conducted at or below FL 250, and d) Operations are conducted within one hour from a suitable airport.	
		C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
60-01	AIR COND/BLEED RAM AIR "ON" Switch Light (Light Function Only)	C	1	0		
60-02	AIR COND/BLEED MAN TEMP "ON" Switch Light (Light Function Only)	C	1	0		
61-01	Cockpit/Cabin Ventilated Temperature Sensors	C	2	0	(O) Any or all may be inoperative provided cockpit and cabin temperatures are controlled manually.	
1)	Cockpit/Cabin Ventilated Temperature Sensor Elements	C	4	2	(O) One sensor element per sensor may be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight-day.	
61-02	Duct Temperature Sensors (DTS)					
1)	Aircraft 20003 to 20100 without SB 100-21-05	B	2	0	Any or all may be inoperative provided Trim Air System is considered inoperative (21-61-03).	
a)	Duct Temperature Sensor Elements	B	4	2	(O) One sensor element per sensor may be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight-day.	
2)	(Aircraft 20003 to 20100 with SB 100-21-05) Aircraft 20101 and Subs	C	2	0	Any or all may be inoperative provided Trim Air System is considered inoperative (21-61-03).	
a)	Duct Temperature Sensor Elements	C	4	2	(O) One sensor element per sensor may be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight-day.	

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Sequence No.	Item	1	2	3	4	Change Bar
61-03	Trim Air System					
1)	Aircraft 20003 to 20100 <u>without</u> SB 100-21-05	B	1	0	(M)(O) May be inoperative provided: a) Right Flow Control Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to PACK ONLY, c) Pre-cooler Cross Over Valve is operative, d) Left Flow Control Valve is operative, e) Pack Inlet Temperature Sensor is operative, f) Left Bleed Loop is operative, g) Ram Air Valve is verified operative, h) R BLEED is selected OFF, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
		C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-03	Trim Air System (Cont'd)					
2)	(Aircraft 20003 to 20100 with SB 100-21-05) Aircraft 20101 and Subs	C	1	0	(M)(O) May be inoperative provided: a) Right Flow Control Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to PACK ONLY, c) Pre-cooler Cross Over Valve is operative, d) Left Flow Control Valve is operative, e) Pack Inlet Temperature Sensor is operative, f) Left Bleed Loop is operative, g) Ram Air Valve is verified operative, h) R BLEED is selected OFF, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
		C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	

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Sequence No.	Item	1	2	3	4	Change Bar
61-04	Pre-Cooler Cross Over Valve (PCV)	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured OPEN, b) Trim Air System is operative, c) Ram Air Valve is verified operative, d) Operations are conducted at or below FL 250, and e) Operations are conducted within one hour from a suitable airport.	
		C	1	0	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	

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Sequence No.	Item	1	2	3	4	Change Bar
61-05	Pack Inlet Temperature Sensor (PITS)					
1)	Aircraft 20003 to 20100 <u>without</u> SB 100-21-05	B	1	0	(M)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	
		C	1	0	(M)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9,000 ft MSL.	

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Sequence No.	Item	1	2	3	4	Change Bar
61-05	Pack Inlet Temperature Sensor (PITS) (Cont'd)					
1)	Aircraft 20003 to 20100 without SB 100-21-05 (Cont'd)					
a)	Pack Inlet Temperature Sensor Elements	C	2	1	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight-day.	
2)	(Aircraft 20003 to 20100 with SB 100-21-05) Aircraft 20101 and Subs	C	1	0	(M)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	

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Sequence No.	Item	1	2	3	4	Change Bar
61-05	Pack Inlet Temperature Sensor (PITS) (Cont'd)					
2)	(Aircraft 20003 to 20100 with SB 100-21-05) Aircraft 20101 and Subs (Cont'd)					
		C	1	0	(M)(O) May be inoperative provided: a) L/H Bleed Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9,000 ft MSL.	
a)	Pack Inlet Temperature Sensor Elements	C	2	1	(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight-day.	

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-06	Trim Air Inlet Temperature Sensor (HATS)					
1)	Aircraft 20003 to 20100 <u>without</u> SB 100-21-05	B	1	0	(M)(O) May be inoperative provided: a) R/H Bleed Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport. (Continued)	

AIRCRAFT:
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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-06	Trim Air Inlet Temperature Sensor (HATS) (Cont'd)					
1)	Aircraft 20003 to 20100 without SB 100-21-05 (Cont'd)	C	1	0	(M)(O) May be inoperative provided: a) R/H Bleed Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9,000 ft MSL.	
2)	(Aircraft 20003 to 20100 with SB 100-21-05) Aircraft 20101 and Subs	C	1	0	(M)(O) May be inoperative provided: a) R/H Bleed Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport.	

(Continued)

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-06	Trim Air Inlet Temperature Sensor (HATS) (Cont'd)					
2)	(Aircraft 20003 to 20100 with SB 100-21-05) Aircraft 20101 and Subs (Cont'd)					
		C	1	0	(M)(O) May be inoperative provided: a) R/H Bleed Valve is secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9,000 ft. MSL.	
61-07	Temperature Control Valve (TCV)	C	1	0	May be inoperative provided L/H and R/H Flow Control Valves are considered inoperative (21-51-01).	
61-08	Baggage Compartment Heaters	C	2	0	(M)(O) Any or all may be inoperative provided affected heater is deactivated.	

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Autopilot System	B	1	0	Except where enroute operations or approach procedures require its use, may be inoperative provided Altitude Alerting System is operative. NOTE 1: Autopilot is required for RVSM Operations. NOTE 2: Relief for inoperative individual flight guidance operational modes is provided by MMEL Item 22-10-02 Flight Directors.	
10-02	Flight Directors	B	2	1	(O) Except where enroute operations or approach procedures require its use, may be inoperative provided Autopilot System is considered inoperative (22-10-01).	
		B	2	0	Except where enroute operations or approach procedures require its use, may be inoperative provided: a) Autopilot System is considered inoperative (22-10-01), b) TO/GA Switches are considered inoperative (22-11-02), and c) Operations are conducted in accordance with the appropriate Airplane Flight Manual Supplement(s) (AFMS). (Continued)	

AIRCRAFT:
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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Flight Directors (Cont'd)					
1)	Flight Director Modes	C	-	-	Except when enroute operations or approach procedures require its use, individual flight director modes may be inoperative provided Altitude Alerting System is operative. NOTE 1: Flight director altitude hold mode is required for RVSM Operations. NOTE 2: Any flight director mode which operates normally may be used.	
11-01	Autopilot/Flight Director Sync Switches	C	2	0	Any or all may be inoperative in Non-SYNC mode.	
		B	2	0	Any or all may be inoperative in SYNC mode provided: a) Autopilot is disengaged and considered inoperative (22-10-01), b) Flight Directors are selected off and considered inoperative (22-10-02), and c) TO/GA switches (22-11-02) are considered inoperative.	
11-02	Takeoff/Go-Around (TO/GA) Switches	C	2	1	(O) May be inoperative provided alternate procedures are established and used.	
		C	2	0	(O) Any or all may be inoperative provided: a) Operations are conducted in accordance with AFMS, Supplement 2 – Supplemental information for the MMEL (Flight Directors inoperative), and b) Operations with Steep Approach are not conducted.	

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
30-01 ***	Autothrottle System	D	1	0	(O) May be inoperative provided: a) Autothrottle is confirmed disengaged, and b) LH and RH Thrust Levers are verified to move freely and maintain adequate friction, prior to each flight.	
30-02 ***	AT Disengage Buttons/Function (Loss of Disengagement Capability)	D	2	1	(O) One may be inoperative in the inactive state (loss of disengagement capability) provided: a) Remaining AT Disengage Button is verified operative before each flight, and b) Alternate procedures are established and used to disengage using the remaining AT Disengage Button.	
30-03 ***	Autothrottle Engagement Switches	D	2	1	One may be inoperative in inactive state (loss of engagement capability) provided the remaining Autothrottle Engagement Switch is used.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4 Change Bar
11-01	VHF Communication Systems	D	-	2	VHF 3 may be inoperative.
11-02	HF Communication Systems	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative.
		C	-	1	(M)(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.
13-01 ***	Satellite Communication (SATCOM) System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided routine procedures do not require its use.
20-01 ***	Datalink System (Includes CPDLC and ADS-C Functions)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided 14 CFR do not require its use.

(Continued)

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
20-01 ***	Datalink System (Includes CPDLC and ADS-C Functions) (Cont'd)					
1)	Controller-Pilot Data Link Communications (CPDLC) (Aircraft 20003 to 20500 with SB 100-23-22, or SB 100-23-21, or Aircraft 20501 and Subs with SB 350-23-010, or SB 350-23-011)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided 14 CFR do not require its use.	
a)	CPDLC In-Coming Message Visual Alerting (CDU and EICAS)	C	2	0	May be inoperative provided In-Coming Message Aural Alerting (chime) is operative.	
		D	2	0	May be inoperative provided operating regulations and routine operations do not require the use of CPDLC.	
2) ***	Automatic Dependent Surveillance-Contract (ADS-C)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided 14 CFR do not require its use.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
22-01 ***	Selective Call (SELCAL) System	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.	
1)	Channels	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.	
41-01	Passenger Address (PA) System					
1)	Passenger Configuration	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used.	
a)	Lavatory Speaker	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Alerting System (Chime/Light)					
1)	Flight Deck Call Light	B	1	0	May be inoperative provided the flight deck chime is operative. NOTE: Any visual alerting system function(s) that operates normally may be used.	
2)	Flight Attendant/ Cabin Call Light	D	-	0	(O) May be inoperative provided: a) Affected call light is not used for lavatory smoke detector alerting, and b) Alternate procedures are established and used.	
3)	Flight Attendant/ Cabin Chime	D	-	0	(O) May be inoperative provided: a) Affected chime is not used for lavatory smoke detector alerting, and b) Alternate procedures are established and used.	
51-01	Hand-Held Microphones	C	2	1	May be inoperative provided associated Boom Microphone is operative and used.	
		C	2	0	Any or all may be inoperative provided: a) Boom Microphones are operative and used, and b) Spare Boom Microphone is available in flight compartment.	
51-02	Flight Compartment Speakers	C	2	0	Any or all may be inoperative provided: a) All flightcrew members on flight deck duty utilize headsets, and b) Spare headset is readily available.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-03	Boom Microphones	A	-	0	May be inoperative provided: a) Associated Hand-Held Microphone is operative and used, and b) Repairs are made within 3 flight-days.	
51-04	Headsets	D	-	-	Any in excess of those required for each flightcrew member on flight deck duty may be inoperative.	
51-06	Cabin/Lavatory Speakers	C	-	0	May be inoperative provided: a) Passenger Address System (23-41-01) is considered inoperative, b) Flight Attendant/Cabin Chime is considered inoperative (23-41-02, sub item 3), and c) Pre-recorded Announcement System is considered inoperative (23-70-01).	
1)	Lavatory Speaker	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
51-07	Control Wheel TX/INPH Switches	A	2	1	(O) May be inoperative in non-transmit mode provided: a) Boom Microphone on affected side is considered inoperative (23-51-03), b) Crew interphone using O_2 mask and hot mike is verified operative before each flight, and c) Repairs are made within 3 flight-days. NOTE: Pilot with inoperative TX/INPH Switch will not be able to transmit when wearing the O_2 mask.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-08 ***	Cockpit Speaker Mute System					
1)	Cockpit Speaker Mute Pushbutton	C	1	0	May be inoperative in the mute state provided Flight Compartment Speakers (23-51-02) are considered inoperative.	
		D	1	0	(O) May be inoperative provided the system is not failed in the mute state.	
2)	Cockpit Speaker Mute Annunciators	D	2	0		
70-01 ***	Pre-Recorded Announcement System (Airshow Custom Passenger Briefings)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided routine procedures do not require its use.	
71-01	Cockpit Voice Recorder (CVR) System Including the Recorder Independent Power Supply (RIPS)					
1)	If CVR and FDR are Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
a)	Recorder Independent Power Supply (RIPS) (20292 and Subs Post SB 100-23-20)	C	1	0	(M) May be inoperative provided RIPS is removed.	

