

MASTER MINIMUM EQUIPMENT LIST

BOMBARDIER BUSINESS JET

BD-100-1A10

TRANSMITTAL LETTER

This letter presents Revision 3 of the Challenger 300 Master Minimum Equipment List, dated 21-June-2011. This revision introduces the third issue of the Challenger 300 Master Minimum Equipment List.

The associated Challenger 300 Dispatch Deviation Guide (DDG) will be issued to support this MMEL. The DDG is to be issued within 30 days after approval.

TRANSPORT CANADA

MASTER MINIMUM EQUIPMENT LIST

Bombardier Business Jet

BD-100-1A10

DEPARTMENT OF TRANSPORT
MASTER MINIMUM EQUIPMENT LIST

MINISTÈRE DES TRANSPORTS
LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL

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TRANSPORT CANADA

MASTER MINIMUM EQUIPMENT LIST

CANADAIR CHALLENGER

BD-100-1A10

Manual Approval

Approved: _____



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for Minister of Transport

Date: 21 June 2011

Revision 3



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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100T010143 with "Aircraft without Wing Tip Strobe Lights" and "Aircraft with Wing Tip Strobe Lights" respectively	Superseded by Rev. 2 Dated 10/28/08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	Superseded by Rev. 2 Dated 10/28/08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	Superseded by Rev. 2 Dated 10/28/08

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Temp Rev #	Pages Affected	TC approval	Description of Revision	Date Incorporated Signature
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

BD-100-1A10 BOMBARDIER Business Jet

MMEL USER COMMENTS

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

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OR

Email to: jean-pierre.dargis@aero.bombardier.com

OR

Mail to: address on back of this page

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: Date:

Bombardier Aerospace
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Attention: Manager R&M and Safety
 Dept. 745



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HIGHLIGHTS OF CHANGE

Revision 3 introduces Section 2 to the MMEL and add or makes changes to few Section 1 items.

1. New Items – Section 1

Item No	Type of change	Summary of changes
23-71-01	Technical	Cockpit Voice Recorder (CVR) System Including the Recorder Independent Power Supply (RIPS) To introduce the Recorder Independent Power Supply.
32-60-01	Technical	Nose Gear Door Systems To give a dispatch relief when NOSE GEAR DOOR caution message is displayed and maintenance action is required before dispatch.
49-11-02	Technical	APU Hour Meter – To give dispatch relief when the APU hour meter is inoperative. – To add a maintenance (M) procedure to provide alternate method for checking APU hours.

2. Revised Items – Section 1

Item No	Type of change	Summary of changes
21-53-02	Effectivity	Ram Air Regulating Valve (RARV) Revise the effectivity to add aircraft that have the change from production: 20001 to 20005, 20034 and subsequent.
21-61-05	Editorial	Pack Inlet Temperature Sensor (PITS) Editorial correction – Duplicated dispatch case is removed and dispatch case using right bleed is restored for aircraft with SB 100-21-05 as approved at revision 2.
28-23-01	Technical	Pressure Refueling System (Refuel/Defuel Control Panel) To change the Maintenance (M) procedures to Operational (O) procedures. Maintenance personnel are not required to refuel or defuel the aircraft. Fuel servicing companies refuel the aircraft with flight crew coordination.
28-41-01	Technical	High Level Sensors To change the Maintenance (M) procedures to Operational (O) procedures. Maintenance personnel are not required to refuel the aircraft. Fuel servicing companies refuel the aircraft with flight crew coordination.
29-12-02	Technical	Power Transfer System To clearly indicate that the AFM supplement for flight with Landing Gear Down must be used. There is no dedicated AFM supplement for Power Transfer System inoperative. The performance penalties to comply with are the same ones as for flight with Landing Gear Down.

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Item No	Type of change	Summary of changes
33-50-02	Technical	Exit Identifiers and Emergency Escape Path Marking System (Seat Mounted Lighting System) Add the following applicable aircraft for the EMTEQ LED type: Aircraft, 20139, 20143, 20146, 20148 and up.
46-10-01	Editorial	Integrated Flight Information System (IFIS) Move this item to chapter 46 – Information Systems. Change the item number from 23-20-02 to 46-10-01. The IFIS is not a communication system and must be part of the information systems. The MMEL limitations remain unchanged.
22-10-02 22-11-02 26-14-01 29-12-02 32-30-01 32-50-01 34-21-01 34-44-01	Editorial	Remove “RS-7” from the reference of AFM Supplements.

NEW CAS MESSAGE		NEW CAS MESSAGE		NEW CAS MESSAGE
AIR COND FAULT (Advisory)		ICE DETECTOR FAIL (Caution)		NOSE GEAR DOOR (Caution)
AUTO PRESS FAIL (Caution)		ICE DETECTOR FAULT (Advisory)		R WINDOW HEAT FAIL (Caution)
AUX HYD PUMP FAIL ON (Advisory)		L AUX BUS FAIL (Advisory)		R WSHLD HEAT FAIL (Caution)
CABIN PRESS FAULT (Caution)		L WSHLD HEAT FAIL (Caution)		STBY INST BATT FAULT (Advisory)
ELECTRICAL FAULT (Advisory)		MANUAL PRESS FAIL (Advisory)		TRIM AIR FAIL (Caution)

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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 (see **(M#)** below). 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. **"(M#)"** symbol indicates a requirement for maintenance personnel to accomplish an **"(M)"** procedure.
4. **"(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.

