



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Minneapolis Flight Standards District Office

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February 09, 2022

Target Corporation
Mr. Jeffery Tyson
6925 34th Ave South
Minneapolis, MN 55450

Dear Mr. Tyson:

Enclosed is the Approved Fleet Minimum Equipment List (MEL), Revision 2, dated December 22, 2021 for N484EM, N585PL, and N686BE, a G280, Serial Numbers 2156, 2164, and 2192. Please review and print a copy, the MEL must be kept on the applicable aircraft.

If you have any questions feel free to call this office during normal business hours, Monday through Friday, 7:30 a.m. 4:00 p.m. at 612-253-4400.

Sincerely,

Christopher Gregersen
Aviation Safety Inspector

Enclosure



TARGET®

Target Corporation

FLEET MEL

(MINIMUM EQUIPMENT LIST)

Revision 2

December 22, 2021

Gulfstream G280

Registration No. N484EM / N585PL / N686BE

Serial No. 2156 / 2164 / 2192

This MEL is applicable to 14 CFR Part 91 operations only and may not be used for operations conducted under 14 CFR Part 121, 125, 129, or 135.

The technical information presented herein has been determined to be correct at time of publication. However, should a direct conflict exist between this and other official publications, e.g., Master Minimum Equipment List (MMEL), Airplane Flight Manuals (AFM), Maintenance Manuals, those publications take precedence.

ACRONYMS AND ABBREVIATIONS

14 CFR	Title 14 Code of Federal Regulations	AUX	Auxiliary
°C	Degrees Celsius (or Centigrade)	BATT	Battery
°F	Degrees Fahrenheit	BCN	Beacon
A/P	Autopilot	BITE	Built-In Test Equipment
A/T	Autothrottle	BKUP	Backup
AC	Alternating Current	BLD	Bleed
ACCUM	Accumulator	BOT	Bottom
ACFT	Aircraft	BPCU	Bus Power Control Unit
ADF	Automatic Direction Finder	BRK	Brake
ADI	Attitude Display Indicator	BTL	Bottle
ADLS	Aircraft Data Log Sheet	BTMS	Brakes Temperature Monitoring System
ADS-B	Automatic Dependent Surveillance - Broadcast	BRNAV	Basic Area Navigation
ADS-C	Automatic Dependent Surveillance - Contract	CAS	Crew Alerting System
AED	Automatic External Defibrillator	CB(s)	Circuit Breaker(s)
AFIS	Airborne Flight Information System	CCD	Cursor Control Device
AFM	Airplane Flight Manual	CDL	Configuration Deviation List
AGL	Above Ground Level	CDTI	Cockpit Display and Traffic Information
AIL	Aileron	CDU	Control Display Unit
ALRT	Alert	CH	Channel
ALT	Alternate/Altitude	CHGR	Charger
AMP	Ampere	CHRG	Charge
AMM	Aircraft Maintenance Manual	CHRGR	Charger
ANNUN	Annunciator	CKPT	Cockpit
AOA	Angle of Attack	CLSD	Closed
AOM	Airplane Operating Manual	CMD	Command
AP	Autopilot	CMF	Communications Management Function
APP	Approach	CMU	Communications Management Unit
APU	Auxiliary Power Unit	COMM	Communication(s)
ASC	Aircraft Service Change	CONT	Control
ASCB	Avionics Standard Communication Bus	CPAM	Cabin Pressure Acquisition Module
ATC	Air Traffic Control	CPCS	Cabin Pressure Controller System
AUTO	Automatic	CPDLC	Controller-Pilot Data Link Communications