(Continued)

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
71-01	Cockpit Voice Recorder (CVR) System Including the Recorder Independent Power Supply (RIPS) (Cont'd)					
2)	Operators Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made as required by 14 CFR.	
a)	Recorder Independent Power Supply (RIPS) (20292 and Subs Post SB 100-23-20)	C	1	0	(M) May be inoperative provided RIPS is removed.	
72-01	Crewmember Interphone System(s)					
1)	Flight Deck to Ground Function	C	-	0	(M) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	APU Generator Channel	C	1	0	(M) May be inoperative provided: a) APU generator is disabled, and b) Engine-Driven Generator Channels are operative.	
20-02	ELECTRICAL APU GEN “ON” Switch Light (Light Function Only)	C	1	0		
30-01	ELECTRICAL L/R BATT “OFF” Switch Light (Light Function Only)	C	2	0		
30-02	ELECTRICAL STBY INST “OFF” Switch Light (Light Function Only)	C	1	0		
31-01	Engine-Driven Generator Channels	B	2	1	(M)(O) May be inoperative provided: a) Affected generator is disabled, b) APU is operative, c) APU Generator Channel is operative and used throughout flight, d) Flight planning must consider additional fuel burn for the APU, and e) Operations are conducted at or below FL 300.	
31-02	ELECTRICAL L/R GEN “OFF” Switch Light (Light Function Only)	C	2	0		
31-03 ***	Hydraulic Motor-Driven Generator (HMDG) System	D	1	0	(M) May be inoperative provided system is deactivated.	

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TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
41-01	External Power System	C	1	0		
41-02	ELECTRICAL EXT PWR “AVAIL/ON” Switch Light (Pedestal) (Light Function Only)	C	1	0		
41-03	EXTERNAL POWER “AVAIL/IN USE” Indicator (Service Panel)	C	1	0		
41-04	Ground Service Power System	C	1	0	(O) May be inoperative provided ground service contactor is verified open.	
41-05	GND SERVICE “ON” Switch Light (Service Panel) (Light Function Only)	C	1	0		
50-01	Bus Tie Contactors	B	2	1	May be inoperative CLOSED.	
50-02	ELECTRICAL BUS TIE “-” Switch Light (Light Function Only)	C	1	0		
64-01	Auxiliary Buses					
1)	Left Auxiliary Bus	C	1	0		

(Continued)

AIRCRAFT:
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TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
64-01	Auxiliary Buses (Cont'd)					
2)	Right Auxiliary Bus	B	1	0	(O) May be inoperative provided: a) Passenger Address System is considered inoperative (23-41-01), b) Alerting System is considered inoperative (23-41-02), c) Pre-Recorded Announcement System is considered inoperative (23-70-01), d) Windshield & Side Window Heating System Right Side Window Heating Channel is considered inoperative (30-41-01), e) Cabin Lighting System is considered inoperative (33-20-01), f) Water System is considered inoperative (38-00-01), and g) Lavatory Waste System is considered inoperative (38-30-01).	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Pilot Seats					
1)	Headrests	C	2	0	Any or all may be inoperative or missing provided seat is acceptable to the affected crewmember.	
2)	Lumbar Supports	C	2	0	Any or all may be inoperative in the lowest position provided seat is acceptable to the affected crewmember.	
3)	Arm Rests	C	4	0	(M) Any or all may be inoperative or missing provided: a) Affected armrest is secured in upright position or removed, b) Egress is not impaired, and c) Seat is acceptable to the affected crewmember.	
4)	Seat Adjustments	C	-	-	Vertical, recline, and fore/aft adjustment may be inoperative provided seat is secured in a position to meet individual pilot requirements.	
11-02 ***	Belted Toilet Seat	D	1	0	Seat belt may be inoperative provided the seat is not occupied during taxi, takeoff, and landing.	
11-03 ***	Forward Pull Out In Flight Seat	D	1	0	(M) May be inoperative provided it is secured in the STOWED position or removed.	
13-01 ***	Pilots Heated Mats	C	2	0	(M) Any or all may be inoperative provided affected mat is deactivated.	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
14-01	Cockpit Sun Visors					
1)	Sun Visors (Headliner)	C	2	0	Any or all may be inoperative provided affected sun visor does not obstruct either pilot's field of view for takeoff and landing.	
		C	2	0	(O) Any or all may be inoperative or missing provided: a) Affected sun visor is removed, b) Affected sun visor is disposed in a secure stowage location, and c) It is acceptable to flightcrew for intended flight conditions.	
2)	Glare Shield Retractable Visors	C	2	0	(M) Any or all may be inoperative or missing provided: a) Affected visor is secured in the retracted position or removed, and b) It is acceptable to flightcrew for intended flight conditions.	
14-02	Control Wheel Chart Holders	C	2	0		
14-03 ***	Cockpit Writing Tables	D	2	0	Any or all may be inoperative or missing provided affected table does not impede associated crewmember to perform his duties.	
14-04	Lavatory Entry Area Ashtray	A	1	0	May be inoperative or missing for a period of 10 calendar-days.	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
14-05	Galley Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that the sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.	
14-06	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure affected bin, compartment, or closet in closed position, b) Affected bin, compartment, or closet is prominently placarded, “DO NOT USE,” c) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any items except for those permanently affixed. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Proviso is not intended to preclude crewmember inspections. (Continued)	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
14-06	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets (Cont'd)	C	-	-	(M)(O) May be inoperative provided: a) For non-retractable doors affected door is removed, b) For retractable doors, affected door is removed or secured in retracted (fully open) position, c) Affected bin, compartment, or closet is prominently placarded, "DO NOT USE," d) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments, or closets, and f) Passengers are briefed that affected bin, compartment, or closet is not used. NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative. NOTE 2: Any emergency equipment located in affected bin, compartment, or closet (permanently affixed) is available for use. (Continued)	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
14-06	Storage Bins/Cabin, Galley, and Lavatory Storage Compartments/ Closets (Cont'd)					
		C	-	-	May be inoperative in closed position provided: a) Affected bin, compartment, or closet is prominently placarded, "DO NOT USE," b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured. NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate.	
1)	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
14-07	Passenger Seat Life Vest Storage Compartment Panels					
1)	If Life Vests Required by Regulations	C	-	-	May be inoperative (missing) provided: a) Associated life vest is relocated and accessible for affected passenger, and b) Affected passenger is briefed about life vest location.	

(Continued)

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
14-07	Passenger Seat Life Vest Storage Compartment Panels (Cont'd)					
1)	If Life Vests Required by Regulations (Cont'd)	C	-	-	May be inoperative (missing) provided: a) Associated life vest is removed, and b) Affected Passenger Seat is considered inoperative (25-21-01).	
2)	If Life Vests Not Required by Regulations	D	-	-	May be inoperative (missing) provided associated life vest is removed.	
14-08	Lavatory Door	C	1	0	(M) May be inoperative provided door is secured closed and placarded, "DO NOT ENTER." NOTE: This proviso does not preclude inspections by crewmembers.	
14-09	Interior Baggage Door	C	1	0	(M) May be inoperative OPEN provided: a) Baggage compartment remains empty except for fly away kits and/or ballast, and b) Baggage restraints are operative and used if fly away kits or ballast are retained. NOTE: Operator MELs should define which items are approved for inclusion in fly away kits, and which material can be used as ballast.	
		C	1	0	(M) May be inoperative CLOSED and used for storage provided: a) Door is secured closed, and b) Baggage restraints are operative and used.	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
14-10	Life Rafts	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
14-11	Life Vest	D	-	-	(M)(O) Any in excess of those required may be inoperative or missing, provided: a) Required distribution is maintained, b) Inoperative life vest and its installed location are placarded inoperative, c) Inoperative life vest is secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	|

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seats	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY." NOTE 1: A seat(s) with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
1)	Recline Mechanism	D	-	-	(M) May be inoperative and seat(s) occupied provided seat(s) is secured in the full upright position.	
2) ***	Lazyboy Leg Rest Mechanism	D	-	-	(M) May be inoperative and seat(s) occupied provided leg rest(s) is secured in stowed position.	
3) ***	Track/Swivel Mechanism	D	-	-	(M) May be inoperative and seat(s) occupied provided: a) Affected forward-facing seat is secured in fully aft, fully outboard, forward-facing position, and b) Affected aft-facing seat is secured in fully forward, fully outboard, aft-facing position.	
4) ***	Armrest	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
5) ***	Seat Belt Air Bag Restraint Systems					
	Seat Belt Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY."	
	Seat Belt Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	

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TABLE KEY
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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-02 ***	Observer Seat					
1) ***	Flight Deck Observer Seat (Including Associated Equipment)	A	-	0	(O) May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, b) Affected seat is verified retracted prior to each flight, and c) Repairs are made within 2 flight-days. May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available to the FAA inspector for the performance of official duties, b) Seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight-days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot-in-command (PIC) will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s). (Continued)	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-02 ***	Observer Seat (Cont'd)					
2) ***	Passenger/Observer Seat (Including 3rd Audio System)	A	1	0	(M) May be inoperative provided: a) Seat does not block or restrict access to an emergency exit, b) Seat does not restrict any passenger from access to the main aisle, c) Seat is not used and is blocked and placarded, "DO NOT OCCUPY," d) Other passenger seat is made available to an FAA inspector (if required) for the performance of official duties, and e) Repairs are made within 2 flight-days. NOTE: An inoperative seat belt renders seat inoperative.	
***	a) Recline Mechanism	C	1	0	(M) May be inoperative and seat occupied provided seat is secured in the upright position.	
***	b) Lazyboy Leg Rest Mechanism	D	1	0	(M) May be inoperative and seat occupied provided leg rest is secured in stowed position.	
***	c) Track/Swivel Mechanism	D	1	0	(M) May be inoperative and seat occupied provided: a) Affected forward-facing seat is secured in fully aft, fully outboard, forward-facing position, and b) Affected aft-facing seat is secured in fully forward, fully outboard, aft-facing position.	
3) ***	Observer Seat Not Required by 14 CFR (Including Associated Equipment)	D	-	0	NOTE: The PIC will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
50-01	Cargo Restraint System	C	1	0	May be inoperative provided cargo compartment remains empty.	
1)	Baggage Net	C	1	0	May be inoperative provided Baggage Shelf is installed, operative and used to restrain all available baggage.	
2) ***	Baggage Shelf	D	1	0	May be inoperative provided shelf is not used. NOTE: An inoperative restraining net renders shelf inoperative.	
61-01 ***	Emergency Locator Transmitter (ELT)					
1)	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2)	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	|
		A	-	0	May be missing provided: a) Placard stating, “ELT not installed,” is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days.	|
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	

(Continued)

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
61-01 ***	Emergency Locator Transmitter (ELT) (Cont'd)					
3) ***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
4) ***	ELT Indicator Light	D	-	0		
5) ***	ELT Aural Alarm	D	-	0		
62-01 ***	Emergency Medical Equipment					
1)	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, inoperative, or removed provided: a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	

(Continued)

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-01 ***	Emergency Medical Equipment (Cont'd)					
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	

(Continued)

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-01 ***	Emergency Medical Equipment (Cont'd)					
3)	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	
62-02	Flotation Equipment (Crew and Passengers)				Deleted, Revision 8.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-03	Portable Flashlights/Flashlight Holders	C	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
70-01 ***	Non-Essential Equipment Furnishings (NEF)	-	-	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 operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	
70-02	Lavatory Waste Bin	C	-	-	(M) May be inoperative provided: a) Associated Lavatory Waste Bin is empty, and b) Associated Lavatory Waste Bin is secured closed, and placarded, “DO NOT USE.”	

