EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST

CESSNA CITATION CE-525C
CJ4

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CESSNA CITATION CE-525C CJ4

This Master Minimum Equipment List (MMEL) is issued by the European Aviation Safety Agency (EASA) at the above revision and is recommended for approval as the basis of the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this type as certified by EASA and operated under the jurisdiction of EASA member states National Authorities.

Signed by

Evan Nielsen
For and on behalf of EASA

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
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PREAMBLE

The following is applicable for operators under EASA or European operating regulations (JAR-OPS or EU-OPS). The regulations require that all equipment installed on an aircraft in compliance with the Airworthiness code and the operating requirements must be operative. However, the Regulations also permit the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

EASA Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilisation and thereby provide more convenient and economic air transportation for the public. EASA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which EASA finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.

The MMEL is the basis for development of individual operator's MELs, which take into consideration the operator's particular aircraft equipment configuration and operational conditions. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of the requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from Airworthiness Directives or any other Mandatory Requirement It is important to remember that all equipment related to the airworthiness and the operating requirements of the aircraft not listed on the MMEL must be operative.

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

PREAMBLE
(Cont.)

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectification's can be accomplished. It is important that rectifications be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. Rectification Interval Extension, as prescribed in JAR-MMEL/MEL.081, has been taken into account in the development of this MMEL. Therefore operators, with the approval of their authority, may consider use of the referenced procedure as being within the scope of this MMEL. The MEL provides for release of the aircraft for flight with inoperative equipment.

When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by the applicable regulations. The item is then either rectified or may be deferred per the MEL or other approval means acceptable to the competent Authority prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items of equipment inoperative.

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

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative systems or components must also be considered. Wherever possible account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload must be considered.

Operators are to establish a controlled and sound rectification program including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. This program should identify the actions required for Maintenance discrepancy messages.

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

DEFINITIONS AND EXPLANATORY NOTES

1. In this list, the items of equipment are classified in systems according to the ATA 100 specification. Individual items within a given ATA classification are numbered sequentially.

2. "Item" (Column 1): The equipment, system, components or function as listed in Column 1.

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

   NOTE 1: Items annotated in UPPER CASE letters indicate the precise flight deck legend used.

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

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

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

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

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

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

DEFINITIONS AND EXPLANATORY NOTES
(Cont.)

4. "Number Installed" (Column 3): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.

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

6. "Remarks or Exceptions" (Column 5): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.

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

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

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

8. Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition. To the extent practicable, placards should be located adjacent to the control or indicator for the item affected such that it is clear to the operating crew that it or its associated system is inoperative.

9. "Inoperative": A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).

10. "(O)": The use of this symbol in Column 5 indicates that an appropriate operating procedure (or change to an existing procedure) must be established, published and utilized to maintain the required level of safety while operating under the terms of the (M)MEL.

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

11. "(M)": The use of this symbol in Column 5 indicates that an appropriate maintenance procedure must be established, published and utilized prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.

DEFINITIONS AND EXPLANATORY NOTES
(Cont.)

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

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

12. "As required by Operating Requirements": The associated item must comply with legal provisions such as EU-OPS or any other legislation in force during the flight.

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

13. "Visual Flight Rules (VFR)": is as defined by National Authority Operating Requirements. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

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

15. "Visible Moisture": An atmospheric environment containing water in any form that can be seen in natural or artificial light, i.e. clouds, fog, rain, sleet, hail, snow.

16. "Flight Hour": The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.

17. "Flight": For the purpose of a MEL, a flight is the period of time between the moment when an aircraft begins to move by its own means, for the purpose of preparing for take-off, until the moment the aircraft comes to a complete stop on its parking area, after the subsequent landing (and no subsequent take-off).

18. "Flight day": A 24 hour period (from midnight to midnight) either UTC or local time as established by the operator, during which at least one flight is initiated for the affected aircraft.

19. "Authority": The competent regulatory authority according to the country of registry.

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

DEFINITIONS AND EXPLANATORY NOTES
(Cont.)

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

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

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

    Note: If serviceable tyres are included they should only be inflated to a minimum pressure that preserves their serviceability.

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

22. "System": System means the group of directly related components which together perform a specified function, for example "RPM Indication System" would include the RPM Indicator, tachometer generator, circuit breaker and associated circuitry.

23. "Dispatch": The point at which an aircraft first moves under its own power for the purpose of commencing a flight.

    Note: The MMEL/MEL applies to all defects that occur up to the point of dispatch, and comes into effect again when the aircraft next comes to rest at the end of its flight.

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

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

26. "Excess Items": means those items that have been installed that are redundant to the requirements of the operating requirements.

DEFINITIONS AND EXPLANATORY NOTES
(Cont.)

27. "Day of Discovery": is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

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

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

30. "MCTOM": means the Maximum Certificated Takeoff Mass.

31. "MAPSC": means the Maximum Approved Seating Configuration.

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HIGHLIGHTS OF REVISION

This is an original release based on FAA MMEL CE-525C Citation CJ4 revision 1 dated 14 April 2010.

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Cessna CE-525C Citation CJ4				Revision No: Original	Page: 21-1
(1) System & Sequence Numbers ATA 21 AIR CONDITIONING Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-20-01 Cockpit Air Outlet	C	4	0		
-20-02 Cabin Air Outlet	C	9	0		
-31-01 Pressurization System					
1) Pressurization Controller	C	1	0	(M) (O) May be inoperative provided: a) At least one affected outflow valve is removed, b) Aircraft is operated unpressurized (DCP REFS MENU button is pushed and DEST ELEV set to MAN and 14,500), c) CABIN PRESSURE DUMP is selected, d) PRESSURIZATION SOURCE is selected to NORM, and e) Aircraft is operated at 14,000 feet MSL or below. NOTE: Cyan HIGH ELEVATION MODE will illuminate when the cabin exceeds 8,000 feet (+/-200 feet) and will change to amber after 30 minutes of cabin altitude greater than 8,000 feet. (Cont.)	

Cessna CE-525C Citation CJ4				Revision No: Original	Page: 21-2
(1) System & Sequence Numbers ATA 21 AIR CONDITIONING Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-31-01 Pressurization System (Cont.)					
2) Cabin Outflow Valve	C	2	0	(M) (O) May be inoperative provided: a) At least one affected outflow valve is removed, b) Aircraft is operated unpressurized (DCP REFS MENU button is pushed and DEST ELEV set to MAN and 14,500), c) CABIN PRESSURE DUMP is selected, d) PRESSURIZATION SOURCE is selected to NORM, and e) Aircraft is operated at 14,000 feet MSL or below. NOTE: Cyan HIGH ELEVATION MODE will illuminate when the cabin exceeds 8,000 feet (+/-200 feet) and will change to amber after 30 minutes of cabin altitude greater than 8,000 feet.	