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5. **Alphabetical symbol** indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
6. **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.
7. **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"** and **other similar statements** mean that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations (FARs), Airworthiness Manual (AWM) or Canadian Aviation Regulations (CARs). The number of items specified by these requirements must be operative. When the listed item is not required by the requirements, it may be inoperative for the time specified by repair category.
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. **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.
6. **"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.
7. **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.
8. **"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).
9. **"Excess Items"** means those items that have been installed but are redundant to the requirements.

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10. **"Extended Overwater Operations"** means operations over water at a horizontal distance of more than 50 nautical miles from the nearest shoreline.
 11. **"Federal Aviation Regulations" (FARs)** means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
 12. **"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.
 13. **"Icing Conditions"** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
 14. **"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).
 15. **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).
 16. **"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.
 17. **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.
18. **"Visual Flight Rules" (VFR)** is as defined in the CARs. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
 19. **"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.
 20. **"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	SYNC	Synchronous
DIM	Dimming	SOV	Shutoff Valve
EDP	Engine Driven Pump/Engine Primary Hydraulic Pump	TT2	Engine Inlet Temperature
FDR	Flight Data Recorder (Digital)	V ₁	Takeoff Decision Speed (formerly Denoted as Critical Engine Failure Speed)
FL	Flight Level	VFR	Visual Flight Rules
HF	High Frequency	VMC	Visual Meteorological Conditions
ILS	Instrument Landing System	VOR	VHF Omni directional 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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21 – AIR CONDITIONING							
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						
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 with SB 100-21-05 (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 – AIR CONDITIONING						
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 ft. MSL.	
31-03	PRESSURIZATION MANUAL "ON" Switch Light (light function only)	C	1	0		
31-04	PRESSURIZATION EMER DEPRESS "ON" Switch Light (light function only)	C	1	0		
31-05	PRESSURIZATION DITCHING "ON" Switch Light (light function only)	C	1	0		

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	4. Remarks or Exceptions Remarques ou exceptions		
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 – AIR CONDITIONING		3. Number Required For Dispatch Nombre d'articles à expédier	4. Remarks or Exceptions Remarques ou exceptions
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 ft. 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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			4.	Remarks or Exceptions Remarques ou exceptions
21 – <u>AIR CONDITIONING</u>				
51-01	Flow Control Valves (FCV) (Cont'd) 2) Aircraft <u>with</u> 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 ft. MSL.
52-01	Compressor Discharge Temperature Sensor (CDTS)	C	1	0
				May be inoperative provided left and right Flow Control Valves are considered inoperative (21-51-01).
	1) Compressor Discharge Temperature Sensor Elements	C	2	1
				(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.



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				4.	Remarks or Exceptions Remarques ou exceptions
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 ft. MSL.
53-01	Ram Air Valve (RAV)	C	1	0	(M#)(O) May be inoperative provided: a) Valve is secured OPEN, b) AIR COND/BLEED AIR SOURCE rotary selector switch is selected to OFF, c) PRESSURIZATION EMER DEPRESS switch is selected ON, and d) Operations are conducted unpressurized at or below 9000 ft. MSL.



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21 – AIR CONDITIONING							
53-02 Ram Air Regulating Valve (RARV)	C	1	0	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.	
1) Aircraft 20006 to 20033 <u>without</u> SB 100-21-01	C	1	0	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 ft. MSL.	
2) Aircraft 20006 to 20033 <u>with</u> SB 100-21-01, 20001 to 20005, 20034 and subsequent.	C	1	0	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	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 ft. MSL.	



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21 – AIR CONDITIONING					
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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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 ft. MSL.		

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21 – AIR CONDITIONING						
61-03	Trim Air System (HARSOVs) (Cont'd)					
2)	Aircraft <u>with</u> 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 ft. 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 – AIR CONDITIONING						
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 ft. 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 – AIR CONDITIONING							
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 ft. 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 – AIR CONDITIONING							
61-05 Pack Inlet Temperature Sensor (PITS)(Cont'd) 2) Aircraft with 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)	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 ft. MSL.	
	2) Aircraft <u>with</u> SB 100-21-05 (Cont'd)						
	a) Pack Inlet Temperature Sensor Elements	C	2	1		(O) May be inoperative provided operational status of Pre-cooler Cross Over Valve is verified once each flight day.	
61-06	Trim Air Inlet Temperature Sensor (HATS)	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.	
	1) Aircraft <u>without</u> 100-21-05						

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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 ft. 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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21 – AIR CONDITIONING							
61-06	Trim Air Inlet Temperature Sensor (HATS) (Cont'd)						
2)	Aircraft with 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 ft. 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 – <u>AIR CONDITIONING</u>		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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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 operations are conducted in accordance with AFM Supplement, Supplement 2 - Supplemental information for the MMEL.		

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23 – COMMUNICATIONS							
11-01	VHF Communication Systems	D	-	2		VHF 3 may be inoperative.	
11-02	HF Communication Systems ***	D	-	-		Any in excess of those required by Regulations may be inoperative.	
13-01	Satellite Communication (SATCOM) System ***	C	1	0		(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0		May be inoperative provided routine procedures do not require its use.	
20-01	Datalink System ***	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.	
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 routine 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.	

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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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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)		