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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
11-01	FIREX System	B	1	1	System redundancy may be degraded as indicated by “FIRE SYS FAULT” advisory message provided operations are conducted within one hour from a suitable airport. NOTE: At time of repair, any FIREX system failure causing FIRE SYS FAULT advisory message to display must be corrected.	
11-02	FIREX Control Unit ARINC Communication	B	1	0	(O) May be inoperative provided FIRE DET test is performed before each flight.	
13-01	APU Fire Detection Subsystem	B	1	0	May be inoperative provided APU is considered inoperative (49-11-01).	
		C	1	0	(M) May be inoperative for ground operations only provided: a) APU access panel is opened, b) APU is continuously visually monitored, and c) APU is shut down before taxi.	
14-01	Main Landing Gear Bay Overheat Detection Subsystem	B	1	0	May be inoperative provided: a) Landing gear is left extended for a minimum of 5 minutes after takeoff, b) Takeoff performance is in accordance with the AFMS (Flight with Landing Gear Down), c) Takeoff is not conducted in icing conditions, and d) “Short Field Operations” (AFMS 11) are not conducted. NOTE: In case of engine failure after V_1, performance is the prime consideration and the landing gear should be retracted normally until performance penalty with gear down is not a problem.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
15-01	Baggage Compartment Smoke Detection Subsystem	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast and/or fly away kits. NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.	
21-01	APU Fire Extinguishing Subsystem	B	1	0	May be inoperative provided APU is considered inoperative (49-11-01).	
		C	1	0	(M) May be inoperative for ground operations only provided: a) APU access panel is opened, b) APU is continuously visually monitored, and c) APU is shut down before taxi.	
23-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
****	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4 Change Bar
10-01	EICAS Aileron Control Surface Position Indications	C	2	0	(O) Any or all may be inoperative provided affected control surface is visually checked for full, free, and correct movement before each flight.
20-01	EICAS Rudder Control Surface Position Indication	C	1	0	(O) May be inoperative provided: a) Rudder Pedal Adjustment Systems are operative, and b) Control surface is visually checked for full, free, and correct movement before each flight.
20-02	Rudder Pedal Adjustment Systems	C	2	0	(M) Any or all may be inoperative provided: a) Actuators are deactivated, b) EICAS Rudder Control Surface Position Indication is operative, c) Pedals position is acceptable to the affected crewmember, and d) Rudder and brake pedals are checked for full and unrestricted movement at both pilot stations.
32-01	Stick Shakers	A	2	1	(M)(O) May be inoperative provided: a) Affected shaker is deactivated, b) Aural warnings are verified operative, and c) Repairs are made after 1 flight.
32-02	STALL PUSHER “OFF” Switch Light (Light Function Only)	C	1	0	

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4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Pitch Trim System				Deleted, Revision 8.	
60-01	Spoiler System					
1)	Ground Lift Dumping AUTO Function	C	1	0	(O) May be inoperative provided: a) GND SPOILERS rotary selector switch is selected to MANUAL ARM before each takeoff and landing, and b) GND SPOILERS rotary selector switch is selected to OFF after each landing.	
61-01	ROLL SPOILERS “OFF” Switch Light (Light Function Only)	C	1	0		

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Gravity Filler Caps	C	2	0	(M)(O) May be inoperative CLOSED provided: a) There is no fuel leakage from affected Gravity Filler Cap, and b) Pressure Refueling System is operative.	
21-01	APU Fuel SOV	B	1	0	(M) May be inoperative provided: a) Valve is deactivated CLOSED, and b) APU is considered inoperative (49-11-01).	
21-02	L & R Fuel Boost Pumps	A	2	1	(M)(O) May be inoperative provided: a) Inoperative Boost Pump is selected to OFF, b) Inoperative Boost Pump is deactivated, c) Both primary feed ejectors are operative, d) Transfer (XFER) Valve is verified operative, e) Gravity cross-flow (XFLOW) valve is verified operative, f) Operations are conducted at or below 18,500 ft, g) Bulk Fuel Temperature before takeoff is below or equal to 25°C (77°F), h) Aircraft has fuel of types Jet A or Jet A1, i) A minimum fuel quantity of 2,000 lb per wing (4,000 lb total) is required for landing and any fuel quantity below this value is considered unusable, j) Cross-side Fuel Boost Pump AUTO function is operative, k) Operations are conducted within one hour from a suitable airport, and l) Repairs are made within 1 flight-day.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-03	L & R Fuel Boost Pumps Auto Function					
	L Fuel Boost Pump AUTO Function	C	1	0	May be inoperative provided FUEL L PUMP rotary selector switch is selected to ON before left engine start and selected to OFF when engine started.	
	R Fuel Boost Pump AUTO Function	C	1	0	May be inoperative provided: a) FUEL R PUMP rotary selector switch is selected to ON before right engine start and selected to OFF when engine started, and b) FUEL R PUMP rotary selector switch is selected to ON before APU start and selected to OFF when right engine started or APU shut down.	
22-01	XFER Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is deactivated CLOSED, b) Gravity XFLOW Valve is verified operative, and c) Operations are conducted within one hour from a suitable airport.	
22-02	FUEL XFER "-" Switch Light (Light Function Only)	C	1	0		
22-03	FUEL GRAVITY XFLOW "-" Switch Light (Light Function Only)	C	1	0		
22-04	Gravity XFLOW Valve	C	1	0	(M) May be inoperative provided: a) Valve is deactivated CLOSED, b) XFER Valve is verified operative, and c) Operations are conducted within one hour from a suitable airport.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Pressure Refueling System (Refuel/Defuel Control Panel)	C	1	0	(O) May be inoperative provided gravity refueling procedure is used.	
1)	Automatic Mode	C	1	0	(O) May be inoperative provided Manual Mode is operative.	
2)	Manual Mode	C	1	0	(O) May be inoperative provided Automatic Mode is operative.	
3)	Fuel Quantity Display Indications (Left and Right)	C	2	0	(O) Any or all may be inoperative provided Manual Mode is operative and used.	
23-02	Refuel/Defuel Valves	C	2	0	(M) Any or all may be inoperative provided: a) Valves are deactivated, b) Affected valve is verified CLOSED, and c) Gravity refueling procedure is used.	
23-03	Pressure Relief Valves	C	2	0	(M) Any or all may be inoperative provided: a) Affected valve is verified CLOSED, and b) Pressure Refueling System Manual Mode is operative and used.	
		C	2	0	(M) Any or all may be inoperative provided: a) Affected valve is verified CLOSED, and b) Gravity refueling procedure is used for affected tank.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
23-04	Refuel/Defuel Adapter Cap	C	1	0	(M) May be inoperative (missing) provided: a) Refuel/defuel adapter is visually checked for contamination before each pressure refueling, b) Check valve is verified CLOSED after each pressure refueling, and c) Refuel/Defuel Valves are verified CLOSED after each pressure refueling.	
40-01	EICAS Bulk Fuel Temperature Indication System	C	1	0	(M) May be inoperative provided fuel temperature is verified to be within limits before each flight.	
41-01	High Level Sensors	C	2	0	(O) Any or all may be inoperative provided: a) Pressure Refueling System Manual Mode is operative and used, and b) Maximum allowed fuel quantity in each tank is limited to 5,500 lb (2,500 kg).	
		C	2	0	Any or all may be inoperative provided gravity refueling procedure is used for the affected tank. NOTE: Refer to AFM fuel limitations for the maximum usable fuel load when using gravity refueling.	
41-02	Fuel Quantity Gauging Computer Channels	C	2	1	May be inoperative provided Fuel Used Readout is operative.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
11-01	HYDRAULIC L/R SOV "CLOSED" Switch Light (Light Function Only)	C	2	0		
11-02	Hydraulic Shut-Off Valve (SOV) EICAS Synoptic Page Indications	C	2	0	(M)(O) One or both EICAS Synoptic HYD SOV icons (SOV circular outline) may be amber or magenta, provided that prior to each dispatch: a) Associated valve is visually verified to operate fully OPEN and fully CLOSED positions, b) Confirm associated hydraulic pressure shows correct pressure, with the engine operating, and DCMP selected OFF, c) Associated valve confirmed in the OPEN position for takeoff, and d) Associated hydraulic quantity, pressure and temperature on the Synoptic Page is checked periodically during flight. NOTE: Amber HYD SOV circular outline will be accompanied by respective HYD SOV FAIL Caution message.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
12-01	L & R DC Motor Pumps (DCMP)					
1)	AUTO Function (Aircraft 20003 to 20190 without SB 100-29-011)	C	2	0		
2)	AUTO Function (Aircraft 20003 to 20190 with SB 100-29-011) Aircraft 20191 and Subs	C	2	0	(O) Any or all may be inoperative provided affected pump HYDRAULIC L/R PUMP rotary selector switch is selected to ON before each takeoff and approach.	
12-02	Power Transfer System	C	1	0	(M)(O) May be inoperative provided: a) Power transfer unit selector valve is deactivated CLOSED, b) Takeoff performance is in accordance with the AFMS 2 – Supplemental information for the MMEL (Flight with Landing Gear Down), and c) Steep approach (Supplement 10) or Short Field Operations (Supplement 11) are not conducted. NOTE: Only takeoff and climb performance penalties for Landing Gear Down apply.	
1)	AUTO Function	C	1	0	May be inoperative provided: a) HYDRAULIC PTU rotary selector switch is selected to ON before each takeoff and selected to OFF during each climb, and b) HYDRAULIC PTU rotary selector switch is selected to ON before each approach and selected to OFF after each landing.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
31-01	EICAS L & R Hydraulic Pressure Readouts	C	2	0	(O) Any or all may be inoperative provided DCMP Low Pressure Switch and EDP Low Pressure Switch on affected side are verified operative.	
31-02	L & R Hydraulic Pump Low Pressure Switches					
1)	DCMP Low Pressure Switches	C	2	0	(O) Any or all may be inoperative provided: a) EDP Low Pressure Switch on affected side is operative, b) Affected hydraulic pump is verified operative before each flight, and c) EICAS Hydraulic Pressure Readout and Hydraulic Reservoir Quantity Readout in affected system are operative and monitored during flight.	
2)	EDP Low Pressure Switches	C	2	0	(O) Any or all may be inoperative provided: a) DCMP Low Pressure Switch on affected side is operative, b) Affected hydraulic pump is verified operative before each flight, and c) EICAS Hydraulic Pressure Readout and Hydraulic Reservoir Quantity Readout in affected system are operative and monitored during flight. NOTE: When aircraft is dispatched with right EDP Low Pressure Switch inoperative, flaps will operate at low rate.	