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(1) System & Sequence Numbers ATA 21 AIR CONDITIONING Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-32-01 Multi Functional Display (MFD) Pressurization Indication	C	1	0	(O) May be inoperative provided: a) Aircraft is operated unpressurized (DCP REFS MENU button is pushed and DEST ELEV set to MAN and 14,500), b) CABIN PRESSURE DUMP is selected, c) PRESSURIZATION SOURCE is selected to NORM, d) Pressurization system operates normally, and e) Aircraft is operated at 14,000 feet MSL or below. NOTE: Cyan HIGH ELEVATION MODE will illuminate when the cabin exceeds 8,000 feet (+/-200 feet) and will change to amber after 30 minutes of cabin altitude greater than 8,000 feet.	

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(1) System & Sequence Numbers ATA 21 AIR CONDITIONING Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-33-01 Pressure Regulating Shutoff Valve	C	2	0	(O) May be inoperative provided: a) Valves are verified failed and in the closed position, b) Aircraft is operated unpressurized (DCP REFS MENU button is pushed and DEST ELEV set to MAN and 14,500), c) CABIN PRESSURE DUMP is selected, d) PRESSURIZATION SOURCE is selected to FRESH AIR or OFF, and e) Aircraft is operated at 14,000 feet MSL or below. NOTE1: Cyan HIGH ELEVATION MODE will illuminate when the cabin exceeds 8,000 feet (+/-200 feet) and will change to amber after 30 minutes of cabin altitude greater than 8,000 feet. NOTE2: Amber (on ground) or Cyan (inflight) PRESS SOURCE NOT NORM CAS message will be displayed.	
1) Right Pressure Regulating Shutoff Valve	C	1	0	(O) One may be inoperative provided: a) Right valve is verified in the closed position, and b) PRESSURIZATION SOURCE is selected to L. NOTE: Amber (on ground) or Cyan (inflight) PRESS SOURCE NOT NORM CAS message will be displayed. (Continued)	

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(1) System & Sequence Numbers ATA 21 AIR CONDITIONING Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-33-01	Pressure Regulating Shutoff Valve (Continued)					
2)	Left Pressure Regulating Shutoff Valve	C	1	0	(O) One may be inoperative provided: a) Left valve is verified in the closed position, b) PRESSURIZATION SOURCE is selected R, and c) Aircraft is operated at FL410 or below. NOTE: Amber (on ground) or Cyan (inflight) PRESS SOURCE NOT NORM CAS message will be displayed.	
-50-01	Climate Control System					
1)	Climate Control Fan (PILOT FAN, COPILOT FAN, CABIN FAN)	C	3	1		
2)	Vapor Cycle System (Excluding Climate Control Fans)	C	1	0	(M) May be inoperative provided compressor is deactivated. NOTE: Any functions that operate normally may be used.	
3)	COMP ON Light	C	1	0		
-61-01	REMOTE CABIN TEMP Control	C	1	0	May be inoperative provided CABIN TEMP control located in cockpit is used.	

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(1) System & Sequence Numbers ATA 21 AIR CONDITIONING Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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Cessna CE-525C Citation CJ4				Revision No: Original	Page: 22-1
(1) System & Sequence Numbers ATA 22 AUTOFLIGHT Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-10-01	Autopilot/Trim Disconnect Functions (Red Yoke AP TRIM DISC Buttons)	C	2	1	One may be inoperative provided: a) Operative disconnect button is on the pilot flying side, b) Autopilot is not used below 1,500 feet AGL, c) Approach minimums do not require use of the autopilot, and d) Left side must be operative for single pilot operations.
-10-02	Go-Around Button	C	2	1	
		C	2	0	May be inoperative provided: a) Flight director is not used during a go-around, b) Autopilot is disconnected for go-around, and c) A/P SYNC button is operative for pilot flying. NOTE: FMS missed approach procedure must be activated via the FMS LEGS page.
-10-03	Autopilot/Flight Director (A/P SYNC buttons)	C	2	0	

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(1) System & Sequence Numbers ATA 22 AUTOFLIGHT Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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Cessna CE-525C Citation CJ4				Revision No: Original	Page: 23-1
(1) System & Sequence Numbers ATA 23 COMMUNICATIONS Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-00-01	VHF Communication System	C	-	1	Any in excess of one may be inoperative provided: a) COMM 1 is operative, and b) Flight is conducted under VFR over routes navigated by reference to visual landmarks.
		C	-	2	Any in excess of two may be inoperative provided COMM 1 is operative.
-00-02	Aircell Axxess II Phone System (If installed)	D	-	0	May be inoperative provided procedures do not require its use.
1)	Cockpit Handset (If installed)	D	-	0	May be inoperative provided procedures do not require its use.
2)	Cabin Handset (If installed)	D	-	0	
-00-03	Cockpit Voice Recorder (CVR) (If installed)	A	1	0	One or more may be inoperative provided: a) The aircraft does not exceed 8 further consecutive flights with the cockpit voice recorder inoperative, b) A maximum of 72 hours have elapsed since the cockpit voice recorder was found to be inoperative, and c) Any flight data recorder required to be carried is operative. NOTE: This alleviation is not applicable to combined CVR/FDRs.

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(1) System & Sequence Numbers ATA 23 COMMUNICATIONS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-10-01 High Frequency (HF) Communication System (If installed)	D	-	-	Any in excess of those required for the intended route, may be inoperative.	
	C	-	1	(O) Any in excess of one may be inoperative for flight on a route that requires two Long Range Communication Systems provided: a) SATCOM air-ground communications with relevant Air Navigation Service Provider(s) is available over the route to be flown, b) SATCOM voice function is operative, c) Prior to each flight, coordination with the appropriate Air Navigation Service Provider(s) is established where INMARSAT codes, or equivalent, are not available whilst using SATCOM voice function, and d) Alternate communication procedures are established and used. NOTE1: SATCOM is to be used only as a backup to normal HF Communications, unless otherwise authorized by the appropriate ATS facilities. NOTE 2: For all routes, consider the need for ACAS. <u>(Cont.)</u>	

Cessna CE-525C Citation CJ4				Revision No: Original	Page: 23-3
(1) System & Sequence Numbers ATA 23 COMMUNICATIONS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-10-01 High Frequency (HF) Communication System (If installed)(Cont.)	A	-	1	(O) Any in excess of one may be inoperative for a maximum of 3 calendar days, for flight on a route that requires two Long Range Communication Systems provided alternate communication procedures are established and used. NOTE 1: When the route enters airspace for which an In Flight Blind Broadcast Procedure exists, select the appropriate I.F.B.F. VHF frequency and apply the procedure. NOTE 2: For all routes, consider the need for ACAS. (Cont.)	

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(1) System & Sequence Numbers ATA 23 COMMUNICATIONS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-10-01 High Frequency (HF) Communication System (If installed)(Cont.)	A	-	0	(O) One or more may be inoperative for a maximum of 3 calendar days for flight on a route that requires two Long Range Communication Systems provided: a) SATCOM air-ground communications with relevant Air Navigation Service Provider(s) are available over the intended route, b) SATCOM voice function is operative, c) Prior to each flight, coordination with the appropriate Air Navigation Service Provider(s) is established where INMARSAT codes, or equivalent, are not available whilst using SATCOM voice function, d) Prior to each flight, permission is obtained from the relevant Air Navigation Service Provider(s) to communicate via SATCOM only, and e) Alternate communication procedures are established and used. NOTE 1: When operative, use of SATCOM Data transfer function should be part of these procedures. (Cont.)	

