

TRANSPORT CANADA

MASTER MINIMUM EQUIPMENT LIST

Bombardier Business Jet

BD-100-1A10

First Issued: Sep 30/2003

Revision: 8



**DEPARTMENT OF TRANSPORT
MASTER MINIMUM EQUIPMENT LIST**

**MINISTÈRE DES TRANSPORTS
LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

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TRANSPORT CANADA

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CANADAIR CHALLENGER

BD-100-1A10

Manual Approval

Approved: 

Transport Canada
Airworthiness Branch
Flight Test Division (AARDC)

M. Woloshyn
A/ Chief, Flight Test,
National Aircraft Certification
for Minister of Transport

Date: September 10, 2025

Revision 8

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RECORD OF REVISIONS

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Rev. 1	Manual Approval, REV-1, LEP-1, LEP-2, LEP-3, HOC-1, HOC-2, HOC-3, HOC-4, HOC-6 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 21-7, 21-8, 21-9, 21-10, 21-11 22-1, 22-2 23-1, 23-2, 23-3 24-1, 24-2, 24-3 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8 27-1, 27-2 29-1 30-4, 30-5, 30-6, 30-7 31-1, 31-2, 31-3, 31-4 33-1, 33-2, 33-3, 33-4, 33-5 34-1, 34-2, 34-3, 34-4, 34-5 36-1, 36-2, 36-3, 36-4, 36-5, 36-6, 36-7, 36-8, 36-9, 36-10, 36-11, 36-12 38-1, 38-2 49-1 52-1, 52-2	
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Rev 6	Manual Approval, Rev-3, TPR-4, LEP-1 thru LEP-4, HOC-1, HOC-2, DEF-2. Section One 21-4 thru 21-8, 21-10 thru 21-17, 22-2 thru 22-3, 24-1, 25-4 thru 25-7, 25-10, 26-1 thru 26-2, 27-1, 28-1, 28-3, 29-1, 30-1 thru 30-2, 31-2, 31-4 thru 31-5, 31-7 thru 31-8, 32-1 thru 32-2, 34-1, 34-6, 35-1 thru 35-3, 36-1 thru 36-8, 38-1 thru 38-2, 49-1, 73-1, 74-1, 76-1, 78-1, 79-1, 80-1. Section Two TOC-1, 2-1, 2-3.	
Rev 7	Manual Approval, REV-3, TPR-4, User Comments, LEP-1 thru LEP-4. HOC-1 thru HOC-6, DEF-3, DEF-4. Section one 21-3, 21-5 thru 21-8, 21-10 thru 21-13, 21-15 thru 21-17, 23-1 thru 23-3, 24-1, 25-1 thru 25-6, 25-8 thru 25-12, 26-2, 28-1, 28-2, 30-3 thru 30-6, 30-8, 33-1 thru 33-4, 34-1, 34-2, 34-4 thru 34-10, 35-2, 35-3, 36-2, 36-6, 36-10, 36-14, 38-2, 49-1, 52-1. Section Two 2-1 thru 2-4.	
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RECORD OF TEMPORARY REVISIONS

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Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
1	33-3 33-4	TRS No 01 was approved by Leo Galvin, Acting Chief, Flight Test for Minister of Transport, 14 September 2005.	This MMEL TR is based on TCCA approved TRS No. 01. TR 1 replaces the terms "Aircraft without Modsum 100T010143" and "Aircraft with Modsum 100T010143 with "Aircraft without Wing Tip Strobe Lights" and "Aircraft with Wing Tip Strobe Lights" respectively	Superseded by Rev. 2 Dated 10/28/08
2	29-1 31-2 31-3	TRS No 03 was approved by B. Jupp, Chief, Flight Test for Minister of Transport, 13 November 2007 TRS 07, 08 and. 09 were approved by R. Walker, A/Chief, Flight Test for Minister of Transport, 21 November 2007.	This MMEL TR is based on TCCA approved TRS No. 3, No. 07, No. 8, and No. 9. TRS. No. 3 revises MMEL item 29-12-01. TRS. No. 7 revises MMEL item 31-41-01. TRS. No. 8 introduces MMEL item 31-41-02. TRS. No. 9 introduces MMEL item 23-20-02.	Superseded by Rev. 2 Dated 10/28/08
3	23-1 31-2 31-3	TRS 10 rev – was approved by R. Walker, A/Chief, Flight Test for Minister of Transport, 6 May 2008.	This MMEL TR is based on TCCA approved TRS No. 10 rev --. TRS. No. 10 rev. – revises MMEL items 23-20-02 and 31-41-02.	Superseded by Rev. 2 Dated 10/28/08

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4	TPR-1 34-5 34-6	TRS 13 was approved by R. Walker, A/Chief, Flight Test for Minister of Transport, 24 November 2008 and TRS 16 was approved by R. Walker, A/Chief, Flight Test for Minister of Transport, 09 December 2008.	This MMEL TR is based on TCCA approved TRS No. 13 and TRS No 16. TRS. No. 13 revises MMEL item 34-55-01 and TRS No 16 revises MMEL item 34-61-01.	Superseded by Rev. 3 Dated 06/21/11
5	TPR-1 28-1	TRS 14 rev. 1 and TRS 15 were approved by R. Walker, A/Chief, Flight Test for Minister of Transport 18 March 2009.	This MMEL TR is based on TCCA approved TRS No. 14 rev. 1 and TRS No. 15. TRS. No. 14 rev. 1 revises MMEL items 28-21-02. TRS. No. 15 revises MMEL items 28-21-03.	Superseded by Rev. 3 Dated 06/21/11
6	33-5	TRS No 17 was approved by Walter Istchenko, Chief, Flight Test for Minister of Transport, 30 July 2010	This MMEL TR is based on TCCA approved TRS No. 17. TRS. No. 17 revises MMEL item 33-50-02.	Superseded by Rev. 3 Dated 06/21/11
7	TPR-1 34-5 34-6	TRS 18 was approved by Kevin Horton, Acting Chief, Flight Test for Minister of Transport, 14 October 2010.	This MMEL TR is based on TCCA approved TRS No. 18. TRS. No. 18 revises MMEL items 34-55-01 and 34-61-01.	Superseded by Rev. 3 Dated 06/21/11
8	TPR-2 36-17	TRS No. 20, Walter Istchenko, Chief Flight Test for Minister of Transport, 26 April 2013.	This MMEL is based on TCCA approved TRS No.20 TRS No.20 deletes MMEL item 36-10-03 XBLEED Valve (CBV) as it is required to perform AFM Emergency Procedures.	Superseded by Rev 4 Dated

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9	TPR-2 23-1 34-2 34-3 34-5	TRS No. 21, John Wiseman, Acting Chief, Flight Test for Minister of Transport, 07 June 2013.	This MMEL is based on TCCA approved TRS No.21 that covers CL300 Avionics Update, that includes (23-20- 01, 34-42-01, 34-43-01, 34- 54-01)	Superseded by Rev 4
10	TPR-2. 34-2.	TRS No 22R1, Walter Istchenko, Chief Flight Test for Minister of Transport, 17 June 2014.	This MMEL is based on the TCCA approved TRS No.22 that covers a new item 34-34- 01 Synthetic Vision System (SVS) (including Database) is introduced.	Superseded by Rev 4
11	TPR-2 30-3	TRS No. 23, Walter Istchenko, Chief Flight Test for Minister of Transport, 17 June 2014.	This MMEL is based on the TRS No.23 that covers the introduction of SB 100-34-38 to improve Pitot-Static Probe reliability (30-31-01).	Superseded by Rev 4
12	TPR-3 73-1	TRS No. 24, Walter Istchenko, Chief Flight Test for Minister of Transport, 16 July 2014.	This MMEL is based on the TRS No.24 that introduces Limitation changed to address CL300 and CL350 different engines time limited dispatch (TLD).	Superseded by Rev 4
13	TPR-2 34-6	TRS No. 25, W.Istchenko Chief Flight Test for Minister of Transport, 23 October 2017.	This MMEL is based on the TRS No.25 introduces the following changes: Relief for 34-61-01 Flight Management Computer, SB 100-34-10 reference is removed from Note. Operating procedure for LPV Approach and RNP-AR approach is incorporated. New item 34-61-02 Flight Management System Performance Database introduced. New item 34-61-03 Flight Management System Vspeed Database introduced.	Superseded by Rev 4

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14	TPR-3	TRS No. 14, Jason Randall Chief Flight Test for Minister of Transport, March 1st, 2022	New item Life Jackets introduced New item Life Rafts introduced Deletion Pitch Trim System New item Hydraulic Shut off Valve (HYD SOV) EICAS Synoptic Page Indications introduced Revision Engine Anti-Ice Valves OAT operations limitation New item Quick Access Recorder (QAR) introduced New item Nose Wheel Steering - Oversteer Switch introduced NWS LIMIT EXCEEDED (C) – New CAS message oriented MMEL relief introduced	Superseded by Rev 6
15	TPR-4	Andreas Hartono Chief - National Aircraft Certification Flight Test for Minister of Transport	34-42-01 Terrain Awareness Warning System (TAWS) Class A 5) Runway Overrun Awareness and Alerting System (ROAAS) *** 34-42-01 Terrain Awareness Warning System (TAWS) Class A 5) Runway Overrun Awareness and Alerting System (ROAAS) *** a) RCC 5 Switch	Superseded by Rev 7

BD-100-1A10 BOMBARDIER Business Jet

MMEL USER COMMENTS

ON ERRORS, OMISSIONS, PROCEDURES (IF APPLICABLE), ETC.

Email to: AC.YUL@aero.bombardier.com

From:	Telephone No.:
Company:	Email address:
Date:	

The MMEL requires the following correction or clarification:

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OUR RESPONSE

Thank you for your comment;

☞ We will issue Temporary Revision No. ____

☞ We will include in Revision ____ scheduled for:

Comment:

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HIGHLIGHTS OF CHANGE

Revision 8 introduces following changes.

Page No	Type of change	Summary of changes
22-2	Technical	22-30-01: Applicability revised as option. 22-30-02: Applicability revised as option.
22-3	Technical	22-30-03: Applicability revised as option.
29-2	Editorial	29-12-01: 29-12-01 3) and 4) deleted (duplication).
2-1	Technical	AT RETARD INHIBIT (Caution): Applicability revised as option.

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DEFINITIONS

COLUMN 1

1. **"System & Sequence Numbers"** are based on Air Transport Association (ATA) Specification No. 100 and items are numbered sequentially.
2. **"Item"** means the equipment, system, component, or function listed in the "Item" column.
3. **Repair Intervals:** All users of an MEL must effect repairs of inoperative systems or components, deferred in accordance with the MEL at or prior to the repair times established by the following letter designators:

Category "A": Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL, excluding the day the malfunction was recorded in the Aircraft Maintenance Record/Logbook.