ACRONYMS AND ABBREVIATIONS

CPOP	Copilot's Overhead Circuit Breaker Panel	EPA	Environmental Protection Agency
CTL	Control	EPMP	Electrical Power Monitor Panel
CTLR	Controller	EPR	Engine Pressure Ratio
CVFDR	Cockpit Voice Flight Data Recorder Combo	ER	Extended Range
CVR	Cockpit Voice Recorder	ESS	Essential
DA	Decision Altitude	EVAS	Emergency Vision Assurance System
DAU(s)	Data Acquisition Unit(s)	EVS	Enhanced Vision System
DBDI	Digital Bearing Distance Indicators	EXT	Extinguisher
DC(s)	Display Controller(s)	FAA	Federal Aviation Administration
DC	Direct Current	FAK	First Aid Kit
DDA	Digital Discrete Adapter	FALT	Fault
DDRMI	Dual Digital Radio Magnetic Indicator	FDR	Flight Director Recorder
DISENG	Disengaged	FGC	Flight Guidance computer
DISP	Display	FGS	Flight Guidance System
DL	Data Loader	FL	Flight Level
DME	Distance Measuring Equipment	FLCH	Flight Level Change
DU(s)	Display Unit(s)	FLTA	Forward Looking Terrain Avoidance
ECM	Electronic Control Mode	FMS	Flight Management System
ECS	Environmental Control System	FPA	Flight Path Angle
ECU	Electronic Control Unit	FREQ	Frequency
EFB	Electronic Flight Bag	FSS	Flight Service Station
EFIS	Electronic Flight Information System	FWC	Fault Warning Computer(s)
EFVS	Enhanced Flight Vision System	FWD	Forward
EGPWS	Enhanced Ground Proximity Warning Systems	GIV	Gulfstream IV Aircraft
EGT	Exhaust Gas Temperature	GNSSU	Global Navigation Satellite Sensor Unit
EICAS	Engine Instruments and Crew Alerting System	GPS	Global Positioning System
E INV	Emergency Inverter	GPWS	Ground Proximity Warning System
ELT	Emergency Locator Transmitter	HDG	Heading
ELWS	Electrical Load Warning System	HF	High Frequency
EMK	Emergency Medical Kit	HP	High Pressure
EMS	Emergency Medical System	HUD	Head-up Display

ACRONYMS AND ABBREVIATIONS

HYD	Hydraulic	MNPS	Minimum Navigation Performance Specifications
HZ	Hertz (circles per second)	MSA	Minimum Safe Altitude
ICAO	International Civil Aviation Organization	MSL	Mean Sea Level
IFR	Instrument Flight rules	MSU	Mode Select Unit
IGN	Ignition	NAT HLA	North Atlantic High-Level Airspace
ILS	Instrument Landing System	NAV	Navigation
INBD	Inboard	NAVAID	Navigation Aid
INHIB	Inhibit	ND	Navigation Display
INOP	Inoperative	NEF	Non-Essential Equipment and Furnishings
IRCM	InfraRed Counter Measure System	NICAD	Nickel Cadmium
IRS(s)	Inertial Reference System(s)	NLG	Nose Landing Gear
IRU	Inertial Reference Unit	NM	Nautical Mile(s)
ISDU	Inertial Sensor Display Unit	NOTAMS	Notice To Airmen
KHZ	kilohertz	NVG	Night Vision Goggles
LDG	Landing	NWS	Nose Wheel Steering
LED(s)	Light-Emitting Diode(s)	OAT	Outside Air Temperature
LNAV	Lateral Navigation	ORIDE	Override
LPV	Localizer Performance with Vertical guidance	OTBD	Outboard
LRCS	Long Range Communications System	OVERTEMP	Overtemperature
LSS	Lightning Sensor System	OVHD	Overhead
LVT	Linear Variable Transducer	OVHT	Overheat
MAX	Maximum	OVRD	Override
MDA	Minimum Descent Altitude	OXY	Oxygen
MEL	Minimum Equipment List	PA	Passenger Address
MIC(s)	Microphone(s)	PAX	Passenger
MISCOMP	Miscomparison	PCMCIA	Personal Computer Memory Card International Association
MISCOMP	Miscomparison	PDA	Premature Descent Alert
MLS	Microwave Landing System	PDB	Power Distribution Box
MMEL	Master Minimum Equipment List	PDE	Protective Breathing Equipment