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(1) System & Sequence Numbers ATA 23 COMMUNICATIONS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-10-01 High Frequency (HF) Communication System (If installed)(Cont.)				NOTE 2: When the route enters airspace for which an In-Flight Blind Broadcast Procedure exists, select the appropriate I.F.B.F. VHF frequency and apply the procedure. NOTE 3: For all routes, consider the need for ACAS.	
1) Wire Antenna (If installed)	C	-	0	(M) May be inoperative provided: a) Horizontal and vertical stabilizers are inspected for damage, b) Any remaining portion of the antenna is removed, and c) High Frequency (HF) Communication System is considered inoperative.	
-20-01 Selective Call (SELCAL) System (If installed)	D	-	0	May be inoperative provided procedures do not require its use.	
	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-20-02 Individual SELCAL (VHF/HF) Channel (If installed)	D	-	0	May be inoperative provided procedures do not require its use.	
	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-20-03 DataLink	D	-	-	May be inoperative provided procedures do not require its use.	
	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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(1) System & Sequence Numbers ATA 23 COMMUNICATIONS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-40-01 Passenger Address (PA) System	C	1	0	(O) May be inoperative provided alternate normal, abnormal, and emergency procedures, and/or operating restrictions are established. NOTE: Any station function that operates normally may be used.	
-40-02 Passenger Briefing System	D	1	0	(O) May be inoperative provided: a) Passenger briefing system is deactivated, and b) Cabin occupants are briefed by alternate means.	
-50-01 Headset with Boom Microphone	D	-	-	Any in excess of one headset (including boom microphone) for each required crew member on flight deck duty may be missing or inoperative.	
-50-02 Copilot's Audio Control Panel	C	1	-	May be inoperative for single pilot operations.	
-50-03 Cockpit Overhead Communication Speaker	C	2	1	One may be inoperative provided: a) Left speaker is operative for single pilot operations, and b) A headset is used for associated inoperative speaker including headset use during emergency procedures.	

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(1) System & Sequence Numbers ATA 23 COMMUNICATIONS Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-50-04 Hand-Held Microphone	C	2	-		May be inoperative provided: a) Left hand held microphone is operative for single pilot operations, and b) Associated boom/headset microphone is operative.
	C	2	1		One may be inoperative provided associated boom/headset microphone is operative
-60-01 Static Wick					
1) Wing Trailing Edge (Including Aileron)	C	6	4		May be inoperative or missing provided no more than one is inoperative on each side.
2) Horizontal Stabilizer (Including Elevators)	C	6	4		May be inoperative or missing provided no more than one is inoperative on each side.
3) Rudder Trailing Edge	C	2	1		One may be inoperative or missing.
4) Stinger	C	1	0		May be inoperative or missing.

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(1) System & Sequence Numbers ATA 23 COMMUNICATIONS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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(1) System & Sequence Numbers ATA 24 ELECTRICAL POWER Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-21-01	AC Alternator Bearing (AC ALTERNATOR BEARING, L or R Cyan CAS Message Displayed)	A	2	1	(O) One may be inoperative provided repairs are made within 20 flight hours.
-21-02	AC Alternator	C	2	1	One May be inoperative provided: a) Affected side windshield heat is considered inoperative, b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, and c) Aircraft is not operated in known or forecast icing conditions.
-40-01	External Power System	C	1	0	
-50-01	AC Cockpit Outlet	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.

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(1) System & Sequence Numbers ATA 24 ELECTRICAL POWER Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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(1) System & Sequence Numbers ATA 25 EQUIPMENT/FURNISHINGS Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc.)	D	1	0	(O) May be missing or inoperative provided an alternate means of securing and displaying the documents is used.
-10-01	Flight Crew Seat (per seat)				
1)	Armrest				
a)	Remain in Aircraft	C	-	0	May be inoperative provided a) seat position is acceptable for crew, and b) Armrest is stowed in retracted position.
b)	Removed from Aircraft	C	-	0	(M) May be inoperative provided seat position is acceptable to the flight crew member. NOTE: If an inoperative armrest will hinder an emergency evacuation or any other flight duties is should be removed.
2)	Lumbar Support	C	1	0	
3)	Recline/Tilt Function	B	-	0	One or more may be inoperative provided the associated seat is secured or locked in a position acceptable to the flight crewmember.
4)	Restraint Buckle Protective Padding (If installed)	C	-	0	May be missing or inoperative.
5)	Vertical Adjustment	B	-	0	One or more may be inoperative provided the associated seat is secured or locked in a position acceptable to the flight crewmember.

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(1) System & Sequence Numbers ATA 25 EQUIPMENT/FURNISHINGS Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-10-02	Pilot or Copilot Eye Locator Reference Ball	C	3	0	(O) May be inoperative or missing provided flight crew seat is positioned to allow: a) Normal pilot visibility, b) Full flight control movement, and c) Crewmember is able to reach all necessary controls and equipment while restrained.
-10-03	Cockpit Sunvisor System and/or Attach Mechanism	D	-	0	May be missing or inoperative provided pilot's field of vision is not obstructed.
-10-04	Yoke Mounted Chart Holder	C	2	0	
-10-05	Passenger Belt/Safety Chime	C	1	0	(O) May be inoperative provided alternate procedures are established to brief cabin occupants.
-10-06	Cockpit Assist Handle	D	-	0	
-20-01	Passenger Seat	D	-	-	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aisle, and c) Affected seat is blocked and placarded "DO NOT OCCUPY". NOTE : Affected seat may include the seat behind operative seat and must be in the taxi, takeoff, and landing position. (Cont.)

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(1) System & Sequence Numbers ATA 25 EQUIPMENT/FURNISHINGS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-20-01 Passenger Seat Including Side Facing Seat (Cont.)					
1) Armrest	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
2) Headrest	C	-	-	May be inoperative and seat occupied provided headrest is failed in placarded taxi, takeoff and landing position.	
	D	-	-	May be missing or inoperative in other than placarded taxi, takeoff, and landing position provided affected seat is considered inoperative. <u>NOTE 1:</u> Any damage to passenger seats and components must not be detrimental to passenger safety. <u>NOTE 2:</u> If headrest is missing or failed in other than the placarded position, affected seat must be considered inoperative.	
3) Recline Mechanism	C	-	-	(O) May be inoperative and seat occupied provided seat is immovable in full upright position.	
	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the full upright position.	
	D	-	-	May be inoperative in any position provided affected seat is considered inoperative.	