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

Category "C": Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the Aircraft Maintenance Record/Logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would end at midnight February 5th.

Category "D": Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the Aircraft Maintenance Record/Logbook.

The letter designators are inserted adjacent to Column 2.

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

COLUMN 2

1. **"Number Installed"** is the number (quantity) of items installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
2. **"-"** symbol indicates a variable number (quantity) of the item installed.

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NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by Transport Canada.

COLUMN 3

1. **"Number Required For Dispatch"** is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.
2. **"-"** symbol indicates a variable number (quantity) of the item required for dispatch.

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

COLUMN 4

1. **"Remarks or Exceptions"** in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
2. **"(M)"** symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. If there is a requirement to perform the procedures more frequently, for example, before each flight, then this is clearly stated in the provisos. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator.

Appropriate procedures, including the identification of qualified personnel authorized to accomplish them are required to be published as part of the operator's manual or MEL.

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

Appropriate procedures are required to be published as part of the operator's manual or MEL.

These procedures are outlined in the Challenger 300 Operations and Maintenance Procedures. If a procedure is not covered in the Challenger 300 Operations and Maintenance Procedures, the procedural requirements can be found in the provisos of the MMEL or in the relevant Airplane Flight Manual (AFM).

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by Transport Canada.

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

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5. **NOTES** provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
6. **Deleted** in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

ADDITIONAL DEFINITIONS

1. **"Administrative Control Item"** means an item listed by the operator in the MEL for tracking and information purposes. It may be added to an operator's MEL 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 Transport Canada. If the request results in review and approval, the item becomes an MMEL item rather than an administrative control item.
2. **"Airplane Flight Manual"** (AFM) is the document required for type approval and approved by Transport Canada. The approved AFM for the specific aircraft is listed on the applicable Type Approval Data Sheet.
3. **"As required by regulations"** may include such things as Canadian Aviation Regulations (CARs), both operational and design related; Aviation Occupational Health and Safety (AOH&S) regulations, etc. It is noted that detailed relief provided in the CARs is only applicable where a MEL is not required.
4. **"Change bar"**: A vertical bar in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
5. **"Combustible materials"**, for the purpose of this document, refers to materials which are capable of catching fire and burning (baggage, livestock, etc.)
Where loading of flammable or combustible material is prohibited, no material may be loaded except the following:
 - a) Cargo handling equipment (ballast or empty ULD). ULD must not contain any energy supplied device of any kind (e.g. ULD integrated trackers/monitoring devices, cooled containers), must be without oxygen supply, or any other flammable or combustible material,
 - b) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.),
 - c) In-flight service material (Return catering - only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).
6. **Day of Discovery** is the calendar day an equipment/instrument malfunction was recorded in the Aircraft Maintenance Logbook 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, and is applicable to all MMEL items in categories A, B, C, and D.
7. **"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.
8. **Engine Indicating Crew Alerting System (EICAS)** that provides electronic messages refers to a system capable of providing different priority levels of system information messages (e.g., WARNING, CAUTION, ADVISORY and STATUS). Any airplane discrepancy message that affects dispatchability will be at the WARNING, CAUTION or STATUS level.

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9. **"ER"** refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of TP 6327 (ETOPS).
10. **"Excess Items"** means those items that have been installed but are redundant to the requirements.
11. **"Extended Overwater Operations"** means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.
12. **"Federal Aviation Regulations" (FARs)** means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
13. **"Flight Day"** means a 24-hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
14. **"Heavy maintenance visit (HMV)"** means check related items such as C or D Check tasks or other required inspection tasks where an aircraft is scheduled to be out of service for 4 or more days.
15. **"Icing Conditions"** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
16. **"Inoperative"** means a system and/or a component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
17. **Inoperative components of an inoperative system:** Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
18. **"Passenger Convenience Items"** means those items related to passenger convenience, comfort or entertainment such as , but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
19. **Placarding:** Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.
20. **"Visual Flight Rules" (VFR)** is as defined in the CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
21. **"Visual Meteorological Conditions" (VMC)** means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
22. **"Visible Moisture"** means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

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ABBREVIATIONS and ACRONYMS

ADC	Air Data Computer	L/H	Left Hand
AFM	Aircraft Flight Manual	LCD	Liquid Crystal Display
AOA	Angle of Attack	LED	Light Emitting Diode
APR	Automatic Performance Reserve	MFD	Multifunction Display
APU	Auxiliary Power Unit	MMEL	Master Minimum Equipment List
ARINC	Aeronautical Radio Incorporated	MSL	Mean Sea Level
ATC	Air Traffic Control	NAV	Navigation
AUX	Auxiliary	PFD	Primary Flight Display
BOOM	Headset microphone	R/H	Right Hand
BRT	Brightness	RVSM	Reduced Vertical Separation
DCMP	Direct Current Motor Pump/ Engine Secondary Hydraulic Pump	SAT	Static Air Temperature
DFDR	Digital Flight Data Recorder	SAL	Steep Approach Landing
DIM	Dimming	SYNC	Synchronous
EDP	Engine Driven Pump/ Engine Primary Hydraulic Pump	SOV	Shutoff Valve
FDR	Flight Data Recorder (Digital)	TT2	Engine Inlet Temperature
FL	Flight Level	V ₁	Takeoff Decision Speed (formerly Denoted as Critical Engine Failure Speed)
HF	High Frequency	VFR	Visual Flight Rules
ILS	Instrument Landing System	VMC	Visual Meteorological Conditions
		VOR	VHF Omnidirectional Range Station
		VHF	Very High Frequency

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PREAMBLE

All equipment installed on an aircraft in compliance with the Airworthiness Standards and Operating Rules must be operative. However, Canadian Aviation Regulations (605.07, 704.07 and 705.07) permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative component can provide the required level of safety.

A Master Minimum Equipment List (MMEL) is developed by Transport Canada, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment Transport Canada finds may be inoperative and yet maintain the required level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders.

The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the 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 the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the 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 the required level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain the required level of safety and reliability, the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the 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. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to Transport Canada prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that the required level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft Operation and crew workload must be considered.

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

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

A new section has been authorized as an alternative to the standard method of MMEL dispatch relief, as is normally achieved through fault isolation procedures, and subsequent reference to the dispatch LRU/Component MMEL relief. Standard references to MMEL dispatch relief are in Section 1. Following the standard MMEL herein, Section 2 has been developed with the objective of minimizing the requirement for maintenance personnel to be available, largely allowing flight crews to dispatch from the displayed CAS (Crew Alerting System) message, without specifically identifying failed LRUs or components.

As Section 2 is intended as an alternative dispatch relief methodology, the LRU/Component (Section 1) relief will be retained in order to provide maximum flexibility for relief. Flight crews / operators may dispatch failures with reference to either Section 1 or Section 2 of this MMEL to the advantage that either may provide.

It will be recognized in many cases that when comparing dispatch relief provisos for posted CAS messages in Section 2, to those of the related LRU / Component dispatch relief in Section 1, the provisos associated with dispatching the CAS message will generally be more restrictive in content and relief interval. Without the opportunity for fault isolation through maintenance, it must be assumed that worst-case failure conditions always underlie the posted message - commensurately, dispatch must be more restrictive. However, where maintenance personnel are available and fault isolation conducted, relief provisos in Section 1 may be found to provide fewer or less stringent restrictions upon operations and offer a longer relief interval.

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SECTION ONE

LRU / COMPONENT ORIENTED MMEL RELIEF

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1.	2.	3.	4.
System & Sequence NO Item NO de système/série article	Number Installed Nombre d'articles installés	Number Required For Dispatch Nombre d'articles à expédier	Remarks or Exceptions Remarques ou exceptions
21 – <u>AIR CONDITIONING</u>			
00-01 Integrated Air System Controller (IASC)			
1) Aircraft <u>without</u> 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.
2) Aircraft <u>with</u> 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.

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21 – <u>AIR CONDITIONING</u>							
00-01	Integrated Air System Controller (IASC) (Cont'd)						
	2) Aircraft <u>with</u> SB 100-21-05, Aircraft 20101 and Subs. (Cont'd)						
	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.		
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.		

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21 – <u>AIR CONDITIONING</u>							
23-03	Avionics Ventilated Temperature Sensors (Cont'd)						
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.		
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 9000 feet 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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21 – AIR CONDITIONING				
51-01	Flow Control Valves (FCV)			
1)	Aircraft <u>without</u> 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.
		B 2	1	(M)(O) Right may be inoperative provided: a) Valve is secured CLOSED, b) Pack Inlet Temperature Sensor is operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, 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 – <u>AIR CONDITIONING</u>						
51-01	Flow Control Valves (FCV) (Cont'd) 1) Aircraft <u>without</u> SB 100-21-05 (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 9000 feet MSL.	
	2) Aircraft <u>with</u> SB 100-21-05	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.	

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		3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
21 – <u>AIR CONDITIONING</u>			
51-01 Flow Control Valves (FCV) (Cont'd) 2) Aircraft with SB 100-21-05 (Cont'd)	C	2	1
			(M)(O) Right may be inoperative provided: a) Valve is secured CLOSED, b) Pack Inlet Temperature Sensor is operative, c) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to NORM, 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 9000 feet 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.

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21 – AIR CONDITIONING					
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.
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 9000 feet 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 9000 feet MSL.
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21 – AIR CONDITIONING						
53-02	Ram Air Regulating Valve (RARV)					
	Aircraft 20006 to 20033 <u>without</u> 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.	
		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 9000 feet MSL.	
	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 9000 feet MSL.	

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21 – <u>AIR CONDITIONING</u>									
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 <u>without</u> 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 <u>with</u> SB 100-21-05	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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				4. Remarks or Exceptions Remarques ou exceptions
21 – AIR CONDITIONING				
61-03	Trim Air System (HARSOVs)			
	1) Aircraft <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) R BLEED is selected OFF, d) Pre-cooler Cross Over Valve is operative, e) Left Flow Control Valve is operative, f) Pack Inlet Temperature Sensor is operative, g) Left Bleed Loop 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.
		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 9000 feet MSL.

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21 – AIR CONDITIONING							
61-03	Trim Air System (HARSOVs) (Cont'd)						
2)	Aircraft with SB 100-21-05	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) R BLEED is selected OFF,		
					d) Pre-cooler Cross Over Valve is operative,		
					e) Left Flow Control Valve is operative,		
					f) Pack Inlet Temperature Sensor is operative,		
					g) Left Bleed Loop 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.		
		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 9000 feet MSL.		
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.		