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
32-01	EICAS Hydraulic Reservoir Quantity Readouts					
1)	L & R	C	2	0	(M) Any or all may be inoperative provided: a) Hydraulic Reservoir Quantity Gauge in affected system is operative, b) Quantity in associated reservoir is verified adequate on respective Hydraulic Reservoir Quantity Gauge before each flight, and c) Hydraulic Pump Low Pressure Switches (EDP and DCMP) on affected side are operative.	
2)	AUX	C	1	0	(M) May be inoperative provided: a) AUX Hydraulic Reservoir Quantity Gauge is operative, and b) Quantity in auxiliary system reservoir is verified adequate on AUX Hydraulic Reservoir Quantity Gauge before each flight.	
32-02	Hydraulic Reservoir Quantity Gauges					
1)	L & R	C	2	0	Any or all may be inoperative provided EICAS Hydraulic Reservoir Quantity Readout in affected system is operative.	
2)	AUX	C	1	0	May be inoperative provided AUX EICAS Hydraulic Reservoir Quantity Readout is operative.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-01	High Pressure Valves (HPV)	C	2	0	(M) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) ANTI-ICE WING switch is selected OFF, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.	
10-02	Anti-Ice Bleed Pressure Indication Systems	C	2	0	Any or all may be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.	
10-03	Wing Anti-Ice Valves (WAIV)	C	2	0	(M) Any or all may be inoperative provided: a) Affected valve is secured CLOSED, b) ANTI-ICE WING switch is selected OFF, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.	
10-04	Wing Isolation Valve (CBW)	C	1	0	May be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.	

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-05	ANTI-ICE WING “ON” Switch Light (Light Function Only)	C	1	0		
10-06	Engine Anti-Ice Valves	C	2	1	May be inoperative CLOSED provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.	
		C	2	1	(O) May be inoperative OPEN provided: a) Affected engine ITT margin is checked before each takeoff, b) Operations are conducted in accordance with AFM Performance data for engine anti-ice ON, and c) Operations are prohibited with Outside Air Temperature (OAT) above 10°C. NOTE: AFM performance data with engine anti-ice ON is limited to OAT 10°C.	
10-07	Engine Anti-Ice TT2 Probe Heaters	C	2	1	May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.	
10-08	Engine Anti-Ice Low Pressure Switches	C	2	1	May be inoperative provided: a) Operations are conducted in accordance with AFM Performance data for engine anti-ice ON, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.	

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
10-09	ANTI-ICE ENG L & R "ON" Switch Lights (Light Function Only)	C	2	0		
11-01	Wing Anti-Ice Temperature Sensors	C	4	0	Any or all may be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.	
1)	Outboard Wing Anti-Ice Temperature Sensor Elements	C	4	2	(M) One sensor element per sensor may be inoperative provided Anti-Ice Bleed Pressure Indication Systems operational status is verified before each flight.	
31-01	Air Data Probe Heating System					
1)	Pitot/Static Probe & Base Heaters	B	4	2	(M) Except where enroute operations require its use, same side Probe and/or Base Heaters may be inoperative provided: a) Affected heater is deactivated, b) Standby Pitot Probe Heater is operative, c) Operations are not conducted in visible moisture (including standing water and slush) in any form, d) Operations are not conducted in known or forecast icing conditions, e) One Ice Detection System is operative, and f) Operations are conducted in Day VMC only.	|

(Continued)

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Air Data Probe Heating System (Cont'd)					
2)	Standby Pitot Probe Heater	B	1	0	(M) May be inoperative provided: a) Heater is deactivated, b) Pitot/Static Probe & Base Heaters are operative, c) Operations are not conducted in visible moisture (including standing water and slush) in any form, d) Operations are not conducted in known or forecast icing conditions, e) One Ice Detection System is operative, and f) Operations are conducted in Day VMC only.	|
3)	Static Port Heaters	B	2	1	(M) Except where enroute operations require its use, may be inoperative provided: a) Affected heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in Day VMC only.	|

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Air Data Probe Heating System (Cont'd)					
4)	AOA Sensor Vane & Case Heaters	B	4	2	(M) Same side Vane and/or Case Heaters may be inoperative provided: a) Affected heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in Day VMC only.	|
5)	TAT Sensor Heater	B	1	0	(M) May be inoperative provided: a) Heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in Day VMC only.	|
31-02	ANTI-ICE L/R PROBES "OFF" Switch Light (Light Function Only)	C	2	0		

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Drain Mast Heaters	C	2	0	(M) Any or all may be inoperative provided: a) Heaters are deactivated, b) Water System is considered inoperative (38-00-01), c) Galley ice drawers remain empty, and d) Lavatory sink and galley drip tray (sink) are placarded, “INOPERATIVE-DO NOT USE.”	
41-01	Windshield & Side Window Heating System					
1)	Windshield Heating Channels	C	2	1	(M) May be inoperative provided: a) Affected channel is deactivated, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.	
		C	2	0	(M) Any or all may be inoperative provided: a) Affected channel is deactivated, b) Side Window Heating Channels are operative, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative.	
2)	Side Window Heating Channels	C	2	1	(M) Right may be inoperative provided: a) Channel is deactivated, and b) One Windshield Heating Channel is operative.	

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
80-01	Ice Detection Systems	C	2	1	(M) May be inoperative provided: a) Affected detector is deactivated, and b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.	
		C	2	0	(M) Any or all may be inoperative for other than night operations provided: a) Affected detector is deactivated and, b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.	
		C	2	0	(M) Any or all may be inoperative for night operations provided: a) Affected detector is deactivated and, b) Anti-ice systems are turned ON when SAT is between +10 °C and -40 °C.	

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Clock					
1)	Universal Time Coordination (UTC) Display	C	1	0		
2)	Flight Time (FT)	C	1	0		
3)	Chronometer (CHR)	C	1	0	(O) May be inoperative provided alternate procedures are established and used to determine elapsed time.	
4)	LCD Segments/Mode (Annuns.)	C	-	-	Individual segments or annunciations may be inoperative provided flightcrew can readily determine mode of operation.	
31-01 ***	Flight Data Recorder (FDR)					
1)	Holder of an Air Carrier or Commercial Operator Certificate	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	

(Continued)

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-01 ***	Flight Data Recorder (FDR) (Cont'd)					
1)	Holder of an Air Carrier or Commercial Operator Certificate (Cont'd)					
		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but was not successful, c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	
a)	FDR Recording Parameters Required by 14 CFR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
b)	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-01 ***	Flight Data Recorder (FDR) (Cont'd)					
2)	Operators Other Than a Holder of an Air Carrier or Commercial Operator Certificate	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made as required by 14 CFR.	
31-02 ***	Quick Access Recorder (QAR)	C	1	0	(M)(O) May be inoperative for Flight Data Monitoring (FDM) purposes, provided approved alternate procedures, if appropriate to the FDM program, are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
41-01	Cursor Control Panel (CCP) (Aircraft with Single CCP) (Aircraft 20000 to 20124)					
1)	L/R Toggle Switch	C	1	0	May be inoperative with CCP control active for right MFD provided right MFD is operative.	
		C	1	0	May be inoperative with CCP control active for left MFD.	
2)	Joystick	C	1	0	May be inoperative provided: a) Electronic Checklist is considered inoperative (31-60-01), and b) Maintenance Diagnostic Computer is considered inoperative (45-45-01).	

(Continued)

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Cursor Control Panel (CCP) (Aircraft with Single CCP) (Aircraft 20000 to 20124) (Cont'd)					
3)	CKLST Pushbutton	C	1	0	May be inoperative provided Electronic Checklist is considered inoperative (31-60-01).	
4)	SKIP Pushbutton	C	1	0		
5)	FRMT Pushbutton	C	1	0	May be inoperative provided Maintenance Diagnostic Computer is considered inoperative (45-45-01). NOTE: Plan Map will not be available unless PLAN pushbutton is installed and operative.	
6)	TFC Pushbutton	C	1	0	May be inoperative provided Maintenance Diagnostic Computer is considered inoperative (45-45-01).	
7)	TR/WX Pushbutton	C	1	0	May be inoperative provided Maintenance Diagnostic Computer is considered inoperative (45-45-01).	
8)	ENTER Pushbutton	C	1	0	May be inoperative provided: a) Electronic Checklist is considered inoperative (31-60-01), and b) Maintenance Diagnostic Computer is considered inoperative (45-45-01).	
9) ***	AUTO Pushbutton	D	1	0		
10) ***	PLAN Pushbutton	D	1	0		
11) ***	SHLDR Pushbutton	D	1	0		
12) ***	SIDE Pushbutton	D	1	0		

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Cursor Control Panel (CCP) (Aircraft with Dual CCP) (Aircraft 20000 to 20124 with STC No. ST01732LA-D) (Aircraft 20125 and Up)	C	2	1	(O) Right side may be inoperative.	
1)	Joystick	C	2	1		
		C	2	0	May be inoperative provided: a) Maintenance Diagnostic Computer (45-45-01) is considered inoperative, b) Electronic Checklist (31-60-01) is considered inoperative, c) Graphical Weather function (46-10-01) is considered inoperative, and d) Electronic Charts (46-10-01) are considered inoperative.	
2)	JSTK Pushbuttons	C	2	0		
3)	MEM Pushbuttons	D	6	0		
4)	CHART Pushbuttons	C	2	1		
		C	2	0	May be inoperative provided Electronic Charts (46-10-01) are considered inoperative.	
5)	ZOOM Pushbuttons	C	2	1		
		C	2	0	May be inoperative provided: a) Graphical Weather function (46-10-01) is considered inoperative, and b) Electronic Charts (46-10-01) are considered inoperative.	

(Continued)

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Cursor Control Panel (CCP) (Aircraft with Dual CCP) (Aircraft 20000 to 20124 with STC No. ST01732LA-D) (Aircraft 20125 and Up) (Cont'd)					
6)	Orient Pushbuttons (Located Under the CHART Pushbutton)	C	2	1		
		C	2	0	May be inoperative provided: a) Graphical Weather function (46-10-01) is considered inoperative, and b) Electronic Charts (46-10-01) are considered inoperative.	
7)	LWR FRMT Pushbuttons	C	2	0		
8)	UPR MENU Pushbuttons	C	2	1		
9)	LWR MENU Pushbuttons	C	2	1		
10)	ESC Pushbuttons	C	2	0		
11)	PUSH SELECT Pushbuttons (Menu)	C	2	1		
12)	MENU ADV Knobs	C	2	1		
13)	DATA Knobs (Menu)	C	2	1		
14)	TFC Pushbuttons	C	2	0		
15)	TR/WX Pushbuttons	C	2	0		

(Continued)

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Cursor Control Panel (CCP) (Aircraft with Dual CCP) (Aircraft 20000 to 20124 with STC No. ST01732LA-D) (Aircraft 20125 and Up) (Cont'd)					
16)	ELEC Pushbuttons	C	2	0		
17)	FLT Pushbuttons	C	2	0	NOTE: The Flight Control System (FCS) diagnostics page will not be accessible.	
18)	HYD Pushbutton	C	2	0		
19)	A/ICE Pushbutton	C	2	0	May be inoperative provided the Maintenance Diagnostic Computer (45-45-01) is considered inoperative. NOTE: The Flight Control System (FCS) diagnostics page will not be accessible.	
20)	ECS Pushbutton	C	2	0	May be inoperative provided the Maintenance Diagnostic Computer (45-45-01) is considered inoperative. NOTE: The Flight Control System (FCS) diagnostics page will not be accessible.	
21)	FUEL Pushbutton	C	2	0	May be inoperative provided Maintenance Diagnostic Computer (45-45-01) is considered inoperative.	
22)	CAS Pushbutton	C	2	1	Right side may be inoperative.	