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(1) System & Sequence Numbers ATA 25 EQUIPMENT/FURNISHINGS Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
4)	Floor Tracking Mechanism	C	2	-	May be inoperative and seat occupied provided seat is in the placarded taxi, takeoff, and landing position.
		D	-	-	May be inoperative in any position provided affected seat is considered inoperative.
5)	Pedestal Tracking and Swivel Mechanism	C	-	-	(O) May be inoperative and seat occupied provided seat is failed immovable in placarded taxi, takeoff and landing position.
6)	Seat Belt/Shoulder Harness	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".
7)	Lumbar Support	D	-	-	
-20-02	Passenger Side Facing Seat	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".
1)	Seat Belt/Shoulder Harness	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".

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(1) System & Sequence Numbers ATA 25 EQUIPMENT/FURNISHINGS Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-20-03	Passenger Side Facing Two Place Couch (If installed)	D	-	0	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".
1)	Armrest	D	1	0	May be inoperative in the stowed position.
2)	Seat Belt/Shoulder Harness	D	2	0	May be inoperative provided affected seat is placarded DO NOT OCCUPY.
-30-01	Cabin Storage Compartment	C	-	-	(M) May be inoperative provided: a) Procedures are established and used to secure compartment closed, b) Affected compartment is not used for storage of any item except for those permanently affixed, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is prominently placarded DO NOT USE. (Cont.)

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(1) System & Sequence Numbers ATA 25 EQUIPMENT/FURNISHINGS Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-30-01	Cabin Storage Compartment (Cont.)				
		C	-	-	(M) (O) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item, except those permanently affixed, c) Cabin occupants are briefed that affected compartment may not be used, and d) Affected compartment is prominently placarded DO NOT USE. NOTE: Any permanently affixed emergency equipment located in the affected compartment is available for use.
-30-02	Storage Compartment Key Lock (If installed)	D	-	0	May be inoperative in the unlocked position.
-40-01	Ashtray	A	-	1	Any in excess of one may be inoperative for three flight days.
-50-01	Cargo Restraint System	C	-	-	May be inoperative, or missing provided cargo compartment remains empty.
-60-01	Emergency Vision Assurance System (EVAS) (If installed)	D	-	0	May be inoperative, missing, or removed if directed by the EVAS Operator's Guide provided procedures do not require its use.
		C	-	0	(O) May be inoperative, missing, or removed if removal is directed by the EVAS Operator's Guide, provided alternate procedures are established and used.

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(1) System & Sequence Numbers ATA 25 EQUIPMENT/FURNISHINGS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-60-02 Emergency Medical Equipment (If installed)					
1) Automatic External Defibrillator (AED) and/or Associated Equipment (If installed)	D	-	0	(O) May be incomplete, missing or inoperative provided AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit.	
2) Emergency Medical Kit (EMK) and/or Associated Equipment (If installed)	D	-	0	(O) Any in excess of those required may be incomplete, missing or inoperative provided EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit.	
	A	-	0	The required emergency medical kits may be incomplete for flight to a destination where repairs or replacements can be made but not to exceed a maximum of 2 calendar days.	
3) First Aid Kit (FAK) and/or Associated Equipment (If installed)	D	-	1	Any in excess of those required may be incomplete or missing.	
-61-01 Lifejackets (If installed)	D	-	-	Any in excess of the minimum required may be missing or inoperative provided: a) Inoperative lifejacket is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution of serviceable lifejackets is maintained.	

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(1) System & Sequence Numbers ATA 25 EQUIPMENT/FURNISHINGS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-62-01 Emergency Locator Transmitter (ELT)					
1) Survival Type ELTs (If installed)	D	-	-	Any in excess of those required may be missing or inoperative provided the inoperative equipment is placarded inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit.	
2) Fixed ELTs (If installed)	D	-	-	(M) Any in excess of those required by operating requirements may be missing or inoperative provided system is deactivated.	
	A	-	0	May be inoperative provided repairs are made within 6 further flights or 25 flying hours, whichever occurs first.	
-64-01 Life Raft (If installed)	D	-	-	Any in excess of those required may be missing or inoperative provided the inoperative equipment is placarded inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit.	

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(1) System & Sequence Numbers ATA 26 FIRE PROTECTION Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-11-01 Smoke Detector System					
1) Forward (Nose Baggage)	C	1	0	(O) May be inoperative provided crew verifies the baggage compartment is empty.	
2) Aft (Tailcone Baggage)	C	1	0	(O) May be inoperative provided crew verifies the baggage compartment is empty.	
-22-01 Portable Fire Extinguisher	D	-	2	Any in excess of those required by operating requirements may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location and stored out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.	

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(1) System & Sequence Numbers ATA 26 FIRE PROTECTION Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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(1) System & Sequence Numbers ATA 27 FLIGHT CONTROLS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-20-01 Rudder Pedal Adjustment	B	4	2	(M) (O) May be inoperative provided: a) Both pilots verify full control movement and brake application is available while restrained prior to each flight, b) Unaffected pedal can be adjusted to match affected pedal, and c) Two pedal adjustments are not inoperative on the same side.	
-70-01 Control Lock System	C	1	0	(O) May be inoperative in the unlocked position provided full flight control and throttle movement is available.	

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(1) System & Sequence Numbers ATA 27 FLIGHT CONTROLS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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(1) System & Sequence Numbers ATA 28 FUEL Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-00-01 Single Point Refueling System	C	1	0		
-10-01 Single Point Refueling System Dust Cap	C	1	0	(O) May be inoperative or missing provided: a) Refueling receptacle is visually checked for contamination before each refueling, and b) No leakage can be detected after fueling is completed.	
-10-02 Over Wing Refueling Cap Lock	D	2	0		
-43-01 Fuel Temperature Indication	C	2	1		

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(1) System & Sequence Numbers ATA 28 FUEL Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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(1) System & Sequence Numbers ATA 30 ICE & RAIN Item PROTECTION	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-00-01 Refreshment Center					
1) Hot Liquid Storage System Heater	C	1	0	(M) May be inoperative provided system is deactivated.	
2) Drain System Heater	C	1	0	(M) (O) May be inoperative provided: a) Drain heater is deactivated, b) Any excess liquid is removed from the ice drawer prior to each flight, c) Ice drawer drain valve is closed prior to flight, d) Hot liquid storage tank is empty, and e) Hot liquid overfill drain is placarded “DRAIN HEAT INOP, DO NOT USE”.	
-10-01 Leading Edge Wing Bleed Air Anti-Ice System	C	2	1	(M) One may be inoperative provided: a) Affected valve is secured for no flow , b) Wing cross flow is verified operative and remains on during flight, c) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, and d) Aircraft is not operated in known or forecast icing conditions.	
	B	2	0	(M) May be inoperative provided: a) Affected valve is secured for no flow , b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, c) Aircraft is not operated in known or forecast icing conditions, and d) Aircraft is not operated at night.	