ACRONYMS AND ABBREVIATIONS

PERF	Performance	SOV(s)	Shutoff Valve(s)
PF	Pilot Flying	SPDBRK	Speed Brake
PFD(s)	Primary Flight Display(s)	STBY	Standby
PIC	Pilot In Command	STC	Supplemental Type Certificate
PM	Pilot Monitoring	SWLP	Standby Warning Lights Panel
PNF	Pilot Not Flying	SYM	Symbol
POP	Pilot's Overhead Circuit Breaker Panel	SYS	System
PRNAV	Precision-Area Navigation	T/O	Takeoff
PSU	Personal Service Unit	T/O APP	Takeoff/Approach
PTT	Push-To-Talk	T/R	Thrust Reverser
PWR	Power	T/REV	Thrust Reverser
QRH	Quick Reference Handbook	TA	Traffic Alert
R	Right	TACAN	Tactical Air Navigation
RA	Resolution Advisory	TAS	True Airspeed
RAD ALT	Radio Altimeter	TAT	Total Air Temperature
RAAS	Runway Awareness & Advisory System	TAWS	Terrain Awareness and Warning System
REF	Reference	TCAS	Traffic Alert and Collision Avoidance
RMI	Radio Magnetic Indicator	TCS	Touch Control Steering
RNAV	Area Navigation	TEMP(s)	Temperature(s)
RNP	Required Navigation Performance	TGT	Turbine Gas Temperature
RPM	Revolutions Per Minute	THROT	Throttle
RT	Receiver-Transmitter	TO/GA	Takeoff/Go-Around
RTU	Radio Tuning Unit	TOGA	Takeoff/Go-Around
RVSM	Reduced Vertical Separation Minimum	TOGW	Takeoff Gross Weight
SATCOM	Satellite Communication	TR(s)	Thrust Reverser(s)
SATVOICE	Satellite Voice	TRU	Transformer-Rectifier Unit
SBAS	Satellite-Based Augmentation System	UHF	Ultra High Frequency
SEL	Select	V1	Takeoff Decision Speed (Knots)
SELCAL	Selective Calling	V2	Takeoff Safety Speed (Knots)
SG(s)	Symbol Generator(s)	VA	Maneuvering Speed (Knots)
SN	Serial Number	VFE	Maximum Flaps Extended Speed (Knots)

ACRONYMS AND ABBREVIATIONS

VFR	Visual Flight Rules
VFS	Flight Safety Speed (Knots)
VHF	Very High Frequency
VLE	Maximum Landing Gear Extended (Knots)
VLO	Maximum Landing Gear Operation Speed (Knots)
VLV	Valve
VMC	Minimum Control Speed (Knots)
VMO	Maximum Operating Limit Speed (Knots)
VNAV	Vertical Navigation
VOL	Volume
VOR	Very High Frequency, Omni-Range
VR	Rotation Speed (Knots)
VREF	Reference Speed (Knots)
VS	Stall Speed (Knots)
WAAS	Wide Area Augmentation System
WHL	Wheel
WOW	Weight On Wheels
WSHLD	Windshield
WX	Weather
XM	Extended Module
YD	Yaw Damper

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TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280

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Original	January 31, 2019	All	GAC
Revision 1	January 28, 2020	All / Added a/c 2192	GAC
Revision 2	December 22, 2021	All / Updated to MMEL Revision 4	GAC

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FAA MOPP Version Used	Gulfstream G280 Rev. 4	MOPP Date	11/24/2021

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HIGHLIGHTS OF CHANGE		

GENERAL

Editorial corrections and formatting changes were made throughout the document.

DEFINITIONS

Updated per FAA MMEL Policy Letter (PL) 25, Revision 22

PREAMBLE

Updated per FAA Policy Letter (PL) 36, Revision 3.

SECTION ONE

21 AIR CONDITIONING

Item 8: Outflow Valve, removed second relief.

Item 16: Cabin Pressurization System, added b) Airplane is operated in accordance with AFM Limitations.

Item 18: Cabin Altitude Rate of Climb Indication, added b) Airplane is operated in accordance with AFM Limitations.

22 AUTOFLIGHT

Item 2: Autopilot Computers, Revised Note.

Item 13: BARO Knob, added new relief and renumbered subsequent item.

Item 14: Performance Management Systems (Performance and TOLD), renumbered due to the addition of Item 13, BARO Knob.

23 COMMUNICATIONS

Item 1 Communication Systems (VHF and UHF), revised Note.

Item 4: Moved Flight Deck Hand Microphones HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE from Item 4 to Item 10 to be in sequential order with other items found in PL 58. Renumbered all subsequent items.

Item 9 thru Item 12: revised per MMEL Policy Letter 58, Revision 4.

Item 10: Moved Flight Deck Hand Microphones HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE from Item 4.

Item 20: Emergency Locator Transmitter (ELT), revised per MMEL Policy Letter 120, Revision 3, GC.

Item 21: Crewmember Interphone System, revised per MMEL Policy Letter 9, Revision 12.

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24 ELECTRICAL POWER

Item 1, 2, & 3: Left Battery, Left Battery Temperature Indication, and Right Battery Temperature Indication, these items were deleted in Revision 3. These items removed from the MMEL in Revision 4 and subsequent items were renumbered.

Item 5: Engine Generators, added NOTE 2.