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Cursor Control Panel (CCP) (Aircraft with Dual CCP) (Aircraft 20000 to 20124 with STC No. ST01732LA-D) (Aircraft 20125 and Up) (Cont'd)					
23)	CKLST Pushbutton	C	2	0	May be inoperative provided Electronic Checklist (31-60-01) is considered inoperative.	
24)	SKIP Pushbutton	C	2	0	May be inoperative provided Electronic Checklist (31-60-01) is considered inoperative.	
		D	2	1		
25)	ENTER Pushbutton	C	2	1		
		C	2	0	May be inoperative provided: a) Maintenance Diagnostic Computer (45-45-01) is considered inoperative, b) Electronic Checklist (31-60-01) is considered inoperative, c) Graphical Weather function (46-10-01) is considered inoperative, and d) Electronic Charts (46-10-01) are considered inoperative. NOTE: Flightcrew will lose the ability to select waypoint with joysticks.	
26)	SUMRY Pushbutton	C	2	0	May be inoperative provided the Right MFD is operative.	
		D	2	1		

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
41-02	Cursor Control Panel (CCP) (Aircraft with Dual CCP) (Aircraft 20000 to 20124 with STC No. ST01732LA-D) (Aircraft 20125 and Up) (Cont'd)					
27)	STAT Pushbutton	C	2	1		
		C	2	0	May be inoperative provided both FSU (46-10-01) are considered inoperative.	
52-01	BRT/DIM System	C	1	0	May be inoperative provided lighting brightness is acceptable to flightcrew for all intended flight conditions.	
60-01	Electronic Checklist	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
60-02 ***	Digital Voice Checklist	D	1	0	May be inoperative provided normal procedures do not require its use.	

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Adaptive Flight Displays (AFD)					
1)	Aircraft with Single Cursor Control Panel	B	4	3	(O) Right MFD may be inoperative provided: a) Cursor Control Panel L/R Toggle Switch is operative to select CCP control to left MFD, b) Two Control Display Units are installed and operative, c) Unaffected displays reversion capabilities are verified operative before each flight, and d) Radio tuning reversion capabilities are verified operative before each flight. NOTE: If right side radio tuning is required, the RIGHT DISPLAYS reversion switch must be selected to PFD REV or the TUNE reversion switch must be selected to CDU ONLY.	
2)	Aircraft with Dual Cursor Control Panel (Aircraft 20125 and Subsequent)	B	4	3	(O) Right MFD may be inoperative provided: a) Left Cursor Control Panel is operative to control left MFD, b) Two Control Display Units are installed and operative, c) Unaffected displays reversion capabilities are verified operative before each flight, and d) Radio tuning reversion capabilities are verified operative before each flight. NOTE: If right side radio tuning is required, the RIGHT DISPLAYS reversion switch must be selected to PFD REV or the TUNE reversion switch must be selected to CDU ONLY.	

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TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Landing Gear Extension and Retraction System	A	1	0	(M)(O) May be inoperative provided: a) Ground lock pins are installed, b) All flightcrew members on flight deck duty utilize headsets, c) Operations are not conducted in known or forecast icing conditions, d) Extended overwater operations are prohibited, e) Operations are conducted in accordance with AFMS 2 – "Supplemental information for the MMEL" (Flight with Landing Gear Down), f) Repairs are made within 1 flight-day, and g) Steep Approach (AFMS 10) or Short Field Operations (AFMS 11) are not conducted.	
43-01	Brake Accumulator Pressure Gauges	C	2	0	(M) Any or all may be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge.	

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TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
60-01	Nose Landing Gear Doors System	A	1	1	(M) May be inoperative as indicated by NOSE GEAR DOOR caution message provided: a) Nose Landing Gear Door mechanism is visually inspected and does not have any disconnected part, wear, excessive corrosion or cracks, b) Airspeed is limited to 250 KIAS, c) Operations are conducted at or below FL 180, and d) Repairs are made within 3 flight-days. NOTE: For missing Nose Gear Door Seal, refer to the Configuration Deviation List (CDL).	
60-02	Nose Wheel Steering - Oversteer Switch	B	1	0	(O) May be inoperative or tripped provided Oversteer switch frangible pin (mechanical indicator) is intact before and after every towing operation and before every flight. NOTE: NWS LIMIT EXCEEDED (C) Caution message may be present (32-01), See Section 2 CAS Message MMEL relief.	

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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Cockpit and Instrument Lighting Systems					
1)	Reading, Stowage Lights, and Panels' Backlighting	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all instruments, controls and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to flightcrew. NOTE: Individual button/switch lights and/or annunciations/ indications are excluded from this relief.	
2)	Dome Light LEDs	C	-	-	May be inoperative provided lighting from remaining LEDs is acceptable to flightcrew.	
20-01	Cabin Lighting System (Overhead & Sidewall)	C	-	-	Individual lighting sources may be inoperative provided cabin lighting is sufficient for crewmembers to perform their duties.	
20-02 ***	Floor Accent Lighting System	D	-	0		
21-01	Airstair Lights	D	-	0		

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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Passenger Notice System (No Smoking/ Fasten Seat Belt)	C	1	0	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger notice system (No Smoking/Fasten Seat Belt), is not readily legible, and b) Associated seat or lavatory is blocked and placarded, “DO NOT OCCUPY.” NOTE: These conditions are not intended to prohibit lavatory use or inspections by crewmembers.	
		C	1	0	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.	
		C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
		C	1	0	May be inoperative provided no passengers are carried.	
1)	Aural Tone Function	C	1	0	(O) May be inoperative provided alternative procedures are established and used.	
31-01	Service Lighting					
1)	Aft Compartment Lights	D	2	0		
2)	Cargo Loading Light	D	1	0		
3) ***	Service Panel Lights	D	4	0		

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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Landing Lights					
1)	Belly Fairing Lights	C	2	1	May be inoperative for night operations provided Nose Light is operative.	
		C	2	1	May be inoperative for night operations provided Taxi Light is operative.	
		C	2	0	Any or all may be inoperative for night operations provided: a) Nose Light is operative, and b) Taxi Light is operative.	
		C	2	0	Any or all may be inoperative for other than night operations.	
***	LoPresti Boom Beam HID Landing Light (STC No. ST02893AT)	C	2	0	May be inoperative for other than night operations.	
***	LoPresti Boom Beam HID Landing Light Ballasts (STC No. ST02893AT)	C	6	3	May be inoperative provided all factory installed taxi lights are operative.	
***	LoPresti Boom Beam HID Landing Lighting Ballasts with LoPresti Boom Beam Taxi Lights Installed (STC No. ST02893AT)	C	6	0	May be inoperative provided both Landing Lights are operative.	
a) ***	Belly Fairing Lights Pulse Function	D	2	0		

(Continued)

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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Landing Lights (Cont'd)					
2)	Nose Light	C	1	0	May be inoperative for night operations provided: a) One Belly Fairing Light is operative, and b) Taxi light is operative.	
		C	1	0	May be inoperative for night operations provided Belly Fairing Lights are operative.	
		C	1	0	May be inoperative for other than night operations.	
41-02	Taxi Light	C	1	0	May be inoperative for night operations provided: a) Nose Landing Light is operative, and b) One Belly Fairing Landing Light is operative.	
		C	1	0	May be inoperative for night operations provided Belly Fairing Landing Lights are operative.	
		C	1	0	May be inoperative for other than night operations.	
***	LoPresti Boom Beam HID Taxi Light (STC No ST02893AT)	C	2	1		
		C	2	0	May be inoperative for night operations provided Belly Fairing Landing Lights are operative.	

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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Navigation Lights (Halogen or LED Types)					
1)	Wing Tip Navigation Lights	C	-	2	(M) One on each side must be operative and enabled for operations from sunset to sunrise.	
		C	-	0	Any or all may be inoperative for operations from sunrise to sunset.	
2)	Tail Navigation Lights	C	-	1	(M) One must be operative and enabled for operations from sunset to sunrise.	
		C	-	0	Any or all may be inoperative for operations from sunrise to sunset.	
43-01	Dual Function Anti-Collision Lights					
1)	White Strobes (Upper/Lower)	C	2	0	(O) Any or all may be inoperative for operations from sunrise to sunset.	
2)	Red Beacons (Upper/Lower)	C	2	0	May be inoperative provided the navigation lights and strobe lights are operative and used.	
43-02 ***	Wing Tip Strobe Lights	D	2	0		
45-01 ***	Logo Lights	D	2	0		

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
45-02	Wing Inspection Lights					
1)	Aircraft 20001 to 20143 without SB 100-30-04	C	2	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
2)	Aircraft 20001 to 20143 with SB 100-30-04, Aircraft 20144, and Subsequent	C	2	0	(O) May be inoperative provided: a) Both Ice Detectors are operative, b) Wing ANTI-ICE is turned ON below 210 kts when icing conditions as defined in the AFM exist or anticipated, and c) Ground deicing procedures do not require their use.	|
50-01	Exterior Emergency Lights	A	3	0	(O) Any or all may be inoperative for night operations provided: a) Minimum Flightcrew as defined in the AFM are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within 1 flight-day.	
		C	3	0	Any or all may be inoperative for other than night operations.	
50-02	Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System)					
1)	Passengers are Carried	-	1	1	System must be operative.	

(Continued)

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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
50-02	Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System) (Cont'd)					
1)	Passengers are Carried (Cont'd)					
a)	Path Marking Light Fixtures (Bruce Industries Lights STC No. ST01569LA)	C	-	-	A minimum of one out of two bulbs in each fixture must be operative.	
b)	Exit Identifiers					
I)	Bruce Industries Light Model BR9661-Series STC No. ST01569LA	C	2	2	A minimum of two out of five bulbs within each fixture must be operative.	
II)	EMTEQ LED Type (P/N C300 ELES-001 and C300 ELES-002 only) Aircraft, 20139, 20143, 20146, 20148, and Up	C	4	3	A minimum of three full LED rows out of four within each fixture must be operative.	
2)	No Passengers are Carried	B	1	0		

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Integrated Standby Instrument System (ISIS)					
1)	ILS Function	C	1	0		
2)	Attitude Function	B	1	0	(M) May be inoperative provided: a) Operations are conducted in Day VMC only, b) Operations are not conducted into known or forecast over-the-top conditions, and c) Instrument attitude display is covered.	
3)	STD (Standard) Button	C	1	0	May be inoperative provided BARO Rotary Knob is operative.	
10-02	Non-Stabilized Magnetic Compass (Standby Compass)	B	1	0	(O) May be inoperative provided operations are conducted under positive radar control by ATC during the enroute flight phase.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided operations are conducted in conjunction with approved Free Gyro Navigation Techniques.	
11-01	Altitude Alerting System	A	1	0	(O) May be inoperative provided: a) Autopilot with altitude hold, and altitude capture operates normally, b) A minimum of two altitude tapes are operative on the displays, c) Enroute operations do not require its use, d) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and e) Repairs are made within 3 flight-days.	