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(1) System & Sequence Numbers ATA 30 ICE & RAIN Item PROTECTION	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-10-02 Pneumatic Tail De-Ice System (Failure to Inflate)	B	1	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, and b) Aircraft is not operated in known or forecast icing conditions.	
-20-01 Engine Anti-Ice System					
1) Anti-Ice Failed On (Flow)	C	2	1	(O) One may be inoperative provided: a) If only one system has failed, the operational system is also selected ON, and b) Performance data is based on anti-ice ON.	
2) Anti-Ice Failed Off (No Flow)	C	2	1	(M) One may be inoperative provided: a) Affected engine anti-ice is secured for no flow, b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, c) Aircraft is not operated in known or forecast icing conditions, and d) Aircraft is not operated at night.	
-30-01 Co-Pilot Pitot Heater System	B	1	0	May be inoperative provided: a) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is not operated RVSM, and d) Aircraft is not operated at night.	

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(1) System & Sequence Numbers ATA 30 ICE & RAIN Item PROTECTION	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-30-02 Co-Pilot Static Port Heater System	B	2	1	(O) One may be inoperative provided: a) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is not operated RVSM, and d) Aircraft is not operated at night. NOTE: A system is inoperative if one or more static port heaters on any one system are inoperative.	
-40-01 Windshield Anti-Ice System	C	2	1	(M) One may be inoperative provided: a) System is deactivated. b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, and c) Aircraft is not operated in known or forecast icing conditions.	

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(1) System & Sequence Numbers	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
ATA 30 ICE & RAIN Item PROTECTION				

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(1) System & Sequence Numbers ATA 31 Item	INDICATING/RECORDING SYSTEMS	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-00-01	Quick Access Recorder (QAR) (If installed)	C	1	0	(M) (O) May be inoperative for Flight Data Monitoring (FDM) purposes provided approved alternate procedures, if appropriate to other programmes using associated data, are established and used.
-11-01	Pilot Switch Panel Button Lights				
1)	OXYGEN MASK MIC Cyan Light	C	1	0	(O) May be inoperative provided pilots oxygen mask microphone is verified operative prior to each flight.
2)	FUEL BOOST – MANUAL L, R Amber Light	C	2	0	(O) May be inoperative provided the affected side fuel boost pump is verified operative prior to each flight
3)	IGNITION – MANUAL L, R Cyan Light	A	2	0	(O) May be inoperative provided: a) Respective green IGN indication is verified to display on the EICAS prior to each flight, b) Respective igniters are verified operative prior to each flight, and c) Repairs are made within three flight days.
4)	PRESSURE CONTROL STBY Amber Light	C	1	0	(O) May be inoperative provided PRESSURIZATION CONTROL amber CAS message is displayed when PRESSURE CONTROL STBY is selected.
5)	ICE PROTECTION - WING/ENG ANTI-ICE L, R Cyan light	C	2	0	May be inoperative provided associated CAS messages are operative during normal preflight.
6)	ICE PROTECTION - ENG ONLY ANTI-ICE L, R Cyan Light	C	2	0	May be inoperative provided associated CAS messages are operative during normal preflight. (Cont.)

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(1) System & Sequence Numbers ATA 31 Item	INDICATING/RECORDING SYSTEMS	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-11-01	Pilot Switch Panel Button Lights (Cont.)				
7)	ICE PROTECTION - TAIL DEICE L, R Cyan Light	C	2	0	May be inoperative provided associated CAS messages are operative during normal preflight.
8)	ICE PROTECTION - WING LIGHT Cyan Light	C	1	0	(O) May be inoperative provided light is verified operative prior to each flight.
9)	ICE PROTECTION - PITOT/STATIC HEAT 1, 2, Cyan Light	C	2	0	(O) May be inoperative provided associated cyan CAS message is verified to extinguish when the system is turned on.
-11-02	Forward Pedestal Switch Panel Button Lights				
1)	EXTERIOR LIGHTS – BEACON Cyan Light	C	1	0	(O) May be inoperative provided: a) Beacon is verified operative, and b) Remains on during aircraft operation.
2)	EXTERIOR LIGHTS – NAV Cyan Light	C	1	0	(O) May be inoperative provided: a) Navigation lights are verified operative, and b) Remain on during aircraft operation.
3)	EXTERIOR LIGHTS – STROBE Cyan Light	C	1	0	(O) May be inoperative provided: a) Strobe lights are verified operative prior to each flight, and b) Strobe lights are used as required by operating rule.
4)	EXTERIOR LIGHTS – TAXI Cyan Light	C	1	0	(O) May be inoperative provided taxi lights are verified operative prior to each flight.
5)	EXTERIOR LIGHTS - LNDG Cyan Light	C	1	0	(O) May be inoperative provided landing lights are verified operative prior to each flight. (Cont.)

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(1) System & Sequence Numbers ATA 31 Item	INDICATING/RECORDING SYSTEMS	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-11-02	Forward Pedestal Switch Panel Button Lights (Cont.)					
6)	EXTERIOR LIGHTS - LOGO Cyan Light	C	1	0		
7)	PASS LIGHTS - BELT Cyan Light	C	1	0	(O) May be inoperative provided cabin seat belt lights are verified operative prior to each flight.	
8)	PASS LIGHTS - SAFETY Cyan Light	C	1	0	(O) May be inoperative provided passenger safety lights are verified operative prior to each flight.	
9)	PULSE LIGHTS - TCAS Cyan Light	C	1	0	(O) May be inoperative provided pulse lights are verified operative prior to each flight.	
10)	PULSE LIGHTS – ON Cyan Light	C	1	0	(O) May be inoperative provided pulse lights are verified operative prior to each flight.	
-11-03	Copilots Switch Panel Button Lights					
1)	CKPT SPKR MUTE Cyan Light	C	1	0	(O) May be inoperative provided speaker mutes when button is selected.	
2)	COMM1 TUNE 121.5 Amber Light	C	1	0	(O) May be inoperative provided COMM 1 is verified to tune to 121.5 when the button is pushed prior to each flight.	
3)	OXYGEN MASK MIC Cyan Light	C	1	0	(O) May be inoperative provided pilots oxygen mask microphone is verified operative prior to each flight.	
-20-01	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.	

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(1) System & Sequence Numbers ATA 31 Item	INDICATING/RECORDING SYSTEMS	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-50-01	Central Warning					
1)	Master Warning Light	C	2	1	Pilot side is required for single pilot operations.	
2)	Master Warning Cancel/Reset Function	C	2	1	Pilot side is required for single pilot operations.	
3)	Master Caution Light	C	2	1	Pilot side is required for single pilot operations.	
4)	Master Caution Cancel/Reset Function	C	2	1	Pilot side is required for single pilot operations.	
-50-02	Exterior Door Unlocked Indication					
1)	AFT BAGGAGE DOOR Amber CAS Message	C	1	0	(O) May be inoperative (failure to illuminate or extinguish) provided flight crew verifies by physical inspection the associated door is closed, latched and locked before each departure.	
2)	EMERGENCY EXIT Amber CAS Message	C	1	0	(M) May be inoperative (failure to illuminate or extinguish) provided emergency exit is verified properly installed initially and at any subsequent opening.	
3)	NOSE DOOR L or R Amber CAS Message	B	2	0	(O) May be inoperative (failure to illuminate or extinguish) provided: a) Flight crew verifies by physical inspection the associated door is closed and latched prior to each flight, b) Aircraft is operated at 200 KIAS or less, and c) Aircraft is operated at FL410 or below.	