Item 7: 60 Hz AC Electrical Power System, revised proviso.

Item 9. 6): APU Generator Loadmeter. Amended proviso.

25 EQUIPMENT/FURNISHINGS

Item 2: Emergency Medical Equipment, revised per MMEL Policy Letter 132, Revision 0.

Item 5: Cargo Restraint System, revised per MMEL Policy Letter 100, Revision 3, GC.

Item 11: Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/Closets, revised per MMEL Policy Letter 104, Revision 7.

Item 23: Baggage Compartment Heating Blankets, added new relief and renumbered subsequent items.

Item 26: Portable Flashlight/Flashlight Holder, revised per MMEL Policy Letter 132, Revision 0.

26 FIRE PROTECTION

Item 3: Portable Fire Extinguishers, revised per MMEL Policy Letter 132, Revision 0.

Item 4: Fire Extinguisher Thermal Discharge Disk, deleted relief. Not applicable to G280.

Item 5: APU Fire Detection System, amended proviso.

27 FLIGHT CONTROLS

Item 7: Horizontal Stabilizer Position Indicator, added (O) procedure.

Item 10: Stick Shaker, added (O) procedure and amended proviso d.

28 FUEL

Item 6: Standby Fuel Pumps, changed note to a proviso and amended proviso d.

30 ICE AND RAIN PROTECTION

Item 3: Pitot Probe Heaters, revised Remarks or Exceptions.

Item 9, 1), 2), & 3): Probe Heat Warning Systems, revised Remarks or Exceptions.

Item 13: TAT Sensor Heater, changed "other than night VMC" to "day VMC".

31 INDICATING/RECORDING SYSTEMS

Item 1: Flight Data Recorder (FDR) System, updated relief for OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE to align with PL 87, Rev 10.

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32 LANDING GEAR

Item 4: Rudder Pedal Steering, added (O) procedure.

33 LIGHTS

Item 1: Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System (Excluding EFIS and EICAS), updated Remarks and Exceptions.

Item 18: Crewmember Flashlight Holder/Charger Assemblies (Including Flashlight), relief moved to ATA 25-26 in Revision 4.

Item 19: Wingtip Navigation Light Elements, amended proviso.

Item 21: Beacon, amended proviso.

34 NAVIGATION

Item 6: Long Range Navigation System (IRS, GPS and GNSSU), added relief for Dual GPS Failure and revised relief for GNSSU.

Item 11. 2): ADS-B Squitter Transmissions, moved to Item 34-18 per MMEL Policy Letter 76, Revision 7 and 105, Revision 3, GC.

Item 14.11): Vertical Speed Indications, changed other than night VMC to day VMC.

Item 17: TLAF Surface Management System (SMS), added new relief and renumbered subsequent items.

Item 18: Automatic Dependent Surveillance Broadcast (ADS-B) System, revised per MMEL Policy Letter 105, Revision 3, GC.

Item 19: Integrated Standby Instrument (ISI), changed other than night VMC to day VMC. Changed RSE CB from (P1) to (P15).

Item 20. 1): Attitude Heading and Reference Systems (AHRS), changed VMC to Day VMC.

Item 24: Flight Management System, changed Note 2 to a proviso and revised Note 1.

Item 36: Windshear Detection and Avoidance System (Predictive), added new relief.

35 OXYGEN

Item 4: Portable Protective Breathing Equipment (PBE), revised per MMEL Policy Letter 43, Revision 3.

Item 8: Portable Oxygen Bottles or Units (Including Masks and Hoses), revised per MMEL Policy Letter 132, Revision 0.

46 INFORMATION SYSTEMS

Item 1: Electronic Flight Bag (EFB) Systems, revised per MMEL Policy Letter 121, Revision 1.

49 AIRBORNE AUXILIARY POWER

Item 2: APU Air Inlet Door Actuator, amended proviso.

Item 5: APU Starter/Generator, amended proviso.

73 ENGINE FUEL AND CONTROL

Item 4: Fuel Temperature Indicating System, added (O) procedure.