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21 – <u>AIR CONDITIONING</u>				
61-04 Pre-cooler Cross Over Valve (PCV) (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 9000 feet MSL.
61-05 Pack Inlet Temperature Sensor (PITS) 1) Aircraft <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.

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21 – <u>AIR CONDITIONING</u>						
61-05	Pack Inlet Temperature Sensor (PITS) (Cont'd)					
1)	Aircraft <u>without</u> SB 100-21-05 (Cont'd)	B	1	0	(M)(O) May be inoperative provided: a) L/H Bleed Valve is secured 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.	
		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 SOV is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 feet MSL.	
a)	Pack Inlet Temperature Sensor Elements	B	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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21 – <u>AIR CONDITIONING</u>						
61-05	Pack Inlet Temperature Sensor (PITS)(Cont'd)					
2)	Aircraft <u>with</u> SB 100-21-05	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.	
		C	1	0	(M)(O) May be inoperative provided: a) L/H Bleed Valve is secured 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.	

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21 – AIR CONDITIONING							
61-05	Pack Inlet Temperature Sensor (PITS) (Cont'd) 2) Aircraft <u>with</u> SB 100-21-05 (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 SOV is selected OPEN, d) PRESSURIZATION EMER DEPRESS switch is selected ON, and e) Operations are conducted unpressurized at or below 9000 feet 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.		
61-06	Trim Air Inlet Temperature Sensor (HATS) 1) Aircraft <u>without</u> 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.		

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21 – AIR CONDITIONING							
61-06	Trim Air Inlet Temperature Sensor (HATS) (Cont'd)						
1)	Aircraft <u>without</u> 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 9000 feet MSL.		
a)	Trim Air Inlet Temperature Sensor Elements	B	2	1			
2)	Aircraft <u>with</u> 100-21-05	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.		

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				4.	Remarks or Exceptions Remarques ou exceptions
21 – <u>AIR CONDITIONING</u>					
61-06	Trim Air Inlet Temperature Sensor (HATS) (Cont'd)				
2)	Aircraft <u>with</u> 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 9000 feet MSL.
	a) Trim Air Inlet Temperature Sensor Elements	C	2	1	
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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21 – AIR CONDITIONING							
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22 – <u>AUTO FLIGHT</u>					
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. NOTE1: Autopilot is required for RVSM Operations. NOTE2: 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 AFM Supplement, Supplement 2 - Supplemental information for the MMEL.
	1) Flight Director Modes	C	-	-	Except where enroute operations or approach procedures require its use, individual flight director modes may be inoperative provided Altitude Alerting System is operative. NOTE1: Flight director altitude hold mode is required for RVSM Operations. NOTE2: 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.

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22 – <u>AUTO FLIGHT</u>							
11-01	Autopilot/Flight Director Sync Switches (Cont'd)	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 are considered inoperative (22-11-02).		
11-02	Take-Off/Go-Around (TO/GA) Switches	C	2	1	(O) May be inoperative provided alternate procedures are established and used.		
		C	2	0	Any or all may be inoperative provided: a) Operations are conducted in accordance with AFM Supplement, Supplement 2 - Supplemental information for the MMEL, and b) Operations with Steep Approach are not conducted.		
30-01	Auto Throttle System ***	C	1	0	(O) May be inoperative provided: a) Auto Throttle 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) ***	C	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.		

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22 – <u>AUTO FLIGHT</u>				
30-03	Auto Throttle Engagement Switches ***	C	2	1
				One may be inoperative in inactive state (loss of engagement capability) provided the remaining Auto Throttle Engagement Switch is used.

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23 – COMMUNICATIONS							
11-01	VHF Communication Systems	D	-	2		VHF 3 may be inoperative.	
11-02	HF Communication Systems ***	D	-	-		(O) Any in excess of those required by regulations may be inoperative.	
		C	-	1		(O) May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: a) SATVOICE or Data Link operates normally, b) SATVOICE or Data Link services are available over the intended route of flight, and c) 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.	

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23 – COMMUNICATIONS								
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 procedures do not require its use.			
	1) Controller Pilot Data Link Communications (CPDLC) (Aircraft 20003 to 20407 with SB 100-23- 22) (Aircraft 20408 and up)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.			
		D	2	0	May be inoperative provided procedures do not require its use.			
	a) CPDLC In- Coming Message Visual Alerting (CDU and EICAS)	C	2	0	May be inoperative where procedures require its use provided In-Coming Message Aural Alerting (chime) is operative.			
		D	2	0	May be inoperative provided procedures do not require the use of CPDLC.			
	2) Automatic Dependent Surveillance Contract (ADS-C) ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.			
		D	1	0	May be inoperative provided procedures do not require its use.			

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23 – <u>COMMUNICATIONS</u>											
22-01	Selective Call System (SELCAL) ***	C	1	0		(O) May be inoperative provided alternate procedures are established and used.					
		D	1	0		May be inoperative provided procedures do not require its use.					
41-01	Passenger Address (PA) System	B	1	0		(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Required standard safety briefings are given to passengers using a means that will ensure the briefings are audible to each passenger.					
		A	1	0		(O) May be inoperative for non-passenger carrying operations for one flight day provided: a) Crew members are the only occupants of the aircraft, and b) Alternate procedures are established and used.					

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23 – COMMUNICATIONS							
41-02	Alerting System						
	1) Cabin Chimes	C	-	0		May be inoperative provided Passenger Address System is operative. NOTE: Passenger to Flight Crew Call System (Cabin/Lavatory Call) is considered a Passenger Convenience Item (25-70-01).	
		B	-	0		(O) May be inoperative provided alternate procedures are established and used. NOTE: Passenger to Flight Crew Call System (Cabin/Lavatory Call) is considered the Passenger Convenience Item (25-70-01).	
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 flight crew members on flight deck duty utilize headsets, and b) Spare headset is readily available.	
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 three flight days.	

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23 – COMMUNICATIONS									
51-04	Headsets	D	-	-	-	Any in excess of those required for each flight crew member on flight deck duty may be inoperative.			
51-06	Cabin/Lavatory Speakers	B	-	0	0	Any or all may be inoperative provided: a) Passenger Address System is considered inoperative (23-41-01), b) Alerting System is considered inoperative (23-41-02), and c) Pre-recorded Announcement System is considered inoperative (23-70-01).			
	1) Lavatory Speaker	B	1	0	0	(O) May be inoperative provided alternate procedures are established and used.			
51-07	Control Wheel TX/INPH Switches	A	2	1	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 O2 mask and hot mike is verified operative before each flight, and c) Repairs are made within three flight days. NOTE: Pilot with inoperative TX/INTPH Switch will not be able to transmit when wearing the O2 mask.			
70-01	Pre-recorded Announcement System (Airshow Custom Passenger Briefings) ***	C	1	0	0	(O) May be inoperative provided alternate procedures are established and used.			
		D	1	0	0	May be inoperative provided routine procedures do not require its use.			

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		4. Remarks or Exceptions Remarques ou exceptions			
23 – COMMUNICATIONS					
71-01	Cockpit Voice Recorder (CVR) System Including the Recorder Independent Power Supply (RIPS)				
1)	If CVR and FDR required by regulations	A	1	0	May be inoperative provided: a) FDR is operative, and b) Repairs are made within three flight days.
a)	Recorder Independent Power Supply (RIPS) (20292 and Subs Post SB 100-23-20) ***	C	1	0	(M)
2)	If only CVR required by regulations	A	1	0	May be inoperative provided repairs are made within three flight days.
a)	Recorder Independent Power Supply (RIPS) (20292 and Subs Post SB 100-23-20) ***	C	1	0	(M)
3)	If CVR not required by regulations	D	-	0	
a)	Recorder Independent Power Supply (RIPS) (20292 and Subs Post SB 100-23-20) ***	D	1	0	(M)

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					4. Remarks or Exceptions Remarques ou exceptions
24 – ELECTRICAL POWER					
20-01	APU Generator	C	1	0	(O) May be inoperative provided: a) APU generator is disabled, and b) Engine Driven Generators are operative.
20-02	ELECTRICAL APU GEN “ON” Switch Light (light function only)	C	1	0	(O)
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 Generators	B	2	1	(O) May be inoperative provided: a) Affected generator is disabled, b) APU is operative, c) APU Generator 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.
41-01	External Power System	C	1	0	

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					4. Remarks or Exceptions Remarques ou exceptions
24 – ELECTRICAL POWER					
41-02	ELECTRICAL EXT PWR "AVAIL/ON" Switch Light (Pedestal) (light function only)	C	1	0	(O)
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 (light function only) (Service Panel)	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	(O)
64-01	Auxiliary Buses				
	1) Left Auxiliary Bus	C	1	0	(O)
(cont'd)					

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24 – ELECTRICAL POWER							
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 (if installed) 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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24 – <u>ELECTRICAL POWER</u>		THIS PAGE INTENTIONALLY LEFT BLANK	

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25 – <u>EQUIPMENT/ FURNISHINGS</u>					
11-01	Pilot seats				
	1) Lumbar supports	C	2	0	Any or all may be inoperative in the lowest position provided seat is acceptable to the affected crewmember.
	2) Arm rests	C	4	0	(M) Any or all may be inoperative or missing provided: a) Affected armrest is secured in upright position, b) Egress is not impaired, and c) Seat is acceptable to the affected crewmember.
	3) 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	(O) May be inoperative provided it is not occupied. NOTE: An inoperative seat belt renders the seat inoperative for taxi, take-off, during turbulence and landing.
11-03	Forward Pull Out In Flight Seat ***	D	1	0	(M)(O) May be inoperative provided It is removed or secured in the STOWED position. NOTE: An inoperative seat belt renders the seat inoperative for taxi, take-off, during turbulence and landing.
13-01	Pilots Heated Mats ***	C	2	0	(O) Any or all may be inoperative provided affected mat is deactivated.
14-01	Cockpit Sunvisors				
	1) Sunvisors (Headliner)	C	2	0	Any or all may be inoperative (missing) provided affected sunvisor does not obstruct either pilot's field of view for take-off and landing.
		C	2	0	(O) Any or all may be inoperative provided affected sunvisor is removed.
	2) Glareshield Retractable Visors	C	2	0	(M) Any or all may be inoperative or missing provided affected visor is secured in the retracted position or removed.

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25 – <u>EQUIPMENT/ FURNISHINGS</u>					
14-02	Control Wheel Chart Holders	C	2	0	Any or all may be inoperative provided affected holder does not impede associated crew member to perform his duties.
14-03	Cockpit Writing Tables ***	D	2	0	Any or all may be inoperative provided affected table does not impede associated crew member to perform his duties.
14-04	Lavatory Entry Area Ashtray	A	1	0	May be missing or inoperative for 10 calendar days.
14-05	Galley Waste Receptacles Access Doors/ Covers	C	-	-	(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 sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
14-06	Cabin and Galley Storage Compartments/ Closets	C	-	-	(O) May be inoperative provided: a) Procedures are established and used to secure Compartment/Closets CLOSED, b) Associated Compartment/Closets is prominently placarded DO NOT USE, c) Any emergency equipment located in affected Compartment/Closets is considered inoperative, and d) Affected Compartment/Closets is not used for storage of any item(s) except for those permanently affixed.