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(1) System & Sequence Numbers ATA 31 Item	INDICATING/RECORDING SYSTEMS	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-50-03	CABIN DOOR Amber CAS Message	B	1	0	(O) May be inoperative (failure to illuminate or extinguish) provided: a) Lock flags are visible in sight glass locations in the door prior to each flight, b) Internal and external door handles are verified correctly stowed prior to each flight, c) Passenger seat belt sign is on for duration of flight, and d) Aircraft is operated at FL 250 or below.
-50-04	PITOT/STATIC COLD L, R, and/or STBY CAS Message (Cyan or Amber)	B	6	0	(O) May be failed posted, provided: a) Pitot/static heater systems are verified operative before each flight, b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, and c) Aircraft is not operated in known or forecast icing conditions.
-50-05	TAIL DEICE FAIL L and/or R Amber CAS Message	C	4	0	May be failed posted, provided: a) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, and b) Aircraft is not operated in known or forecast icing conditions.
-50-06	WINDSHIELD HEAT FAIL L or R Amber CAS Message	B	2	1	One may be failed posted, provided: a) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, and b) Aircraft is not operated in known or forecast icing conditions.

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(1) System & Sequence Numbers ATA 31 Item	INDICATING/RECORDING SYSTEMS	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-50-07	WINDSHIELD OVERTEMP L or R Amber CAS Message	B	2	1	(M) May be failed posted, provided: a) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, b) Aircraft is not operated in known or forecast icing conditions, and c) Windshield anti-ice system on the affected side is deactivated.	
-50-08	WING ANTI-ICE COLD L and/or R CAS Message (Cyan or Amber)	C	4	0	May be failed posted, provided: a) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, and b) Aircraft is not operated in known or forecast icing conditions.	
-50-09	WING/ENG ANTI-ICE ON Cyan CAS Message	C	1	0	(M) May be failed posted provided: a) Engine anti-ice system is verified operative, b) Affected side WING/ENG ANTI-ICE and ENG ONLY ANTI-ICE button lights are operative, c) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, d) Aircraft is not operated in known or forecast icing conditions, and e) Aircraft is not operated at night.	
-50-10	ENGINE ANTI-ICE COLD L and/or R CAS Message (Cyan or Amber)	C	4	0	(M) May be failed posted provided: a) Engine anti-ice system is verified operative, b) Affected side WING/ENG ANTI-ICE and ENG ONLY ANTI-ICE button lights are operative, c) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, d) Aircraft is not operated in known or forecast icing conditions, and e) Aircraft is not operated at night.	

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(1) System & Sequence Numbers ATA 31 INDICATING/RECORDING SYSTEMS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-50-11 ENGINE ANTI-ICE ON Cyan CAS Message	C	1	0	May be failed posted, provided: a) Engine anti-ice system is operative. b) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or less in flight, c) Aircraft is not operated in known or forecast icing conditions, and d) Aircraft is not operated at night.	

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(1) System & Sequence Numbers	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
ATA 31 INDICATING/RECORDING SYSTEMS Item				

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(1) System & Sequence Numbers ATA 33 LIGHTS Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-10-01	Cockpit and Instrument Lighting System (Excluding Button LED Lights)	C	-	-	Individual lights may be inoperative provided: a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided, easily readable. b) Flight deck emergency (flood) lighting is operative, and c) Lighting configuration at dispatch is acceptable to the flight crew. d) Cockpit flood lights are operative.
-10-02	Cockpit Flood Light	B	2	0	May be inoperative provided aircraft is not operated at night.
-10-03	Windshield Ice Detect Light	C	2	0	May be inoperative provided aircraft is not operated at night.
		C	2	1	Only right side may be inoperative single pilot operations.
		C	2	1	(O) One may be inoperative for two pilot operations provided alternate procedures are established and used.
-20-01	Cabin Interior Lighting System (Excludes Dropped Aisle Lights)	C	-	-	(O) Individual lights may be inoperative for night operation provided: a) Sufficient lighting is operative for crew to perform required duties, b) Cabin emergency lighting is verified operative, and c) Sufficient lighting is operative for carrying cabin occupants at night.
		C	-	0	(O) May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night. (Cont.)

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(1) System & Sequence Numbers ATA 33 LIGHTS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-20-01 Cabin Interior Lighting System (Cont.)					
	C	-	0	(O) May be inoperative provided: a) Cabin emergency lighting verified operative, and b) No cabin occupants are carried.	
-20-02 Lighted Passenger Information Sign (Excludes Cabin Exit Signs)	C	-	-	(O) May be inoperative provided: a) Passenger Address System is operative and can be clearly heard throughout the cabin during flight, and b) Alternate procedures are established and used to notify passengers when seat belts must be fastened and smoking is prohibited as appropriate.	
	C	-	0	May be inoperative provided no passengers are carried.	
-30-01 Tailcone Baggage Compartment Light (Including Three Maintenance Lights)	C	5	0		
-30-02 Nose Baggage Compartment Light	C	1	0	May be inoperative provided alternate source of illumination is used as required.	
-40-01 Anti-Collision Light System (STROBE)	C	1	0	May be inoperative provided aircraft is not operated at night.	
	A	1	0	(O) May be inoperative at night provided: a) Position (NAV) light system is operative, b) Ground recognition light is operative, and c) Repairs are made within three flight days.	

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(1) System & Sequence Numbers ATA 33 LIGHTS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-40-02 Position (NAV) Light System	C	1	0	May be inoperative provided aircraft is not operated at night.
-40-03 Wing Inspection Light	C	1	0	May be inoperative provided: a) Ground deicing procedures do not require its use, and b) Aircraft is not operated at night.
-40-04 Landing/Taxi Light	C	2	0	May be inoperative provided aircraft is not operated at night.
-40-05 Logo Light (Tail Flood)	C	2	0	
-40-06 Ground Recognition Light (Flashing Beacon)	C	1	0	(O) May be inoperative for daylight operations provided all white Anti-Collision lights are operative. NOTE: If the red Beacon light is inoperative, alternative procedures must be developed and used when the aircraft is on the ground with the engine(s) running.
-40-07 Over Wing Emergency Exit Light	B	3	0	May be inoperative provided aircraft is not operated at night.
-40-08 Pulse Light System	C	1	0	May be inoperative provided landing and taxi lights are operative.
-50-01 Dropped Aisle Lights				
1) Right Side (Emergency Exit Lighting)	C	-	-	Up to six LED elements may be inoperative within any two foot length.
2) Left Side	C	-	0	

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(1) System & Sequence Numbers ATA 33 LIGHTS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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(1) System & Sequence Numbers ATA 34 NAVIGATION Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-00-01 VHF Navigation System					
1) NAV 2	C	2	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating requirements.	
2) ILS 2	C	2	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating requirements.	
a) Localizer	C	1	0	May be inoperative provided: a) Procedures do not require its use, b) Glideslope is considered inoperative, and c) System is not required by operating requirements.	
b) Glideslope	C	2	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating requirements.	
-18-01 Angle of Attack Indexer	C	1	0		
-18-02 Angle of Attack Heat System	C	1	0	May be in operative provided: a) Aircraft is not operated in visible moisture with static air temperature of +10 degrees C or below, b) Aircraft is not operated in known or forecast icing conditions, and c) Aircraft is not operated at night.	