(Continued)

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Altitude Alerting System (Cont'd)					
1)	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
2)	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
21-01	Attitude Heading Reference System (AHRS) (Aircraft 20003 to 20407 without SB 100-34-32)	A	2	1	(M)(O) AHRS 2 may be inoperative provided: a) Integrated Standby Instrument System is operative, b) Flight Director 2 is considered inoperative (22-10-02), c) Autopilot System is considered inoperative (22-10-01), d) Reversion Switch Panel ATT/HDG rotary switch is selected to 1, e) Operations are conducted in Day VMC only, f) Operations are not conducted into known or forecast VFR On Top conditions, g) Operations are conducted within one hour from a suitable airport, h) Operations are conducted in accordance with AFMS, and i) Repairs are made within 1 flight-day.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
30-01 ***	Steep Approach Landing Push Button Annunciator					
1)	"ARM" or "ON" Light Function	B	1	0	May be inoperative provided: a) Operations with Steep Approach are not conducted, and b) STEEP APPR PBA is verified OFF.	
2)	Switch Failed In "OFF"	B	1	0	May be inoperative provided operations with Steep Approach are not conducted.	
34-01 ***	Synthetic Vision System (SVS) (Including Database)	D	1	0	(O) May be inoperative provided SVS is selected OFF. NOTE: SVS is considered inoperative if associated database is out of date.	
41-01	Weather Radar System	D	1	-	Any in excess of those required by Regulations may be inoperative.	
42-01	Terrain Awareness Warning System (TAWS) (If Class A TAWS Equipment Required)					
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	

(Continued)

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Terrain Awareness Warning System (TAWS) (Cont'd) (If Class A TAWS Equipment Required) (Cont'd)					
1)	GPWS (Cont'd)					
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS/TAWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation (Mode 5)	B	1	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout is not required by 14 CFR, and b) Alternate procedures are established and used.	
e) ***	Windshear Mode (Mode 7)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance (predictive) operates normally.	

(Continued)

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Terrain Awareness Warning System (TAWS) (Cont'd) (If Class A TAWS Equipment Required) (Cont'd)					
2) ***	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3) ***	Runway Awareness and Advisory System (RAAS) (Includes Smart Runway and Smart Landing (SR/SL) Functions)	C	1	0	(O) May be inoperative provided the RAAS is selected OFF.	
4) ***	Runway Overrun Awareness and Alerting System (ROAAS)	C	1	0	(O) May be inoperative provided ROAAS system is selected OFF.	|
a)	RCC 5 Switch	C	1	0	(O) May be inoperative provided ROAAS system is selected OFF. NOTE: ROAAS RCC 5 ON (Status) may or may not be displayed.	|

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Terrain Awareness Warning System (TAWS) (Cont'd) (If Class B TAWS Equipment Required)					
1)	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) GPWS/TAWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c) ***	Mode 2, 4, & 5	C	3	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout is not required by 14 CFR, and b) Alternate procedures are established and used.	

(Continued)

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Terrain Awareness Warning System (TAWS) (Cont'd) (If Class B TAWS Equipment Required) (Cont'd)					
1)	GPWS (Cont'd)					
e) ***	Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2) ***	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
3)	Terrain Displays (Terrain Overlay on MFD or PFD)	C	-	0		
4) ***	Runway Awareness and Advisory System (RAAS) (Includes Smart Runway and Smart Landing (SR/SL) Functions)	C	1	0	(O) May be inoperative provided the RAAS is selected OFF.	
5) ***	Runway Overrun Awareness and Alerting System (ROAAS)	C	1	0	(O) May be inoperative provided ROAAS system is selected OFF.	|
a)	RCC 5 Switch	C	1	0	(O) May be inoperative provided ROAAS system is selected OFF. NOTE: ROAAS RCC 5 ON (Status) may or may not be displayed.	|

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

34. Navigation

Sequence No.	Item	1	2	3	4 Change Bar
43-01	Traffic Collision Avoidance System (TCAS) TCAS II (Including TCAS Function of the Traffic Surveillance System (TSS) Aircraft 20408 and Subs)	B	-	0	(M) May be inoperative provided: a) The system is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) It is not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display Systems	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
3)	Traffic Alert (TA) Display System(s)	C	-	0	(O) May be inoperative provided: a) Resolution Advisory (RA) visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require TCAS use.

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Radio Altimeter				Deleted, Revision 8.	
46-01 ***	Lightning Detection System	D	1	0		
51-01	VHF Navigation Systems (VOR/ILS)	C	2	1	NAV 2 may be inoperative.	
51-02	Automatic Direction Finding (ADF) System	D	-	-	Any in excess of those required by Regulations may be inoperative.	
51-03	Marker Beacon Systems	C	2	0	Any or all may be inoperative provided alternate procedures are established and used.	
		D	2	0	Any or all may be inoperative provided routine procedures do not require its use.	
53-01	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by Regulations may be inoperative.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
54-01	ATC Transponders and Automatic Altitude Reporting Systems (Including TCAS Function of the Traffic Surveillance System (TSS) Aircraft 20408 and Subs)	B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	2	1	Any in excess of those required by 14 CFR may be inoperative. NOTE: Transponder and Flight Director/Autopilot must use same side ADC data for RVSM operations.	
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	2	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	|
55-01	Global Positioning System (GPS)	A	2	0	(O) Except where enroute operations or approach procedures require its use, may be inoperative for 2 flight-days provided: a) Terrain/Obstacle Awareness functions of Terrain Awareness Warning System are considered inoperative (34-42-01), b) Synthetic Vision System (34-34-01 ***) is considered inoperative, and c) Alternate procedures are established and used. NOTE: At least one GPS is required for ADS-B operations.	
		D	2	1	May be inoperative except where enroute operations or approach procedures require dual GPS.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
56-01 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out)	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	

(Continued)

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
56-01 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out) (Cont'd)					
***	ADS-B Out UAT	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
***	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B In function that operates normally may be used.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Flight Management System (FMS)					
1)	Flight Management Computers	C	-	1	Right Flight Management Computer (FMC) may be inoperative provided Fuel Quantity Gauging Computer Channels (28-41-02) are operative. NOTE: (Aircraft with SB 100-34-10) When operating with one FMS inoperative, FMS computed takeoff and approach performance must be verified using applicable AFM data.	
2)	Control Display Units	C	-	1	Right may be inoperative provided Adaptive Flight Displays are operative.	
3)	Navigation Database	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
62-01 ***	Database Unit	D	1	0		

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
12-01	EICAS Oxygen Quantity Readout	C	1	0	(O) May be inoperative provided Ground Service Panel Pressure Gauge is operative and checked before each flight.	
12-02	Oxygen Overpressure Relief Indicator	C	1	0	(O) May be inoperative (missing) provided alternate procedure is used to ensure that oxygen supply is at or above minimum requirements for flight.	
13-01	Ground Service Panel Pressure Gauge	C	1	0	May be inoperative provided EICAS Oxygen Quantity Readout is operative.	
13-02	Bottle(s) Pressure Gauge	C	-	0		
13-03	Filler Valve (Service Panel)	C	1	0	(M) May be inoperative provided replenished bottle(s) is installed with adequate oxygen for flight.	
20-02	Passenger Oxygen Circuit	B	1	0	(O) May be inoperative provided: a) PAX OXYGEN Control Panel rotary selector switch is selected to OFF, b) Operations are conducted so that minimum enroute altitude (MEA) is at or below 13,000 ft MSL, c) Operations are conducted at or below FL 250, d) Portable oxygen units are provided for all crew members and for 10% of passengers for half an hour (supplemental oxygen), and e) Procedures are established to ensure that passengers are appropriately briefed.	
		C	1	0	May be inoperative provided: a) PAX OXYGEN Control Panel rotary selector switch is selected to OFF, and b) Passengers are not carried.	

(Continued)

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
20-02	Passenger Oxygen Circuit (Cont'd)					
1)	Automatic Presentation System	B	1	0	(M)(O) May be inoperative provided: a) Manual deployment is verified operative, and b) Operations are conducted at or below FL 300. NOTE: Flight planning has to take into account higher oxygen consumption in manual Deploy Mode.	
2)	Passenger Oxygen Mask Containers (Including Door, Masks, and Latch Mechanism)	B	-	0	(O) May be inoperative provided Passenger Oxygen Circuit (35-20-02) is considered inoperative.	
		D	-	-	(M) May be inoperative with no flight altitude restriction provided: a) Affected seats or divans are blocked and placarded, "INOPERATIVE" to prevent occupancy, and b) Passenger Oxygen Mask Containers at assigned flight attendant locations are operative.	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
20-03 ***	Therapeutic Oxygen Circuit	D	1	0	May be inoperative provided PAX OXYGEN THERAPEUTIC switch is selected OFF.	
30-01	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBEs, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV)					
1)	Aircraft 20003 to 20100 <u>without</u> SB 100-21-05	B	2	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) XBLEED valve is selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is verified operative once each flight-day, f) Pack Inlet Temperature Sensor is verified operative once each flight-day, g) Bleed Loops are verified operative before each flight, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport. (Continued)	

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
1)	Aircraft 20003 to 20100 without SB 100-21-05 (Cont'd)					
		B	2	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) XBLEED valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is verified operative once each flight-day, f) Right Bleed Loop is verified operative before each flight, g) Right Flow Control Valve is operative, h) Trim Air System is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.	
		C	2	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	

(Continued)

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
1)	Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)					
a)	L/H Bleed Valve	B	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is verified operative once each flight-day, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport. (Continued)	

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
1)	Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)					
a)	L/H Bleed Valve (Cont'd)					
		B	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	

(Continued)

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
1)	Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)					
b)	R/H Bleed Valve	B	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is verified operative once each flight-day, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport. (Continued)	

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
1)	Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)					
b)	R/H Bleed Valve (Cont'd)					
		B	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport.	

(Continued)

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
2)	Aircraft 20003 to 20100 with SB 100-21-05, Aircraft 20101, and Subs	C	2	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) XBLEED valve is selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is verified operative once each flight-day, f) Pack Inlet Temperature Sensor is verified operative once each flight-day, g) Bleed Loops are verified operative before each flight, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport. (Continued)	

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
2)	Aircraft 20003 to 20100 <u>with</u> SB 100-21-05, Aircraft 20101, and Subs (Cont'd)					
		C	2	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) XBLEED valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is verified operative once each flight-day, f) Right Bleed Loop is verified operative before each flight, g) Right Flow Control Valve is operative, h) Trim Air System is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport.	