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25 – <u>EQUIPMENT/</u> <u>FURNISHINGS</u>				
14-06	Cabin and Galley Storage Compartments/ Closets (Cont'd)	C	-	(M)(O) May be inoperative provided: a) Affected door(s) is/are removed, b) Associated Compartment/Closets is not used for storage of any items, except those permanently affixed, c) Associated Compartment/Closets is prominently placarded DO NOT USE, and d) Passengers are briefed that associated compartment is not used. NOTE : Any emergency equipment located in the associated Compartment/Closets (permanently affixed) is available for use.
	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	C	-	(O) May be inoperative (missing) provided: a) Associated life vest is relocated and accessible for affected passenger, while seated b) Affected passenger is briefed about life vest location.
		C	-	May be inoperative (missing) provided: a) Associated life vest is removed, and b) Affected Passenger Seat is considered inoperative (25-21-01).

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25 – EQUIPMENT/ FURNISHINGS				4. Remarks or Exceptions Remarques ou exceptions	
14-08	Lavatory Door	C	1	0	(O) May be inoperative provided: a) Door is secured OPEN or CLOSED, and b) Baggage compartment remains empty. NOTE: Does not preclude the carriage of ballast. For ballast purposes, use of bags (made of glass fibre or kevlar) of sand or ingots of non-magnetic metals (such as lead) is acceptable.
14-09	Life Jackets	D	-	-	(O) Any in excess of those required may be inoperative or missing, provided: a) Required distribution is maintained, b) Inoperative lifejacket and its installed location are placarded inoperative, c) Inoperative life jacket is secured out of sight, and d) Procedures are established and used to alert crew members of inoperative or missing equipment.
14-10	Life Rafts	C	-	-	(O) Any in excess of those required for the intended flight may be inoperative or missing for extended overwater flights provided: a) Required distribution is maintained, b) Inoperative life raft and its installed location are placarded inoperative, c) When practical, the inoperative life raft is secured out of sight, and d) Procedures are established and used to alert crew members of inoperative or missing equipment.
		D	-	-	(O) May be inoperative or missing provided: a) Extended overwater flights are not conducted, and b) Procedures are established and used to alert crew members of inoperative or missing equipment.

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25 – <u>EQUIPMENT/ FURNISHINGS</u>				4. Remarks or Exceptions Remarques ou exceptions
21-01	Passenger Seats	D	-	(O) May be inoperative provided: a) Seat(s) does not block or restrict access to an emergency exit, b) Seat(s) does not restrict any passenger from access to the main aisle, and c) Affected seat(s) is not used and is blocked and placarded "DO NOT OCCUPY". NOTE1: A seat(s) with an inoperative seat belt or shoulder harness is considered inoperative. NOTE2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. NOTE3: Seat(s) facing aft with an inoperative (missing) headrest is considered inoperative. NOTE4: Seat provided with 3-rd Audio System is covered by the MMEL Item 25-21-02 Passenger/ Observer Seat (including 3-rd Audio System) ***
	1) Recline Mechanism	D	-	(M) May be inoperative and seat(s) occupied provided seat(s) is secured in the taxi, takeoff, and landing position.
		C	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing position.
	2) Lazyboy Legrest Mechanism ***	D	-	(M) May be inoperative and seat(s) occupied provided legrest(s) is secured in stowed position.
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				4. Remarks or Exceptions Remarques ou exceptions	
25 – <u>EQUIPMENT/ FURNISHINGS</u>					
21-01	Passenger Seats (Cont'd)				
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.
21-02	Observer Seat ***				
1)	Jump Seat (Crew closet) (including associated equipment) ***	B	1	0	(M) May be inoperative provided the seat is removed, stowed, or secured in the retracted position. NOTE: An inoperative seat belt renders seat inoperative.
		D	1	0	(M) May be inoperative provided: a) Seat is removed, stowed, or secured in the retracted position, and b) Seat is not required to be occupied in an official capacity for extended periods of time. NOTE: An inoperative seat belt renders seat inoperative.
2)	Passenger/ Observer Seat (including 3-rd Audio System) ***	B	1	0	(M) May be inoperative provided the seat is not used and is blocked and placarded "DO NOT OCCUPY". NOTE: An inoperative seat belt renders seat inoperative.
		D	1	0	(M) May be inoperative provided: a) Procedures do not require its use, and b) The seat is removed, stowed, or secured in the retracted position. NOTE: An inoperative seat belt renders seat inoperative.

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25 – <u>EQUIPMENT/</u> <u>FURNISHINGS</u>									
21-02	Observer Seat *** (Cont'd)								
	2) Passenger/ Observer Seat (including 3-rd Audio System) *** (Cont'd)								
	a) Recline Mechanism	C	1	0	(M)	May be inoperative and seat occupied provided seat(s) is secured in the up-right position.			
	b) Lazyboy Legrest Mechanism ***	D	1	0	(M)	May be inoperative and seat occupied provided legrest 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 regulations (including associated equipment) ***	D	-	0	NOTE:	The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).			

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25 – <u>EQUIPMENT/ FURNISHINGS</u>				
50-01	Cargo Restraint System	C 1	0	May be inoperative provided cargo compartment remains empty.
1)	Cabin Interior Door Baggage Net	C 1	0	May be inoperative or missing provided no baggage is carried on the baggage compartment floor.
2)	Baggage Shelf ***	D 1	0	May be inoperative or missing provided shelf is not used. NOTE: An inoperative baggage shelf restraining net renders shelf inoperative.
61-01	Emergency Locator Transmitter (ELT) ***			
1)	Fixed ELTs	A -	-	(M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
		D -	-	Any in excess of those required by regulations may be inoperative or missing.
2)	Survival Type ELTs	D -	-	Any in excess of those required by regulations may be inoperative or missing.

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25 – <u>EQUIPMENT/ FURNISHINGS</u>				
62-01 Emergency Medical Equipment				
1) First Aid Kits	D	-	-	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.
2) First Aid Kit Seal	A	-	-	(O) The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: a) The first aid kit is fully equipped or the kit has a maximum of one missing item, b) The kit includes a list of its contents, c) An inventory is taken on the content of the kit prior to departure, and d) Procedures are established and used to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).
(cont'd)				

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25 – <u>EQUIPMENT/ FURNISHINGS</u>					
62-01	Emergency Medical Equipment (Cont'd)				
3)	Automatic External Defibrillator (AED) and/or Associated Equipment	B	-	0	(O) May be incomplete, missing or inoperative provided AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit.
		D	-	-	(O) May be incomplete, missing or inoperative provided procedures are established and used to alert crew members of incomplete, missing or inoperative units.
62-02	Flotation Equipment (Crew and Passengers)				Deleted, Revision 7.
62-03	Flashlights/ Flashlight Holders				
1)	Flashlights	C	-	0	(O) Any or all may be inoperative or missing provided affected crew member has a flashlight of equivalent characteristics readily available.
2)	Holders	C	-	0	(O) Any or all may be inoperative or missing provided alternate stowage provisions are provided.
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25 – <u>EQUIPMENT/ FURNISHINGS</u>				4. Remarks or Exceptions Remarques ou exceptions
70-01	Passenger Convenience Items (Expires on 24 February 2025)	-	0	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the MEL. NOTE1: Exterior lavatory door ash trays are not considered convenience items. (Only applicable to transport category airplanes affected by FAA AD 74-08-09) NOTE2: Galley equipment restraining devices such as latches, etc. must be serviceable or the compartment must not be used for storage and placarded "INOPERATIVE -DO NOT USE". NOTE3: Movie equipment individual screens must be capable of being stowed. NOTE4: Audio or audio-visual entertainment equipment which is used as the sole means of providing safety briefings and demonstrations is not considered a passenger convenience item.
70-02	Lavatory Waste Bin C	-	0	(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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25 – <u>EQUIPMENT/ FURNISHINGS</u>				
71-03	Non-Essential Equipment and Furnishings (NEF)	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF program outlined in the operator's Maintenance Control Manual (MCM) or Maintenance Control System, as applicable. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items. (Only applicable to transport category airplanes affected by FAA AD 74-08-09)

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26 – <u>FIRE PROTECTION</u>						
11-01	FIREX System	C	1	1		System redundancy may be degraded as indicated by "FIRE SYS FAULT" advisory message. NOTE: All FIREX System failures causing "FIRE SYS FAULT" advisory message must be repaired within 10 days after appearance of this message on EICAS.
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	C	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 AFM Supplement, Supplement 2 - Supplemental information for the MMEL (Flight with Landing Gear Down). c) Takeoff is not conducted in icing conditions, and d) Short Field Operations (Supplement 11) are not conducted. NOTE: In case of engine failure after V1, 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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26 – FIRE PROTECTION				
15-01	Baggage Compartment Smoke Detection Subsystem	C 1	0	May be inoperative provided the associated compartment is empty or does not contain combustible materials. NOTE: Unit Load Devices (ULDs) may be carried in the associated compartment provided no cargo is carried on or in these devices.
21-01	APU Fire Extinguishing Subsystem	C 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 -	-	(O) Any in excess of those required by regulations may be inoperative or missing provided: a) Inoperative fire extinguisher is removed from the passenger cabin or flight compartment and its location is placarded "INOPERATIVE", or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded "INOPERATIVE", b) Required distribution is maintained, and c) Procedures are established and used to alert crew members of missing or inoperative portable fire extinguishers.

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27 – <u>FLIGHT CONTROLS</u>						
10-01	EICAS Aileron Control Surface Position Indications	C	2	0		(O) Any or all may be inoperative provided the 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)(O) 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.
32-02	STALL PUSHER "OFF" Switch Light (light function only)	C	1	0		
41-01	Pitch Trim System					Deleted, Revision 6.
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 take off and landing, and b) GND SPOILERS rotary selector switch is selected to OFF after each landing.

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27 – <u>FLIGHT CONTROLS</u>				4. Remarks or Exceptions Remarques ou exceptions
61-01	ROLL SPOILERS “OFF” Switch Light (light function only)	C	1	0

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28 – <u>FUEL</u>						
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	C	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	(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 verified operative, d) Transfer (XFER) Valve is verified operative, e) Gravity cross-flow (XFLOW) valve is verified operative, f) Operations are conducted at or below 18500 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 2000 lbs per wing (4000 lbs total) is required for landing and any fuel quantity below this value is considered unusable. j) Cross-side Fuel Boost Pump AUTO function is verified operative, k) Operations are conducted within one hour from a suitable airport, and l) Repairs are made within one flight day.	
21-03	L & R Fuel Boost Pumps Auto Function					
	1) 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 after engine started.	