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(1) System & Sequence Numbers ATA 34 NAVIGATION Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-25-01 Display Controller – Collins					
1) Co-Pilot Display Control Panel (DCP)	B	1	0	(O) May be inoperative provided: a) Both cursor control panels (CCPs) are operative, b) Affected primary flight display (PFD) is controlled by CCP, and c) Copilot's multi function display (MFD) is operative. NOTE: Any functions that operate normally may be used.	
2) Cursor Control Panel (CCP)	B	2	1	(O) One may be inoperative provided: a) Aircraft is operated with two pilots, b) Both display control panels (DCPs) are operative, c) Affected multi function display (MFD) is controlled by DCP, and d) Copilot's multi function display (MFD) is operative. NOTE: Any functions that operate normally may be used.	
-25-02 Co-Pilot Multi Function Display (MFD)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) All functions of DCPs and CCP controllers are verified operative, and c) Copilot's MFD REVERSION button is pushed.	

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(1) System & Sequence Numbers ATA 34 NAVIGATION Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-34-01 Marker Beacon Receiver System	C	2	-	May be inoperative provided: a) Approach procedures do not require its use, and b) System is not required by operating requirements.	
-42-01 Weather Radar System	C	1	-	May be inoperative provided the weather reports or forecast available to the commander indicate that cumulonimbus clouds or other potentially hazardous weather conditions, which could be detected by the system when in working order, are unlikely to be encountered on the intended route.	
-44-01 Radio Altimeter System	A	1	0	May be inoperative for a maximum of 6 further flights, 25 flight hours or 2 calendar days, whichever occurs first. NOTE 1: Landing gear warning system will revert to AOA without radio altimeter input. NOTE 2: TOPI will be operative and LOPI operation will not be affected.	
-44-02 Altitude Alerting System Aural and Visual Alerts	B	1	0	(O) May be inoperative provided: a) Altitude pre-select function is operative, b) Aircraft is not operated RVSM, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Auto-pilot with altitude hold and capture operates normally.	

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(1) System & Sequence Numbers ATA 34 NAVIGATION Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-44-03	Ground Proximity Warning System (GPWS) (If installed)	A	-	0	May be inoperative for a maximum of 6 flights or 25 flight hours or 2 calendar days, whichever occurs first.
1)	Modes 1 to 4	A	-	0	May be inoperative for a maximum of 6 flights or 25 flight hours or 2 calendar days, whichever occurs first
2)	Test Mode	A	-	0	May be inoperative for a maximum of 6 flights or 25 flight hours or 2 calendar days, whichever occurs first
3)	Glideslope Deviation (Mode 5)	B	-	0	May be inoperative.
		C	-	0	May be inoperative for day VMC only.
4)	Terrain Awareness & Warning System (TAWS) (where required)	A	-	0	May be inoperative for a maximum of 10 calendar days provided the GPWS functions are operative.
		A	-	0	May be inoperative for a maximum of 6 flights or 25 flight hours or 2 calendar days, whichever occurs first.
5)	Advisory Callouts (If installed)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Check Flight Manual limitations for approach minima.
6)	Windshear Mode Reactive (If installed)	D	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: For some designs, these functions are dealt with by other systems.

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(1) System & Sequence Numbers ATA 34 NAVIGATION Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-45-01	Airborne Collision Avoidance System (ACAS)					
1)	ACAS	A	-	0	(M) May be inoperative for a maximum of 10 calendar days provided the system is deactivated and secured.	
2)	Combined Traffic Alert (TA) and Résolution Advisory (RA) Display	C	2	1	(O) One 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.	
3)	Resolution Advisory (RA) Display	C	2	1	(O) One may be inoperative on non-flying pilot side.	
		C	2	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.	
4)	Traffic Alert (TA) Display	C	4	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
5)	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of ACAS.	
6)	Airspace Selection Function	C	-	0		

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(1) System & Sequence Numbers ATA 34 NAVIGATION Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-46-01	Lightning Detection System (If installed)	C	1	-	Any in excess of those required by operating requirements may be inoperative.
-51-01	Distance Measuring Equipment (DME)	C	2	-	Any in excess of those required by operating requirements may be inoperative.
		C	2	0	May be inoperative provided an operative RNAV system is available.
-52-01	SSR Transponder				
1)	Mode A/C Functions	C	-	-	Any in excess of those required for the route to be flown may be inoperative.
		A	-	0	(O) May be inoperative for a maximum of 5 flights provided: a) Permission is obtained from the Air Navigation Service Provider(s) along the route or any planned diversion, and b) Flight is conducted under VFR over routes navigated by reference to visual landmarks. NOTE: Mode C function is required to be operative for RVSM operations.
2)	Mode S Function	D	-	-	Any in excess of those required for the intended route, may be inoperative. NOTE 1: A SSR transponder with an operative Mode S function is defined as a transponder which can provide, at least, Elementary Surveillance capability. (Cont.)

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(1) System & Sequence Numbers ATA 34 NAVIGATION Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-52-01 SSR Transponder (Cont.)					
2) Mode S Function (Cont.)					
	A	-	0	May be inoperative for a maximum of 10 calendar days provided: a) Permission is obtained from the Air Navigation Service Provider(s) when required for the intended route, and b) Airborne Collision Avoidance System (ACAS) is considered inoperative. NOTE 1: A SSR transponder with an operative Mode S function is defined as a transponder which can provide, at least, Elementary Surveillance capability. NOTE 2: Altitude reporting, provided by an SSR transponder Mode S function, is required for flight into RVSM airspace.	
3) Enhanced Surveillance Functions (If installed)	D	-	0	One or more Downlinked Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when not required for the intended route.	
	C	-	0	One or more Downlinked Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when required for the intended route.	
-57-01 Automatic Direction Finding (ADF) System (If installed)	-	-	-	As required by operating requirements.	