(Continued)

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
2)	Aircraft 20003 to 20100 with SB 100-21-05, Aircraft 20101, and Subs (Cont'd)					
		C	2	0	(M)(O) Any or all may be inoperative provided: a) Valves are secured CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	
a)	L/H Bleed Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is verified operative once each flight-day, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	

(Continued)

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
2)	Aircraft 20003 to 20100 <u>with</u> SB 100-21-05, Aircraft 20101, and Subs (Cont'd)					
a)	L/H Bleed Valve (Cont'd)					
		C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	

(Continued)

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
2)	Aircraft 20003 to 20100 <u>with</u> SB 100-21-05, Aircraft 20101, and Subs (Cont'd)					
b)	R/H Bleed Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are verified operative before each flight, f) Trim Air Inlet Temperature Sensor is verified operative once each flight-day, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport. (Continued)	

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Bleed Valves (IPV) (Cont'd)					
2)	Aircraft 20003 to 20100 <u>with</u> SB 100-21-05, Aircraft 20101, and Subs (Cont'd)					
b)	R/H Bleed Valve (Cont'd)					
		C	1	0	(M)(O) May be inoperative provided: a) Valve is secured CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) APU bleed is used for engines start only, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport.	

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems					
1)	Aircraft 20003 to 20100 without SB 100-21-05	B	2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport. (Continued)	

AIRCRAFT:
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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
1)	Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)					
		B	2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED valve is selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is operative, f) Pack Inlet Temperature Sensor is operative, g) Bleed Loops are operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport. (O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9,000 ft MSL.	

(Continued)

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
1)	Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)					
a)	L/H Bleed Pressure Indication System	B	1	0	(O) May be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport. (Continued)	

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
1)	Aircraft 20003 to 20100 without SB 100-21-05 (Cont'd)					
a)	L/H Bleed Pressure Indication System (Cont'd)					
		B	1	0	(O) May be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED Valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport. (Continued)	

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
1)	Aircraft 20003 to 20100 <u>without</u> SB 100-21-05 (Cont'd)					
b)	R/H Bleed Pressure Indication System	B	1	0	(O) May be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport. (Continued)	

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
1)	Aircraft 20003 to 20100 without SB 100-21-05 (Cont'd)					
b)	R/H Bleed Pressure Indication System (Cont'd)					
		B	1	0	(O) May be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	

(Continued)

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
2)	Aircraft 20003 to 20100 with SB 100-21-05, Aircraft 20101, and Subs	C	2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 190, and l) Operations are conducted within one hour from a suitable airport. (Continued)	

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
2)	Aircraft 20003 to 20100 <u>with</u> SB 100-21-05, Aircraft 20101, and Subs (Cont'd)					
		C	2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED valve is selected OPEN, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) Trim Air Inlet Temperature Sensor is operative, f) Pack Inlet Temperature Sensor is operative, g) Bleed Loops are operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 190, and j) Operations are conducted within one hour from a suitable airport. (Continued)	

AIRCRAFT:
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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
2)	Aircraft 20003 to 20100 with SB 100-21-05, Aircraft 20101, and Subs (Cont'd)					
		C	2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) Ram Air Valve is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9,000 ft MSL.	
a)	L/H Bleed Pressure Indication System	C	1	0	(O) May be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected OPEN, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	

(Continued)

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
2)	Aircraft 20003 to 20100 with SB 100-21-05, Aircraft 20101, and Subs (Cont'd)					
a)	L/H Bleed Pressure Indication System (Cont'd)					
		C	1	0	(O) May be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Bleed Loop is operative, f) Right Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	

(Continued)

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
2)	Aircraft 20003 to 20100 with SB 100-21-05, Aircraft 20101, and Subs (Cont'd)					
b)	R/H Bleed Pressure Indication System	C	1	0	(O) May be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected OPEN, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Bleed Loops are operative, f) Trim Air Inlet Temperature Sensor is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport. (Continued)	

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Environmental Control Bleed Pressure Indication Systems (Cont'd)					
2)	Aircraft 20003 to 20100 with SB 100-21-05, Aircraft 20101, and Subs (Cont'd)					
b)	R/H Bleed Pressure Indication System (Cont'd)					
		C	1	0	(O) May be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Bleed Loop is operative, f) Left Flow Control Valve is operative, g) Pack Inlet Temperature Sensor is operative, h) Ram Air Valve is verified operative, i) Operations are conducted at or below FL 250, and j) Operations are conducted within one hour from a suitable airport.	
10-03	AIR COND/BLEED L/R BLEED "OFF" Switch Light (Light Function Only)	C	2	0		
10-04	AIR COND/BLEED XBLEED "-" Switch Light (Light Function Only)	C	1	0		

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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops					
1)	Environmental Control System Leak Detection Loops	B	7	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) Anti-Ice System Wing/Pylon Leak Detection Loops are operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, d) Ram Air Valve is selected OPEN, e) PRESSURIZATION EMER DEPRESS switch is selected ON, f) APU bleed is used for engines start only, g) Cross bleed start procedure is not used for engine start in flight and on ground, and h) Operations are conducted unpressurized at or below 9,000 ft MSL.	
a)	Pylon Loops	C	2	0	Any or all may be inoperative provided Anti-Ice System Wing/Pylon Leak Detection Loop on affected side is operative. NOTE: L/R Pylon loops include L/R Powerplant interface to L/R Bleed Valve (IPV). (Continued)	

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
1)	Environmental Control System Leak Detection Loops (Cont'd)					
b)	Bleed Loops (Aircraft 20003 to 20100 without SB 100-21-05)	B	2	1	(O) Right may be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Flow Control Valve is operative, f) Pack Inlet Temperature Sensor is operative, g) APU bleed is used for engines start only, h) Cross bleed start procedure is not used for engines start in flight and on ground, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport. NOTE: The right bleed ducting loop includes all the ducting downstream of the right Bleed Valve (IPV) down to the right Flow Control Valve (FCV) and the right ATS duct. The right bleed loop also includes the APU and high pressure ground connection ducting.	

(Continued)

AIRCRAFT:
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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
1)	Environmental Control System Leak Detection Loops (Cont'd)					
b)	Bleed Loops (Aircraft 20003 to 20100 without SB 100-21-05) (Cont'd)					
		B	2	1	(O) Left may be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Flow Control Valve is operative, f) Trim Air System is operative, g) Trim Air Inlet Temperature Sensor is operative, h) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, i) Cross bleed start procedure is not used for engine start in flight and on ground, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	

(Continued)

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
1)	Environmental Control System Leak Detection Loops (Cont'd)					
b)	Bleed Loops (Aircraft 20003 to 20100 without SB 100-21-05) (Cont'd)				(O) Left may be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) R/H Environmental Control Bleed Pressure Indication System is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Cross bleed start procedure is not used for engine start in flight and on ground, k) Ram Air Valve is verified operative, l) Operations are conducted at or below FL 190, and m) Operations are conducted within one hour from a suitable airport. NOTE: The left bleed ducting loop includes all the ducting downstream of the left Bleed Valve (IPV) down to the left Flow Control Valve (FCV) and the left ATS duct. (Continued)	

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
1)	Environmental Control System Leak Detection Loops (Cont'd)					
c)	Bleed Loops (Aircraft 20003 to 20100 with SB 100-21-05), Aircraft 20101, and Subs	C	2	1	(O) Right may be inoperative provided: a) R/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) L/H Bleed Valve is operative, d) L/H Environmental Control Bleed Pressure Indication System is operative, e) Left Flow Control Valve is operative, f) Pack Inlet Temperature Sensor is operative, g) APU bleed is used for engines start only, h) Cross bleed start procedure is not used for engines start in flight and on ground, i) Ram Air Valve is verified operative, j) Operations are conducted at or below FL 250, and k) Operations are conducted within one hour from a suitable airport. NOTE: The right bleed ducting loop includes all the ducting downstream of the right Bleed Valve (IPV) down to the right Flow Control Valve (FCV) and the right ATS duct. The right bleed loop also includes the APU and high pressure ground connection ducting.	

(Continued)

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
1)	Environmental Control System Leak Detection Loops (Cont'd)					
c)	Bleed Loops (Aircraft 20003 to 20100 with SB 100-21-05), Aircraft 20101, and Subs (Cont'd)					
		C	2	1	(O) Left may be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) R/H Bleed Valve is operative, d) R/H Environmental Control Bleed Pressure Indication System is operative, e) Right Flow Control Valve is operative, f) Trim Air System is operative, g) Trim Air Inlet Temperature Sensor is operative, h) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, i) Cross bleed start procedure is not used for engine start in flight and on ground, j) Ram Air Valve is verified operative, k) Operations are conducted at or below FL 250, and l) Operations are conducted within one hour from a suitable airport.	

(Continued)

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
1)	Environmental Control System Leak Detection Loops (Cont'd)					
c)	Bleed Loops (Aircraft 20003 to 20100 with SB 100-21-05), Aircraft 20101, and Subs (Cont'd)					
		C	2	1	(O) Left may be inoperative provided: a) L/H Bleed Valve is selected CLOSED, b) XBLEED valve is selected CLOSED, c) APU is operative and used throughout flight, d) APU Load Control Valve is operative, e) R/H Environmental Control Bleed Pressure Indication System is operative, f) Right Flow Control Valve is operative, g) Trim Air System is operative, h) Trim Air Inlet Temperature Sensor is operative, i) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, j) Cross bleed start procedure is not used for engine start in flight and on ground, k) Ram Air Valve is verified operative, l) Operations are conducted at or below FL 190, and m) Operations are conducted within one hour from a suitable airport. NOTE: The left bleed ducting loop includes all the ducting downstream of the left Bleed Valve (IPV) down to the left Flow Control Valve (FCV) and the left ATS duct.	

(Continued)

AIRCRAFT:
BD-100-1A10

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
1)	Environmental Control System Leak Detection Loops (Cont'd)					
d)	Pack Loops	C	2	1		
		C	2	0	NOTE: The Air Conditioning System (ACS) pack ducting loop includes all the ducting downstream of the left FCV to the left Ozone Converter, left ACS Pack and Pre-cooler Cross-Over Valve.	
e)	Trim Loop	B	1	0	May be inoperative provided Trim Air System is considered inoperative (21-61-03). NOTE: The trim air ducting loop includes all the ducting downstream of the right FCV to the mixing manifold.	
2)	Anti-Ice System Leak Detection Loops					
a)	Wing/Pylon Loops	C	2	0	Any or all may be inoperative provided: a) Environmental Control System Leak Detection Pylon Loop on affected side is operative, and b) Anti-Ice System Leak Detection Fuselage/Wing Loop on affected side is operative. NOTE: The L/R Wing/Pylon loops include the L/R powerplant interface to the IPV (part of ACS) and HPV. (Continued)	

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
2)	Anti-Ice System Leak Detection Loops (Cont'd)					
a)	Wing/Pylon Loops (Cont'd)					
		C	2	0	Any or all may be inoperative provided: a) Environmental Control System Leak Detection Pylon Loop on the affected side is operative, b) ANTI-ICE WING switch is selected OFF, c) Operations are not conducted in known or forecast icing conditions, and d) One Ice Detection System is operative. NOTE: The L/R Wing/Pylon loops include the L/R powerplant interface to the IPV (part of ACS) and HPV. (Continued)	

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Leak Detection Loops (Cont'd)					
2)	Anti-Ice System Leak Detection Loops (Cont'd)					
b)	Fuselage/Wing Loops	C	2	0	Any or all may be inoperative provided Anti-Ice System Leak Detection Wing/Pylon Loop on affected side is operative.	
		C	2	0	Any or all may be inoperative provided: a) ANTI-ICE WING switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative. NOTE: The L/R Fuselage/Wing loops include the ducting downstream of the L/R HPV down to the end of the L/R piccolo (including the Cross Bleed Valve).	