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28 – <u>FUEL</u>				
21-03	L & R Fuel Boost Pumps Auto Function (Cont'd)			
	2) 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 after engine started, and b) FUEL R PUMP rotary selector switch is selected to ON before APU start and selected to OFF after right engine started or APU shut down.
22-01	XFER Valve	C	1	0
				(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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28 – <u>FUEL</u>						
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 the affected tank.
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 SOVs are verified CLOSED after each pressure refueling.

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28 – FUEL					
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 5500 lbs (2500 kg).
		C	2	0	(O) 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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29 – <u>HYDRAULIC POWER</u>							
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	(O)(M) One or both EICAS Synoptic HYD SOV icons (SOV circular outline) may be amber or magenta coloured, 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 1: Amber coloured HYD SOV circular outline will be accompanied by respective HYD SOV FAIL Caution message.		
12-01	L & R DC Motor Pumps (DCMP)						
1)	AUTO Function (Aircraft 20003 to 20190 <u>without</u> SB 100-29-11)	C	2	0			
2)	AUTO Function (Aircraft 20003 to 20190 <u>with</u> SB 100-29-11) 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 take-off and approach.		

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29 – <u>HYDRAULIC POWER</u>						
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 AFM Supplement 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 take-off 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 take off 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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29 – <u>HYDRAULIC POWER</u>						
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 the 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 the 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 the 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 the 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 the 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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29 – <u>HYDRAULIC POWER</u>								
32-01	EICAS Hydraulic Reservoir Quantity Readouts							
	1) L & R	C	2	0	(O) Any or all may be inoperative provided:			
					a) Hydraulic Reservoir Quantity Gauge in the 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 (DCMP and EDP) on the affected side are operative.			
	2) AUX	C	1	0	(O) 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 the 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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29 – HYDRAULIC POWER							
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30 – ICE AND RAIN PROTECTION					
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.
10-05	ANTI-ICE WING “ON” Switch Light (light function only)	C	1	0	
10-06	Engine Anti-Ice Valves	C	2	1	(O) May be inoperative CLOSED provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.

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30 – <u>ICE AND RAIN PROTECTION</u>						
10-06	Engine Anti-Ice Valves (Cont'd)	C	2	1	(O) May be inoperative OPEN provided:	a) Affected engine ITT margin is checked before each take-off, 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.
10-07	Engine Anti-Ice TT2 Probe Heaters	C	2	1	(O) 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	(O) 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.
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.	

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30 – ICE AND RAIN PROTECTION							
31-01	Air Data Probe Heating System						
	1) Pitot/Static Probe & Base Heaters						
	a) Aircraft 20003 to 20500 with SB 100-34-38 and aircraft 20501 and Subs	B	4	2	(O) 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 conditions only.	
	b) Aircraft 20003 to 20500 without SB 100-34-38	A	4	2	(O) 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,	
						f) Operations are conducted in day VMC conditions only, and	
						g) Repairs are made within one flight day.	

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30 – ICE AND RAIN PROTECTION												
31-01	Air Data Probe Heating System (Cont'd)											
	2) Standby Pitot Probe Heater											
	a) Aircraft 20003 to 20500 with SB 100-34-38 and aircraft 20501 and Subs	B	1	0	(O) Except where enroute operations require its use 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 conditions only.	
	b) Aircraft 2003 to 20500 without SB 100-34-38	A	1	0	(O) Except where enroute operations require its use 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,	f) Operations are conducted in day VMC conditions only, and	g) Repairs are made within one flight day.

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30 – ICE AND RAIN PROTECTION				
31-01	Air Data Probe Heating System (Cont'd)			
	3) Static Port Heaters			
	a) Aircraft 20003 to 20500 with SB 100-34-38 and aircraft 20501 and Subs	B	2	1 (O) 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 conditions only.
	b) Aircraft 20003 to 205000 without SB 100-34-38	A	2	1 (O) 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, e) Operations are conducted in day VMC conditions only, and f) Repairs are made within one flight day.
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30 – <u>ICE AND RAIN PROTECTION</u>				4. Remarks or Exceptions Remarques ou exceptions
31-01	Air Data Probe Heating System (Cont'd)			
	4) AOA Sensor Vane & Case Heaters	B	4	2
	5) TAT Sensor Heater	B	1	0

- (O) 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 conditions only.
- (O) 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 conditions only.

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30 – ICE AND RAIN PROTECTION					
31-02	ANTI-ICE L/R PROBES “OFF Switch Light (light function only)	C	2	0	
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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					4. Remarks or Exceptions Remarques ou exceptions
30 – ICE AND RAIN PROTECTION					
80-01	Ice Detection Systems	C	2	1	(O) 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	(O) Any or all may be inoperative for day 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	(O) 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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31 – <u>INDICATING/ RECORDING SYSTEMS</u>						
21-01	Clock	C	1	0		May be inoperative provided a reliable and functioning timepiece is readily available to all flight compartment crew members.
	1) Universal Time Co-ordination Display (UTC)	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 Display Segments / Mode (Annuns.)	C	-	-		Individual segments or annunciations may be inoperative provided flight crews can readily determine mode of operation.
31-01	Flight Data Recorder (FDR) ***					
	1) If CVR and FDR are required by regulations	A	1	0		(O) May be inoperative provided: a) Cockpit voice recorder is verified operative, and b) Repairs are made within three flight days.
	2) If only FDR required by regulations	A	1	0		May be inoperative provide repairs are made within three flight days.
	3) DFDR Recording Parameters required by regulations	A	-	-		May be inoperative provided: a) Cockpit voice recorder is operative, and b) Repairs are made within twenty calendar days.
	4) DFDR Recording Parameters not required by regulations	A	-	-		May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.
	5) If not required by regulations	D	1	0		

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31 – <u>INDICATING/ RECORDING SYSTEMS</u>				
31-02 Quick Access Recorder (QAR) ***	C	1	0	(O) (M) 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.

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31 – <u>INDICATING/ RECORDING SYSTEMS</u>								
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).		
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).		
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31 – <u>INDICATING/RECORDING SYSTEMS</u>								
41-01	Cursor Control Panel (CCP) (Aircraft with Single CCP) (Aircraft 20000 to 20124) (Cont'd)							
	9) AUTO Pushbutton	D	1	0				
	10) PLAN Pushbutton	D	1	0				
	11) SHLDR Pushbutton	D	1	0				
	12) SIDE Pushbutton	D	1	0				
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (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) If installed, XM Graphical Weather function (46-10-01) is considered inoperative, and	
							d) If installed, Electronic Charts (46-10-01) are considered inoperative.	

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31 – <u>INDICATING/RECORDING SYSTEMS</u>								
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20125 and up) (Cont'd)							
	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) if installed, are considered inoperative.			
	5) ZOOM Pushbuttons	C	2	1				
		C	2	0	May be inoperative provided: a) If installed, XM Graphical Weather function (46-10-01) is considered inoperative, and b) If installed, Electronic Charts (46-10-01) are considered inoperative.			
	6) Orient Pushbuttons (located under the CHART pushbutton)	C	2	1				
		C	2	0	May be inoperative provided: a) If installed, XM Graphical Weather function (46-10-01) is considered inoperative, and b) If installed, Electronic Charts (46-10-01) are considered inoperative.			
	7) LWR FRMT Pushbuttons	C	2	0	(O)			

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31 – <u>INDICATING/ RECORDING SYSTEMS</u>								
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20125 and up) (Cont'd)							
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	(O)			
15)	TR/WX Pushbuttons	C	2	0				
16)	ELEC Pushbuttons	C	2	0				
17)	FLT Pushbuttons	C	2	0				
18)	HYD Pushbutton	C	2	0				
NOTE: The Flight Control System (FCS) diagnostics page may not be accessible.								
(cont'd)								

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31 – <u>INDICATING/ RECORDING SYSTEMS</u>										
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) (Aircraft 20125 and up)(Cont'd)									
19)	A/ICE Pushbutton	C	2	0					May be inoperative provided 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 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.	
23)	CKLST Pushbutton	C	2	0					May be inoperative provided Electronic Checklist (31-60-01) is considered inoperative.	
24)	SKIP Pushbutton	C	2	0						
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) If installed, XM Graphical Weather function (46-10-01) is considered inoperative, and d) If installed, Electronic Charts (46-10-01) are considered inoperative.	
									NOTE: Flight crew will lose the ability to select waypoint with joysticks.	
(cont'd)										

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31 – <u>INDICATING/ RECORDING SYSTEMS</u>						
41-02	Cursor Control Panel (CCP) (Aircraft with dual Cursor Control Panel) ((Aircraft 20125 and up) (Cont'd)					
	26) SUMRY Pushbutton	D	2	1		
		C	2	0		May be inoperative provided the Right MFD is operative.
	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 flight crew for intended flight (day/night) conditions.
60-01	Electronic Checklist	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
		D	1	0		May be inoperative provided normal procedures do not require its use.
60-02	Digital Voice Checklist ***	C	1	0		(O) May be inoperative provided alternate procedures are established and used.
		D	1	0		May be inoperative provided normal procedures do not require its use.

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31 – <u>INDICATING/ RECORDING SYSTEMS</u>				4. Remarks or Exceptions Remarques ou exceptions
61-01 Adaptive Flight Displays (AFD)	1) Aircraft with Single Cursor Control Panel	A	4	3
	2) Aircraft with Dual Cursor Control Panel (Aircraft 20125 and subs)	A	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, d) Radio tuning reversion capabilities are verified operative before each flight, and e) Repairs are made within one flight day. 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.
				(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, d) Radio tuning reversion capabilities are verified operative before each flight, and e) Repairs are made within one flight day. 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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32 – <u>LANDING GEAR</u>						
30-01	Landing Gear Retraction System	B	1	0	(M) May be inoperative provided:	a) Ground lock pins are installed, b) Operations are not conducted in known or forecast icing conditions, c) Extended overwater operations are prohibited, d) Operations are conducted in accordance with AFM Supplement, Supplement 2 - Supplemental information for the MMEL (Flight with Landing Gear Down), and e) Operations with steep approach 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.	
50-01	Nosewheel Steering System	C	1	0	(M)(O) May be inoperative provided:	a) Nosewheel steering limits are not exceeded, b) LANDING GEAR NWS switch is selected OFF, c) Solenoid selector valve is verified CLOSED, d) Operations are not conducted on contaminated runways, e) Operations are conducted in accordance with AFM Supplement, Supplement 2 - Supplemental information for the MMEL, and f) Operation with steep approach are not conducted.
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 FL180, and d) Repairs are made within three flight days. NOTE: For missing Nose Gear Door Seal, refer to the Configuration Deviation List (CDL).