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(1) System & Sequence Numbers ATA 34 NAVIGATION Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-57-02	Global Positioning System (GPS/GNSS/SBAS)	C	-	-	May be inoperative provided: a) System is not required by operating requirements, and b) Operations do not require its use. NOTE 1: Enhanced TAWS functions may not be available. NOTE 2: ADS-B output may not be available.
-60-01	Flight Management Computer (FMC) (Flight Management System Function (FMS) of Control Display Unit (CDU))	A	2	1	May be inoperative provided: a) Operations do not require its use, and b) Affected systems are considered inoperative NOTE 1: Enhanced TAWS functions may not be available. NOTE 2: ADS-B output may not be available.
1)	Fuel Planning and Indicating Function	C	-	-	May be inoperative provided fuel quantity indicating systems are operative.
-60-02	Navigation Database (If installed) NOTE: Any out of date database is to be considered inoperative.	C	-	-	May be out of currency provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and b) Navigation database information is disregarded.

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(1) System & Sequence Numbers ATA 34 NAVIGATION Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-60-02 Navigation Database (If installed) (Cont.) 1) Fuel Planning and Indicating Function (Cont.)	C	-	1	(O) Any in excess of one may be inoperative provided the operative database is: a) Up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV, and b) This up to date Database is readily available to the flight crew member(s) responsible for navigation.	
	A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV) departure, arrival and approach procedures do not depend on the data amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify database Navigation Fixes, coordinates, frequencies, status (as applicable) and suitability of Navigational Facilities required for the intended route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures, and which have been amended in the current database cycle, are manually tuned and identified. (Cont.)	

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(1) System & Sequence Numbers ATA 34 NAVIGATION Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-60-02 Navigation Database (If installed) (Cont.)	A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: a) Conventional (non-RNAV) departure, arrival and approach procedures, (when available), or ANSP assistance are used as an alternative to RNAV procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigational Facilities required for the intended route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.	
-60-03 Integrated Flight Information System (IFIS)	C	-	0	Individual functions may be inoperative provided procedures do not require its use. NOTE: Any function, program or document which operates normally may be used.	
-60-04 Data Loader (USB)	C	-	-		

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(1) System & Sequence Numbers ATA 35 OXYGEN Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-00-01	Oxygen Tank Fill Port	C	1	0	(M) May be inoperative provided oxygen bottle is filled using alternate means, if service is required.
-00-02	Blowout Disc/Green Label	C	1	0	(O) May be missing or damaged provided oxygen pressure is verified prior to each flight.
-00-03	Oxygen Pressure Gauge (Not EICAS Display)				
1)	No Oxygen Service Required	C	1	0	(O) May be inoperative provided alternate procedures are established and used to perform required preflight actions.
2)	Oxygen Service Required	C	1	0	(M) (O) May be inoperative provided: a) Alternate procedures are established and used to service oxygen bottle, and b) Alternate procedures are established and used to perform required preflight actions.
-20-01	Passenger Oxygen System	C	-	0	May be inoperative provided: a) Aircraft is operated without cabin occupants, and b) Crew oxygen system is operative.
1)	Passenger Oxygen Mask	C	-	0	Individual oxygen masks or dispensers may be inoperative or missing provided affected seat is placarded “DO NOT OCCUPY”.
2)	Passenger Oxygen Drop Out Panel	C	-	0	Individual panels may be not stowed or missing.

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(1) System & Sequence Numbers ATA 35 OXYGEN Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-30-01 Protective Breathing Equipment (PBE) (If installed)	D	-	0	(M) (O) Any in excess of those required may be inoperative or missing provided: a) Required distribution of operative unit is maintained throughout the aircraft, b) The inoperative PBE and its location are placarded inoperative, removed from the aircraft or retained in an approved stowage or out of sight location so it cannot be mistaken for a functional unit, and c) Procedures are established and used to alert crew members of inoperative or missing equipment. <u>Note:</u> PBE which cannot be stowed in an approved stowage is subject to the requirements of the International Civil Aviation Organization's Technical Instructions for the Safe Transport of Dangerous Goods by Air.	

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(1) System & Sequence Numbers ATA 38 WATER/WASTE Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-00-01 Relief Tube Overboard Drain System	C	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Relief Tube is placarded "DO NOT USE".	
-30-01 Flushing Toilet System	C	1	0	(M) Individual components may be inoperative provided system is: a) Deactivated, b) Emptied and not re-serviced, c) Verified not to have leaks, and d) Toilet is placarded "DO NOT USE". NOTE: Relief tube is not part of the system.	

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(1) System & Sequence Numbers ATA 38 WATER/WASTE Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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(1) System & Sequence Numbers ATA 46 INFORMATION SYSTEMS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-00-01 Electronic Flight Bag (EFB) System	C	-	0	(M) (O) May be inoperative provided alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB. <u>NOTE:</u> Any function that operates normally may be used.	

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(1) System & Sequence Numbers ATA 46 INFORMATION SYSTEMS Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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(1) System & Sequence Numbers ATA 52 DOORS Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-10-01	Cabin Door Acoustic Seal	C	1	0	May be inoperative provided seal does not interfere with door operation.
-10-02	Cabin Door Key Lock	D	1	0	May be inoperative in the unlocked position.
-11-00	Cabin Door				
1)	Chain	C	1	0	May be inoperative provided damaged or missing chain does not interfere with door operation.
2)	Step Support Cable	C	2	0	(M) (O) May be inoperative provided: a) Support cables are removed, b) Step assembly is removed, and c) Alternate procedures for entering/exiting aircraft are established and used.
3)	Step Assembly	C	1	0	(M) (O) May be inoperative provided: a) Support cables are removed, b) Step assembly is removed, and c) Alternate procedures for entering/exiting aircraft are established and used.
4)	Step Rate Controller System	C	2	0	(M) (O) Both May be inoperative provided: a) Affected rate controller is removed, and b) Cabin door step are not allowed to unfold uncontrolled.
5)	Gust Lock	B	1	0	(O) May be inoperative provided cabin door is not left unattended when open.
-30-01	Aft Baggage/Tailcone Compartment Door Key Lock	D	1	0	(O) May be inoperative in the unlocked position provided the door is verified closed and latched prior to flight. NOTE: AFT BAGGAGE DOOR Amber CAS message will post.

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(1) System & Sequence Numbers ATA 52 DOORS Item		(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions
-40-01	Nose Baggage Compartment Key Lock	C	2	0	Both may be inoperative in the unlocked position.
1)	Left Side	C	1	0	May be inoperative in the locked position provided right side door key lock is not failed in the locked position.
2)	Right Side	C	1	0	(O) May be inoperative in the locked position provided: a) Left side door key lock is not failed in the locked position, and b) Alternate procedures are established and used to perform required preflight actions through the left door.
-46-01	Single Point Refueling System Door Key Lock	D	1	0	

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(1) System & Sequence Numbers ATA 79 ENGINE OIL Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
-30-01 Impending Oil Filter Bypass (OIL FILTER BYPASS L or R cyan CAS message posted)	A	2	1	(M) (O) May be posted provided: a) Aircraft is not operated for more than one flight, b) Flight does not exceed five hours, and c) Engine chip collectors are inspected prior to flight.	

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(1) System & Sequence Numbers ATA 79 ENGINE OIL Item	(2) Rectification Interval	(3) Number Installed	(4) Number required for dispatch	(5) Remarks or Exceptions

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