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Water System					
1)	Potable Water System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	1	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
2)	Lavatory Waste System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	1	0	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door is secured closed and placarded, “INOPERATIVE – DO NOT ENTER.” NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Maintenance Diagnostic Computer (MDC)	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:
BD-100-1A10

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Integrated Flight Information System (IFIS)					
1)	File Server Unit (FSU)					
a)	(Aircraft 20000 to 20124 with STC No ST01732LA-D) (Aircraft 20125 to 20181 with SB 100-46-02) (Aircraft 20182 and Up with SB 100-46-01)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided routine procedures do not require its use. NOTE: Any function which operates normally may be used.	
b)	(Aircraft 20182 and Up without SB 100-46-01)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided routine procedures do not require its use. NOTE: Any function which operates normally may be used.	
2)	Electronic Charts (Aircraft 20000 to 20124 with STC No. ST01732LA-D) (Aircraft 20125 to 20181 with SB 100-46-02) (Aircraft 20182 and Up with SB 100-46-01) (Aircraft 20182 and Up without SB 100-46-01)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided routine procedures do not require its use.	

(Continued)

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Integrated Flight Information System (IFIS) (Cont'd)					
3) ***	Graphical Weather Function (Aircraft 20000 to 20124 with STC No. ST01732LA-D) (Aircraft 20125 and Up with SB 100-46-03)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided routine procedures do not require its use.	
4) ***	Enhanced Map Overlay Function (Aircraft 20000 to 20124 with STC No. ST01732LA-D) (Aircraft 20125 to 20181 with SB 100-46-02) (Aircraft 20182 and Up with SB 100-46-01)	C	1	0	(O) May be inoperative on either or both MFDs provided alternate procedures are established and used.	
		D	1	0	May be inoperative on either or both MFDs provided routine procedures do not require its use.	
5) ***	Database Applications (Electronic Chart, Graphical Weather, Enhanced Map Overlay)	C	-	0	Any or all individual database may be inoperative or out of currency provided: a) Procedures do not require its use, and b) They are not used to define the route of flight. NOTE: Any current and operative functions may continue to be used.	
20-01	XM Satellite System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided routine procedures do not require its use.	

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Auxiliary Power Unit (APU)	B	1	0	(M) May be inoperative provided: a) Auxiliary Power Unit is deactivated, b) Engine-Driven Generator Channels are operative, and c) Operations with steep approach are not conducted. NOTE: Appropriate bleed source performance data must be used.	
11-02	APU Hour Meter	C	1	0	(M) May be inoperative provided alternate method for checking APU hours is used.	
51-01	APU Load Control Valve	C	1	0	(M) May be inoperative provided it is deactivated CLOSED. NOTE 1: The APU is still available as source of electrical power, if required. NOTE 2: Appropriate bleed source performance data must be used.	
51-02	AIR COND/BLEED APU “ON” Switch Light (Light Function Only)	C	1	0		

AIRCRAFT:
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TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
00-01 ***	Exterior Door Keyable Locks	D	-	0	May be inoperative provided affected lock does not affect associated door normal operation.	
10-01	Passenger Door Power Assist System	C	1	0	(M)(O) May be inoperative provided: a) Door is verified manually operative, and b) Opening damping feature is verified operative.	
30-02	Baggage Door Counterbalance Systems	C	2	0	(M) Any or all may be inoperative provided: a) Baggage door is verified closed, latched and not used, and b) Baggage door is placarded, “BAGGAGE DOOR INOPERATIVE-DO NOT OPEN.” NOTE: Baggage compartment is accessible through the door located in cabin.	
70-01	Door Indication Systems					
1)	Passenger Door Indication System	C	1	0	(M)(O) May be inoperative provided: a) Door is CLOSED and LATCHED before each departure, b) External handle is verified STOWED before each departure, c) External pressure vent flap is verified CLOSED before each departure, and d) Internal mechanism indicator flag is verified green before each departure.	

(Continued)

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-01	Door Indication Systems (Cont'd)					
2)	Emergency Exit Indication System	C	1	0	(O) May be inoperative provided: a) Door is CLOSED and LATCHED before each departure, and b) External pressure vent flap is verified CLOSED before each departure.	
3)	Cargo Door Indication System	C	1	0	(O) May be inoperative provided: a) Door is CLOSED and LATCHED before each departure, b) External handle is verified STOWED before each departure, and c) External pressure vent flap is verified CLOSED before each departure.	
4)	Aft Equipment Bay Door Indication System	C	1	0	(O) May be inoperative provided door is CLOSED and LATCHED before each departure.	
5)	Battery Bay Door Indication System	C	1	0	(O) May be inoperative provided door is CLOSED and LATCHED before each departure.	

AIRCRAFT:
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TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Engine Control Systems	A	2	2	May be dispatched as indicated by "L or R ENGINE MINOR FAULT" advisory message provided repairs are made in accordance with times established by engine manufacturer. No repair interval extensions are permitted.	
30-01	Fuel Flow Readouts	B	2	1	(O) May be inoperative provided Fuel Used Readout is considered inoperative (73-30-02).	
30-02	Fuel Used Readout	C	1	0	May be inoperative provided Fuel Quantity Gauging Computer Channels are operative.	
40-01	Fuel Filter Impending Bypass Indication Systems	C	2	1	(M) May be inoperative provided fuel filter element on affected engine is replaced before the first flight after failure occurred and every 20 flight-hours thereafter.	
40-03	Fuel Low Temperature Indication Systems	C	2	1	May be inoperative provided icing inhibitor is added to the fuel.	

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Engine Ignition Systems	B	2	2	System(s) redundancy may be degraded as indicated by "L/R ENG IGN FAULT" advisory message.	
31-01	ENGINE IGNITION "ON" Switch Light (Light Function Only)	C	1	0		

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

76. Engine Control

Sequence No.	Item	1	2	3	4	Change Bar
11-02	FADECs Automatic Engine Control Functions					
1)	SYNC Function	C	1	0		
2)	MACH HOLD Function (Not Applicable to Aircraft with AT System Installed)	C	1	0		
20-01	ENGINE AUTO APR “OFF” Switch Light (Light Function Only)	C	1	0		
20-02	ENGINE MACH HOLD “ON” Switch Light (Light Function Only) (Not Applicable to Aircraft with AT System Installed)	C	1	0		

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Engine Vibration Indications	B	2	1	May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.	

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Thrust Reverser Systems	C	2	1	(M) May be inoperative provided: a) Affected Thrust Reverser is stowed and locked, b) Operations are conducted in accordance with AFM performance data, and c) Operations with steep approach are not conducted.	
		C	2	0	(M) Any or all may be inoperative provided: a) Affected Thrust Reverser is stowed and locked, b) Operations are not conducted on wet or contaminated runways, and c) Operations with steep approach are not conducted.	

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Remote Oil Level Indications (Refuel/Defuel Panel)	C	2	0	Any or all may be inoperative provided associated oil tank sight gauge is used to determine oil level.	
30-02	Oil Filter Impending Bypass Indication Systems	A	2	1	(M) May be inoperative provided: a) Affected oil filter element is replaced, and b) Repairs are made within 3 flight-days.	

AIRCRAFT:
BD-100-1A10

TABLE KEY

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

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Air Turbine Starter Valves	C	2	1	(M)(O) May be inoperative provided: a) Valve is deactivated, and b) Alternate starting procedures are established and used to start the affected engine.	

SECTION TWO

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

1. Section Two of the MMEL will list only Crew Alerting System (CAS) Messages meeting the following requirements:
   a) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
   b) Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
   c) Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

AIRCRAFT:
BD-100-1A10

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
AIR COND FAULT (Advisory)	B	(O) May be inoperative provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	
AT RETARD INHIBIT (Caution) ***	D	(O) May be displayed provided: a) Autothrottle is confirmed disengaged and not used throughout the flight, and. b) LH and RH Thrust levers are verified to move freely and maintain adequate friction, prior to each flight.	
AUTO PRESS FAIL (Caution)	B	(O) Aircraft may be dispatched provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	
AUX HYD PUMP FAIL ON (Advisory)	B	(O) Aircraft may be dispatched provided: a) The AUX pump is verified to stop when selected to OFF, and b) The AUX pump is selected OFF after takeoff, selected to AUTO before approach and OFF after landing.	
CABIN PRESS FAULT (Caution)	B	(O) Aircraft may be dispatched provided: a) Manual pressurization is verified operative before flight, b) No other CAS messages related to air conditioning or pressurization are posted, c) Ram Air Valve is verified operative, and d) Operations are conducted at or below FL 250.	
	B	(O) Aircraft may be dispatched provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	

AIRCRAFT:
BD-100-1A10

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ELECTRICAL FAULT (Advisory)	B	(O) Aircraft may be dispatched provided Battery temperature indications are verified operative before each flight.	
ICE DETECTOR FAIL (Caution)	C	(O) Aircraft may be dispatched for other than night operations provided: a) Affected detector is deactivated, and b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.	
	C	(O) Aircraft may be dispatched for night operations provided: a) Affected detector is deactivated, and b) Anti-ice systems are turned ON when SAT is between +10 °C and -40 °C.	
ICE DETECTOR FAULT (Advisory)	C	(O) Aircraft may be dispatched provided: a) Affected detector is deactivated, and b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.	
L AUX BUS FAIL (Advisory)	C	(O) Aircraft may be dispatched provided procedures are in place to accommodate loss of cabin inverter.	
L WSHLD HEAT FAIL (Caution)	C	(O) Aircraft may be dispatched provided: a) None of following messages are displayed: • L or R WINDOW HEAT FAIL, • R WSHLD HEAT FAIL, or • ICE DETECTOR FAIL, b) Left windshield channel is deactivated, and c) Operations are not conducted in known or forecast icing conditions.	

AIRCRAFT:
BD-100-1A10

TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
MANUAL PRESS FAIL (Advisory)	B	(O) Aircraft may be dispatched provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Manual Pressurization switch is selected OFF, c) Ram Air Valve is selected OPEN, d) Pressurization EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9,000 ft MSL.	
NWS LIMIT EXCEEDED (Caution)	B	(O) Aircraft may be dispatched provided Nose Wheel Steering - Oversteer switch frangible pin (serves as mechanical indicator) is intact before and after every towing operation and before every flight. NOTE: See MMEL 32-60-02.	
R WINDOW HEAT FAIL (Caution)	C	(O) Aircraft may be dispatched provided: a) Right Side Window Heating Channel is deactivated, b) No more than one of the following messages is displayed: • L WSHLD HEAT FAIL, • R WSHLD HEAT FAIL, and c) Operations are not conducted in known or forecast icing conditions.	
R WSHLD HEAT FAIL (Caution)	C	(O) Aircraft may be dispatched provided: a) None of following messages are displayed: • L or R WINDOW HEAT FAIL, • L WSHLD HEAT FAIL, and • ICE DETECTOR FAIL, b) Right windshield channel is deactivated, and c) Operations are not conducted in known or forecast icing conditions.	
STBY INST BATT FAULT (Advisory)	B	Aircraft may be dispatched provided operations are not conducted more than one hour from a suitable airport.	
TRIM AIR FAIL (Caution)	B	O) Aircraft may be dispatched provided: a) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, b) Ram Air Valve is selected OPEN, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9,000 ft MSL.	