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32 – <u>LANDING GEAR</u>				
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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33 – LIGHTS							
10-01	Cockpit and Instrument Lighting Systems						
	1) Reading, Stowage Lights, and Panels' Backlighting	C	-	-			Individual lights may be inoperative for night operations provided remaining lights are: a) Sufficient to clearly illuminate all instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crew members' eyes, and c) Lighting configuration and intensity is acceptable to flight crew.
		C	-	0			May be inoperative for day operations.
	2) Dome Light LEDs	C	-	-			May be inoperative provided lighting from remaining LEDs is acceptable to flight crew for night operations.
		C	-	0			May be inoperative for day operations.
20-01	Cabin Lighting System (Overhead & Sidewall)	C	-	-			Individual lighting sources may be inoperative provided cabin lighting is sufficient for crew members to perform their duties.
20-02	Floor Accent Lighting System ***	D	-	0			
21-01	Airstair Lights	D	-	0			
23-01	Passenger Notice System (No Smoking / Fasten Seat Belt)	C	1	0			(O) May be inoperative provided procedures are established and used to notify passengers when seat belts should be fastened and smoking prohibited.
	1) Aural tone Function	C	1	0			(O) May be inoperative provided alternative procedures are established and used.

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33 – LIGHTS								
23-01	Passenger Notice System (No Smoking / Fasten Seat Belt) (Cont'd)							
	2) Passenger Notice Signs "No Smoking/ Fasten Seat Belt"	C	-	-			(O) May be inoperative provided passenger seats or lavatory from which a sign is not readily legible shall not be occupied and must be blocked and placarded "DO NOT OCCUPY".	
		C	-	-			(O) May be inoperative provided procedures are established and used to notify passengers for whom a sign is not readily legible when seat belts should be fastened and smoking prohibited.	
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				
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.	

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33 – <u>LIGHTS</u>					
41-01	Landing Lights (Cont'd)				
	1) Belly Fairing Lights (Cont'd)	C	2	0	Any or all may be inoperative for day operations.
	a) Belly Fairing Lights Pulse Function ***	D	2	0	
	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 day 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 day operations.
42-01	Navigation Lights (Halogen or LED types)				
	1) Wing Tip Navigation Lights	C	-	2	(O) One on each side must be operative and enabled for night operations.
		C	-	0	May be inoperative for day operations.
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33 – <u>LIGHTS</u>					
42-01	Navigation Lights (Halogen or LED types) (Cont'd)				
	2) Tail Navigation Lights	C	-	1	(O) One must be operative and enabled for night operations.
		C	-	0	May be inoperative for day operations.
43-01	Dual Function Anti - Collision Lights				
	1) White Strobes (Upper / Lower)	C	2	0	(O) Any or all may be inoperative for day operations.
	2) Red Beacons (Upper / Lower)	C	2	0	(M)(O) Any or all may be inoperative provided adequate precautions are taken to clear danger areas before engine start and while engines are running.
43-02	Wing Tip Strobe Lights ***	D	2	0	
45-01	Logo Lights ***	D	2	0	
45-02	Wing Inspection Lights				
	2) Aircraft 20001 to 20143 <u>without</u> 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.
	3) Aircraft 20001 to 20143 <u>with</u> 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 Knots when icing conditions as defined in the AFM exist or anticipated, and c) Ground deicing procedures do not require their use.

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33 – LIGHTS						
50-01	Exterior Emergency Lights	C	3	0	Any or all may be inoperative for day operations.	
		A	3	0	(O) Any or all may be inoperative for night operations provided: a) Aircraft crew are the only occupants of the aircraft, b) Alternate procedures are established and used, and c) Repairs are made within one flight day. NOTE: For the purpose of this item “aircraft crew” is considered to be flight attendants, aircraft maintenance engineers and supervisory crew members.	
50-02	Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System)		1	1	System must be operative.	
1)	Path Marking Light Fixtures (Bruce Industries Lights STC ST01569LA)	C	-	-	A minimum of one out of two bulbs in each fixture must be operative.	
2)	Exit Identifiers					
a)	Bruce Industries Light Model BR9661-series STC ST01569LA	C	2	2	A minimum of two out of five bulbs within each fixture must be operative.	

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33 – <u>LIGHTS</u>				
50-02 Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System) (Cont'd)				
2) Exit Identifiers (Cont'd)				
b) EMTEQ LED	C	3	3	A minimum of three full LED rows out of four within each fixture must be operative.
type (P/N C300-ELES- 001 and C300-ELES- 002 only) Aircraft, 20139,20143, 20146, 20148 and up.				

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34 – <u>NAVIGATION</u>						
10-01	Integrated Standby Instrument System (ISIS)					
1)	ILS Function	C	1	0		
2)	Attitude Function	B	1	0	(O) May be inoperative provided:	
					a) Operations conducted in day VMC,	
					b) Operations are not conducted into known or forecast VFR-On-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.	
		C	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 Systems	A	2	0	(O) Except where enroute operations require its use, any or all may be inoperative provided:	
					a) Autopilot with altitude hold is operative, and	
					b) Repairs are made within three flight days.	
					NOTE: Altitude Alerting System is required for RVSM Operations.	

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34 – <u>NAVIGATION</u>				
21-01	Attitude Heading Reference System (AHRS) (Aircraft 20003 to 20407 <u>without</u> SB 100-34-32)	B 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, and h) Operations are conducted in accordance with AFM Supplement, Supplement 2-Supplemental information for the MMEL.

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34 – NAVIGATION				
30-01	Steep Approach Landing Push Button Annunciator ***			
	1) "ARM" or "ON" Light Function	B 1	0	May be inoperative provided: 1) Operations with steep approach are not conducted, and 2) Steep approach PBA is verified OFF.
	2) Switch failed in "OFF"	B 1	0	May be inoperative provided steep approach operations are not conducted.
34-01	Synthetic Vision System (SVS) (including Database) ***	D 1	0	O) May be inoperative provided SVS is deactivated. 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) Class A	A 1	0	
	1) GPWS/TAWS	A 1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three 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 three flight days.
	b) Test Mode	A 1	0	May be inoperative provided: a) GPWS/TAWS is considered inoperative, and b) Repairs are made within three flight days.
	c) Glideslope Deviation (Mode 5)	B 1	0	
	d) Advisory Callouts	C 1	0	(O) May be inoperative provided alternate procedures are established and used.

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34 – <u>NAVIGATION</u>						
42-01	Terrain Awareness Warning System (TAWS) Class A (Cont'd)					
	1) GPWS/TAWS (Cont'd)					
	e) Windshear Reactive Mode (Mode 7) ***	B	1	0	(O) May be inoperative provided:	a) Alternate procedures are established and used, and b) Take-offs and landings are not conducted in known or forecast windshear conditions.
	2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions ***	B	1	0		
	3) Terrain Displays	B	1	0		
	4) Runway Awareness and Advisory System (RAAS) (Includes Smart Landing and Smart Takeoff functions) ***	C	1	0	(O) May be inoperative provided the RAAS system is selected OFF.	

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34 – <u>NAVIGATION</u>				
42-01	Terrain Awareness Warning System (TAWS) Class A (Cont'd)			
5)	Runway Overrun Awareness and Alerting System (ROAAS) ***	C	1	0
	a) RCC 5 Switch	C	1	0
				NOTE: ROAAS RCC 5 ON (Status) may or may not be displayed.

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34 – <u>NAVIGATION</u>									
43-01	Traffic Alert Collision Avoidance System (TCAS)	B	1	0				(O) May be inoperative provided:	
	TCAS II (Including TCAS function of the Traffic Surveillance System (TSS) Aircraft 20408 and up)							a) System is deactivated and secured, and	
								b) Enroute or approach procedures do not require its use.	
		C	1	0				(O) May be inoperative provided:	
								a) Not required by regulations,	
								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				(O) May be inoperative on non-flying pilot side provided TA and RA visual display and audio functions are operative on flying pilot side.	
	2) Resolution Advisory (RA) Display System(s)	C	2	1				(O) 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.	
	3) Traffic Alert (TA) Display System(s)	C	2	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.	
	4) Audio Functions	C	1	0					

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34 – NAVIGATION							
44-01	Radio Altimeter						Deleted, Revision 6.
46-01	Lightning Detection System ***	D	1	0			
51-01	VHF Navigation System (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 System	C	2	0			(O) Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.
		D	2	0			May be inoperative provided procedures do not require its use.
53-01	Distance Measuring Equipment Systems (DME)	D	-	-			Any in excess of those required by regulations may be inoperative.

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34 – <u>NAVIGATION</u>						
54-01	ATC Transponders and Automatic Altitude Reporting Systems (Includes transponder function of Traffic Surveillance System (TSS) Aircraft 20408 and up)	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 regulations may be inoperative. NOTE: Transponder and Flight Director/Autopilot must use same side ADC data for RVSM operations.	
	1) Elementary and Enhanced Downlink Aircraft Parameters not Required by regulations	A	2	0	May be inoperative provided: a) Operations do not require its use, b) Repairs are made prior to completion of the next heavy maintenance visit.	
	2) ADS-B Squitter Transmissions	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)	C	-	0	(O) Except where enroute operations or approach procedures require its use, may be inoperative provided: a) Terrain/Obstacle Awareness functions of Terrain Awareness Warning System are considered inoperative (34-42-01), and b) Alternate procedures are established and used. NOTE: At least one GPS system is required for ADS-B operations.	
		D	-	1	Except where enroute operations or approach procedures require dual GPS.	

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34 – <u>NAVIGATION</u>				4. Remarks or Exceptions Remarques ou exceptions
61-01	Flight Management Systems			
	1) Flight Management Computers	C	-	1
				(O) Right Flight Management Computer (FMC) may be inoperative provided operations do not require dual FMS.
				NOTE: When operating with one FMS inoperative, FMS-computed take off and approach performance must be verified using applicable AFM data.
		C	-	0
				(O) May be inoperative provided:
				a) Fuel Used Readout is considered inoperative,
				b) Operations do not require its use, and
				c) Alternate procedures are established and used.
	2) Control Display Units	C	-	1
				Right may be inoperative provided Adaptive Flight Displays are operative.
	3) Navigation Databases	C	-	0
				(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided:
				a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used,
				b) Navigation database information is disregarded, and
				c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

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34 – <u>NAVIGATION</u>				
61-01 Flight Management Systems (Cont'd)	3) Navigation Databases	C - 1	1	(O) Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.
		A - 0	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV/RNP) or ANSP assistance are used as an alternative to RNAV/RNP 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 Navigation Facilities required for the intended flight 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.

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34 – <u>NAVIGATION</u>						
61-02	Flight Management System (FMS) Performance Database (Aircraft 20001 to 20500), (Aircraft 20501 to 20577 with SB 350-34-013), (Aircraft 20578 and up)	C	-	0		(O) May be inoperative (not installed) provided alternate procedures are established and used.
61-03	Flight Management System (FMS) Vspeed Database (Aircraft 20001 to 20407 with SB 100-34-10 or SB 100-34-32 or SB 100-34-36), (Aircraft 20408 to 20500), (Aircraft 20501 to 20577 with SB 350-34-013), (Aircraft 20578 and up)	C	-	0		(O) May be inoperative (not installed) provided alternate procedures are established and used.
62-01	Data Base Unit ***	D	1	0		

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35 – <u>OXYGEN</u>						
12-01	EICAS Oxygen Quantity Readout	C	1	0		(O) May be inoperative provided: a) Ground Service Panel Pressure Gauge is operative and checked before each flight, and b) Operations are conducted within one hour from a suitable airport.
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.

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35 – <u>OXYGEN</u>				
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 feet MSL, c) Operations are conducted at or below FL 250, d) Portable oxygen units are provided for all crew members and for 10 percent 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.
	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	May be inoperative provided Passenger Oxygen Circuit (35-20-02) is considered inoperative and associated (O) procedures are followed.

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35 – <u>OXYGEN</u>						
20-02	Passenger Oxygen Circuit					
2)	Passenger Oxygen Mask Containers (including Door, Masks, and Latch Mechanism) (Cont'd)	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.
20-03	Therapeutic Oxygen Circuit	C	1	0		May be inoperative provided PAX OXYGEN THERAPEUTIC switch is selected OFF.
30-01	Protective Breathing Equipment	D	-	-		(O) Any in excess of those required by regulations may be missing or inoperative provided: a) Required distribution of operative units is maintained throughout the aircraft, b) Inoperative PBE unit is removed from passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the PBE unit and its installed location are placarded INOPERATIVE, and c) Procedures are established to alert crew members of inoperative or missing equipment.

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35 – <u>OXYGEN</u>		3. Number Required For Dispatch Nombre d'articles à expédier
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36 – <u>PNEUMATICS</u>									
10-01	Bleed Valves (IPV)								
1)	Aircraft <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 operative and 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.			
		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.			

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36 – <u>PNEUMATICS</u>										
10-01	Bleed Valves (IPV) (Cont'd)									
1)	Aircraft <u>without</u> SB 100-21-05 (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)	Ram Air Valve is selected OPEN,			
						d)	PRESSURIZATION EMER DEPRESS switch is selected ON, and			
						e)	Operations are conducted unpressurized at or below 9000 feet MSL.			
	a) L/H Bleed Valve	B	1	0	(M)(O)	May be inoperative provided:				
						a)	Valve is secured CLOSED,			
						b)	XBLEED Valve is operative and 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.			

(cont'd)

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1. System & Sequence NO Item N° de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
36 – <u>PNEUMATICS</u>							
10-01	Bleed Valves (IPV) (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.		

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36 – <u>PNEUMATICS</u>				
10-01	Bleed Valves (IPV) (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 operative and 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.
		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.

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36 – <u>PNEUMATICS</u>							
10-01	Bleed Valves (IPV)(Cont'd)						
	2) Aircraft 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 operative and 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.	
		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.	

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36 – <u>PNEUMATICS</u>							
10-01	Bleed Valves (IPV) (cont'd)						
	2) Aircraft <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) 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		
					d) Operations are conducted unpressurized at or below 9000 feet MSL.		
	a) L/H Bleed Valve	C	1	0	(M)(O) May be inoperative provided:		
					a) Valve is secured CLOSED,		
					b) XBLEED Valve is operative and 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.		

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36 – <u>PNEUMATICS</u>				
10-01	Bleed Valves (IPV) (cont'd) 2) Aircraft <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.
				(cont'd)

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36 – <u>PNEUMATICS</u>				4. Remarks or Exceptions Remarques ou exceptions
10-01 Bleed Valves (IPV) (cont'd) 2) Aircraft with 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 operative and 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.
	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.

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			3.	Number Required For Dispatch Nombre d'articles à expédier
36 – <u>PNEUMATICS</u>				4. Remarks or Exceptions Remarques ou exceptions
10-02 Environmental Control Bleed Pressure Indication Systems 1) Aircraft <u>without</u> 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.
	B	2	0	(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED Valve is operative and 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.

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1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions	
36 – PNEUMATICS							
10-02	Environmental Control Bleed Pressure Indication Systems (cont'd)						
1)	Aircraft <u>without</u> SB 100-21-05 (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 9000 feet MSL.		
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 operative and 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.		

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36 – <u>PNEUMATICS</u>				
10-02	Environmental Control Bleed Pressure Indication Systems (cont'd)			
	1) Aircraft <u>without</u> 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.
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36 – <u>PNEUMATICS</u>				
10-02 Environmental Control Bleed Pressure Indication Systems (cont'd) 1) Aircraft <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 operative and 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.
	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.

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36 – <u>PNEUMATICS</u>				
10-02	Environmental Control Bleed Pressure Indication Systems			
2)	Aircraft <u>with</u> 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.
		C	2	0
				(O) Any or all may be inoperative provided: a) Bleed Valves are selected CLOSED, b) XBLEED Valve is operative and 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.

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36 – <u>PNEUMATICS</u>						
10-02	Environmental Control Bleed Pressure Indication Systems (cont'd)					
2)	Aircraft <u>with</u> 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) 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 9000 feet 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 operative and 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.

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36 – <u>PNEUMATICS</u>				
10-02	Environmental Control Bleed Pressure Indication Systems (cont'd)			
	2) Aircraft <u>with</u> SB 100-21-05, Aircraft 20101 and Subs.			
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) 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.
(cont'd)				

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36 – <u>PNEUMATICS</u>				4. Remarks or Exceptions Remarques ou exceptions
10-02 Environmental Control Bleed Pressure Indication Systems (cont'd) 2) Aircraft <u>with</u> SB 100-21-05, Aircraft 20101 and Subs. 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 operative and 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.
	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.

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36 – PNEUMATICS									
10-04	AIR COND/BLEED L/R BLEED “OFF” Switch Light (light function only)	C	2	0	(O)				
10-05	AIR COND/BLEED XBLEED “-” Switch Light (light function only)	C	1	0					
20-01	Leak Detection Loops								
	1) Environmental Control System	C	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, and				
					h) Operations are conducted unpressurized at or below 9000 feet MSL.				

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36 – <u>PNEUMATICS</u>				
20-01	Leak Detection Loops (Cont'd)			
a)	Pylon Loops	B	2	0
				Any or all may be inoperative provided Anti-Ice System Wing/Pylon Leak Detection Loop on the affected side is operative.
				NOTE: Pylon loops include powerplant interface to the right Bleed Valve (IPV).
b)	Bleed Loops Aircraft <u>without</u> 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 engine start,
				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 down to the Flow Control Valve (FCV), the ATS duct. The right bleed loop also includes the APU and high pressure ground connection ducting.
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36 – <u>PNEUMATICS</u>							
20-01	Leak Detection Loops (Cont'd)						
	b) Bleed Loops Aircraft <u>without</u> 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, 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.	
						NOTE: The left bleed ducting loop includes all the ducting downstream of the left Intermediate Pressure Valve (IPV) down to the Flow Control Valve (FCV) and the Air Turbine Starter (ATS) duct.	
							(cont'd)

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36 – <u>PNEUMATICS</u>				
20-01	Leak Detection Loops (Cont'd)			
	b) Bleed Loops Aircraft <u>without</u> 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) 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, 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 Intermediate Pressure Valve (IPV) down to the Flow Control Valve (FCV) and the Air Turbine Starter (ATS) duct.

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1. System & Sequence NO Item NO de système/série article		2. Number Installed Nombre d'articles installés		3. Number Required For Dispatch Nombre d'articles à expédier		4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>						
20-01	Leak Detection Loops (Cont'd)					
	c) Bleed Loops Aircraft <u>with</u> 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 engine start, 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 down to the Flow Control Valve (FCV), the ATS duct. The right bleed loop also includes the APU and high pressure ground connection ducting.
						(cont'd)

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1. System & Sequence NO Item N° de système/série article		2. Number Installed Nombre d'articles installés	3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
36 – <u>PNEUMATICS</u>				
20-01	Leak Detection Loops (Cont'd)			
c)	Bleed Loops Aircraft <u>with</u> 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, 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. NOTE: The left bleed ducting loop includes all the ducting downstream of the left Intermediate Pressure Valve (IPV) down to the Flow Control Valve (FCV) and the Air Turbine Starter (ATS) duct.

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			3.	Number Required For Dispatch Nombre d'articles à expédier
36 – <u>PNEUMATICS</u>				4. Remarks or Exceptions Remarques ou exceptions
20-01 Leak Detection Loops (Cont'd)				
c) Bleed Loops Aircraft <u>with</u> 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, 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 Intermediate Pressure Valve (IPV) down to the Flow Control Valve (FCV) and the Air Turbine Starter (ATS) duct.
d) Pack Loops	B	2	1	
	B	2	0	All may be inoperative provided left and right Flow Control Valves are considered inoperative (21-51-01). NOTE: The Air Conditioning System (ACS) pack ducting loop includes all the ducting downstream of the FCV to the ACS pack and Pre-cooler Cross-over Valve.
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36 – <u>PNEUMATICS</u>				
20-01 Leak Detection Loops (Cont'd)				
	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			
	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 Wing/Pylon loops include the powerplant interface to the IPV (part of ACS system) and HPV.
		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 Wing/Pylon loops include the powerplant interface to the IPV (part of ACS system) and HPV.

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			3.	Number Required For Dispatch Nombre d'articles à expédier
36 – <u>PNEUMATICS</u>				4. Remarks or Exceptions Remarques ou exceptions
20-01 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.
				NOTE: The Fuselage / Wing loops include the ducting downstream of the HPV down to the end of the piccolo (including the Wing Isolation Valve).
		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 Fuselage / Wing loops include the ducting downstream of the HPV down to the end of the piccolo (including the Wing Isolation Valve).

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36 – <u>PNEUMATICS</u>			
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1. System & Sequence NO Item Nº de système/série article		2.	Number Installed Nombre d'articles installés	
			3.	Number Required For Dispatch Nombre d'articles à expédier
				4. Remarks or Exceptions Remarques ou exceptions
38 – WATER/WASTE				
00-01	Water System			
1)	Lavatory Water System	C	1	0
				(M) Individual components may be inoperative provided: a) Affected components are deactivated or isolated, and b) Affected 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)	Galley Water System	C	1	0
				(M) Individual components may be inoperative provided: a) Affected components are deactivated or isolated, and b) Affected 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.
30-01	Lavatory Waste System	C	1	0
				(M) Individual components may be inoperative provided: a) Affected components are deactivated or isolated, and b) Affected components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.

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38 – <u>WATER/WASTE</u>				
30-01	Lavatory Waste System (Cont'd)	C	1	0
				(M) 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: 1. These provisions are not intended to prohibit inspections by crewmembers. 2. Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.

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45 – <u>CENTRAL</u> <u>MAINTENANCE SYSTEMS</u>				
45-01	Maintenance Diagnostic Computer (MDC)	C 1	0	May be inoperative provided alternate procedures are established and used.

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45 – CENTRAL <u>MAINTENANCE SYSTEMS</u>			3. Number Required For Dispatch Nombre d'articles à expédier
			4. Remarks or Exceptions Remarques ou exceptions
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46 – INFORMATION SYSTEMS						
10-01	Integrated Flight Information System (IFIS)					
1)	File Server Unit (FSU) (Aircraft 20125 to 20181 with SB 100-46-02) (Aircraft 20182 and up) (Aircraft 20182 and up with SB 100-46-01)	C	-	0		(O) May be inoperative provided alternate procedures are established and used.
		D	-	0		May be inoperative provided procedures do not require its use. NOTE: Any function which operates normally, may be used.
2)	Electronic Charts (Including Electronic CHART Database) (Aircraft 20125 to 20181 with SB 100-46-02) (Aircraft 20182 and up) (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 procedures do not require its use.
3)	XM Graphical Weather Function (Including Graphical Weather Database) (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 procedures do not require its use.
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1. System & Sequence No Item No de système/série article			2. Number Installed Nombre d'articles installés			3. Number Required For Dispatch Nombre d'articles à expédier			4. Remarks or Exceptions Remarques ou exceptions		
46 – INFORMATION SYSTEMS											
10-01	Integrated Flight Information System (IFIS) (Cont'd)										
4)	Enhanced Map Overlay Function (Including Enhanced Map Overlay Database) (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 procedures do not require its use.		
20-1	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.		

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				3.	Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
49 – <u>APU</u>					
11-01	Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided: a) Auxiliary Power Unit is deactivated, b) Engine Driven Generators 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 hour is used.
51-01	APU Load Control Valve	C	1	0	(M) May be inoperative provided it is deactivated CLOSED. NOTE1: The APU is still available as source of electrical power, if required. NOTE2: Appropriate bleed source performance data must be used.
51-02	AIR COND/BLEED APU "ON" Switch Light (light function only)	C	1	0	(O)

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49 – APU					
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				3.	Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
52 – <u>DOORS</u>					
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	(O) May be inoperative provided: a) Door is verified manually operative, and b) Opening damping feature is verified operative.
30-01	Baggage Door Counterbalance Systems	C	2	0	(O) 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	(O) May be inoperative provided: a) Door is CLOSED and LOCKED 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 flight.
	2) Emergency Exit Indication System	C	1	0	(O) May be inoperative provided: a) Door is CLOSED and LOCKED before each departure, and b) External pressure vent flap is verified CLOSED before each departure.

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52 – <u>DOORS</u>						
70-01	Door Indication Systems (cont'd)					
3)	Cargo Door Indication System	C	1	0	(O) May be inoperative provided: a) Door is CLOSED and LOCKED 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 LOCKED before each departure.	
5)	Battery Bay Door Indication System	C	1	0	(O) May be inoperative provided door is CLOSED and LOCKED before each departure.	

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73 – <u>ENGINE FUEL & CONTROL</u>				3.	Number Required For Dispatch
					Nombre d'articles à expédier
				4.	Remarks or Exceptions
					Remarques ou exceptions
00-01	Engine Control Systems	A	2	2	May be dispatched with "L and/or R ENGINE MINOR FAULT" advisory message(s) provided repairs are made in accordance with times established in the Airworthiness Limitations Section of the Engine Maintenance Manual. NOTE: Repair Interval extensions are not 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.
40-02	Fuel Filter Impending Bypass Indication Systems	C	2	1	(M) May be inoperative provided fuel filter element on the 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.

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73 – ENGINE FUEL & <u>CONTROL</u>	1. 2. Number Installed Nombre d'articles installés 3. Number Required For Dispatch Nombre d'articles à expédier 4. Remarks or Exceptions Remarques ou exceptions THIS PAGE INTENTIONALLY LEFT BLANK

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74 – <u>IGNITION</u>						
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		

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74 – IGNITION	1. 2. 3. 4. Number Installed Nombre d'articles installés Number Required For Dispatch Nombre d'articles à expédier Remarks or Exceptions Remarques ou exceptions
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76 – <u>ENGINE CONTROL</u>						
11-01	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		

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1.	2.	3.	4.
System & Sequence NO Item NO de système/série article	Number Installed Nombre d'articles installés	Number Required For Dispatch Nombre d'articles à expédier	Remarks or Exceptions Remarques ou exceptions
76 – <u>ENGINE CONTROL</u>			

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77 – <u>ENGINE INDICATING</u>				
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.

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77 – ENGINE INDICATING					
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MINISTÈRE DES TRANSPORTS
LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

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System & Sequence NO Item NO de système/série article		1.	2.	Number Installed Nombre d'articles installés	
				3.	Number Required For Dispatch Nombre d'articles à expédier
					4. Remarks or Exceptions Remarques ou exceptions
78 – EXHAUST					
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.

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System & Sequence NO Item NO de système/série article	Number Installed Nombre d'articles installés	Number Required For Dispatch Nombre d'articles à expédier	Remarks or Exceptions Remarques ou exceptions
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					4. Remarks or Exceptions Remarques ou exceptions
79 – <u>OIL</u>					
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 three flight days.

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80 – <u>STARTING</u>				
11-01	Air Turbine Starter Valve	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.

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80 – <u>STARTING</u>			
</			

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SECTION TWO

CAS MESSAGE ORIENTED MMEL RELIEF

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INTRODUCTION

The following new section has been authorized in accordance with the provisions of TCCA MMEL GB Item 00-00-0, Rev 1, or later, regarding dispatching directly from displayed CAS (Crew Alerting System) messages. “CAS message” relief is an alternative to the standard method of MMEL dispatch relief, as is normally achieved through fault isolation procedures, and the subsequent dispatch under the traditional LRU oriented MMEL relief. This Section 2, has been developed with the objective of allowing flight crews to dispatch from the displayed CAS message, without specifically identifying associated failed LRUs or components.

As Section 2 is intended as an alternative dispatch relief methodology, the LRU-oriented relief (Section 1) will be retained in order to provide maximum flexibility for dispatch relief. Flight crews / operators may dispatch failures with reference to either Section 1 or Section 2 of this MMEL to the advantage that either associated relief may provide. Upon comparison, it will be recognized in some cases that dispatch relief provisos for posted CAS messages to those of the related LRU dispatch relief, the provisos associated with the CAS message can appear more restrictive in content and/or relief interval. Without the opportunity for fault isolation through maintenance, it must be assumed that worst-case failure conditions always underlie the posted message - commensurately, dispatch should be more restrictive. However, where maintenance personnel are available and fault isolation conducted, relief provisos in Section 1 may be found to provide fewer or less stringent restrictions upon operations and offer a longer relief interval.

Section 2 has been arranged in alphabetical order of the indicated CAS message, without association to ATA Chapter. However, to avoid any possible mis-identification, each message is identified beneath as to its alert level.

Repair intervals (A, B, C & D) associated with CAS message reliefs herein, remain consistent with those of Section 1, and as described in the Definitions section in the front matter of this MMEL.

In conjunction with Section 2, a new separate dispatch procedures section has also been developed, also arranged in alphabetical order of the indicated CAS message. Where deemed necessary, the familiar “(O)” indicates the need for such supporting tasks, the scope of which shall be at the discretion of the approval authority. Acceptable tasks include, but are not necessarily limited to the following duties:

- Procedures described which exercise cockpit (or cabin) system controls utilized in normal flight operations;
- Deactivation of affected systems, as achieved by pulling system breaker or use of remote electronic system isolation;
- Visual inspection behind panels (internal or external) which are accessible without tools via quick-release latches and which clearly indicate their unlocked or unsafe state;(red/green safe window; flush fit latches).
- Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators.

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CAS Indication	1.	2. Dispatch Consideration			
AT RETARD INHIBIT (Caution) ***	C	(O) May be displayed provided: a) Auto Throttle 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.			
AIR COND FAULT (Advisory)	C	(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 9000 feet MSL.			
AUTO PRESS FAIL (Caution)	C	(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 9000 feet 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.			

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CAS Indication	2. Dispatch Consideration		
1.		2.	
CABIN PRESS FAULT (Caution)	B		
	C		
ELECTRICAL FAULT (Advisory)	B		
ICE DETECTOR FAIL (Caution)	C		
	C		
ICE DETECTOR FAULT (Advisory)	C		
L AUX BUS FAIL (Advisory)	C		

- (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 is posted,
 - c) Ram Air Valve is verified operative, and
 - d) Operations are conducted at or below FL 250.
- (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 9000 feet MSL.
- (O) Aircraft may be dispatched provided Battery temperature indications are verified operative before each flight.
- (O) Aircraft may be dispatched for day operations provided:
- a) Affected detector is deactivated,
 - b) Anti-ice systems are turned ON when icing conditions exist as defined in AFM.
- (O) Aircraft may be dispatched for night operations provided:
- a) Affected detector is deactivated,
 - b) Anti-ice systems are turned ON when SAT is between +10 °C and –40 °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.
- (O)

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1. CAS Indication	2. Dispatch Consideration			
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 ICE DETECTOR FAIL b) Left windshield channel is deactivated, and c) Operations are not conducted in known or forecast icing conditions.		
MANUAL PRESS FAIL (Advisory)	C	(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 9000 feet MSL.		
NOSE GEAR DOOR (Caution)	A	(O) Aircraft may be dispatched provided: a) Flight is conducted with Landing Gear Down and Landing Gear Retraction System is considered inoperative (Section1 Item 32-30-01), and b) Repairs are made within three flight days. NOTE: Fuel Planning Data is contained in Flight Planning and Cruise Control Manual– Special Operation Data – Gear Down Operation.		
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.		

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CAS Indication	1. 2. Dispatch Consideration		
R WINDOW HEAT FAIL (Caution)	C (O) Aircraft may be dispatched provided: a) Right Side Window Heating Channel is deactivated, and 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 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)	C 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 9000 feet MSL.		