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SECTION TWO

AHS 1 Fail (Cyan – Advisory), changed other than night VMC to day VMC.
AHS 1 Fail (Cyan – Advisory), changed other than night VMC to day VMC.
AHS 2 Fail (Cyan – Advisory), changed other than night VMC to day VMC.
AHS 1 Fail (Amber – Caution), changed other than night VMC to day VMC.
AHS 2 Fail (Amber – Caution), changed other than night VMC to day VMC.
AHS 1-2 Fail (Amber – Caution), changed other than night VMC to day VMC.
AHS 1-3 Fail (Amber – Caution), changed other than night VMC to day VMC.
AHS 2-3 Fail (Amber – Caution), changed other than night VMC to day VMC.
AHS 1 SEC PWR Fail (Cyan – Advisory), changed other than night VMC to day VMC.
AHS 2 SEC PWR Fail (Cyan – Advisory), changed other than night VMC to day VMC.
AHS 1-2 SEC PWR Fail (Cyan – Advisory), changed other than night VMC to day VMC.
AHS 1-3 SEC PWR Fail (Cyan – Advisory), changed other than night VMC to day VMC.
AHS 2-3 SEC PWR Fail (Cyan – Advisory), changed other than night VMC to day VMC.
AHS 1-2 Secondary PWR (Cyan – Advisory), changed other than night VMC to day VMC.
AHS 1-3 Secondary PWR (Cyan – Advisory), changed other than night VMC to day VMC.
AHS 2-3 Secondary PWR (Cyan – Advisory), changed other than night VMC to day VMC.
ALTN PRESS Fail Open (Amber – Caution), revised Dispatch Consideration.
ENG A/I Fail On, L (Amber – Caution), changed from Advisory Message to Caution Message.
ENG A/I Fail On, R (Amber – Caution), changed from Advisory Message to Caution Message.
ENG A/I Fail On, L-R (Amber – Caution), changed from Advisory Message to Caution Message.
FMS 1 Fail (Cyan – Advisory), changed Note 2 to a proviso and revised Note 1.
FMS 2 Fail (Cyan – Advisory), changed Note 2 to a proviso and revised Note 1.
FMS 3 Fail (Cyan – Advisory), changed Note 2 to a proviso and revised Note 1.
FMS 1-2 Fail (Cyan – Advisory), changed Note 2 to a proviso and revised Note 1.
FMS 1-3 Fail (Cyan – Advisory), changed Note 2 to a proviso and revised Note 1.
FMS 2-3 Fail (Cyan – Advisory), changed Note 2 to a proviso and revised Note 1.
Gear BTL PRESS Low (Amber – Caution), added new relief.

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Lavatory Flush Open (Amber – Caution), added new relief.
Lavatory Rinse Open (Cyan – Advisory), added new relief.
PRED Windshear Fail (Cyan – Advisory), added new relief.
RSE Heading Fail (Amber – Caution), added new relief.
RSE SSEC Disabled (Amber – Caution), revised Dispatch Consideration.
SMS Fail (Cyan – Advisory), added new relief.
SVS Altitude Fault (Cyan – Advisory), added new relief.
SVS Fail (Cyan – Advisory), added new relief.
SVS Runways Fail (Cyan – Advisory), added new relief.
SXM GWX Fail (Cyan – Advisory), added new relief.
Yaw Damper 1-2 Fail (Amber – Caution), revised Note.

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DEFINITIONS

Reference FAA MMEL Policy Letter (PL) 25, Revision 22.

Administrative Control Item (ACI)	An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required Auxiliary Power Unit (APU) cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the Principal Operations Inspector (POI), provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI.
Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), or Pilot's Operating Handbook (POH)	The FAA-approved AFM/RFM (or POH) is the document approved by the responsible FAA Aircraft Certification Service office during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the governing document for operational limitations and performance parameters for an aircraft. The term approved flight manual can apply to an AFM/RFM (or POH). The FAA requires an approved flight manual for aircraft type certification.
Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR)	CFR and FAR both refer to the applicable portions of the Code of Federal Regulations and Federal Aviation Regulations.
Considered Inoperative	The phrase Considered Inoperative, as used in the Remarks or Exceptions column, means an item must be treated for dispatch, taxi with intent for flight, and flight purposes as though it were inoperative. The item must not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release, (if applicable); placarding; complying with all Remarks or Exceptions, including any (M) and (O) procedures; considering applicable notes; and observing the repair category.
Contaminated Runway	A runway condition where more than 25% of runway surface area (within reported length and width being used) is covered by frost, ice, and any depth of snow, slush, or water, as defined in Advisory Circular (AC) 25-31, AC 25-32, or approved flight manual (AFM, RFM or POH).

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DEFINITIONS

Continuing Authorization – Single Extension	An aircraft operator who has authorization to use an FAA-approved MEL may also have authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for Repair Category B or C items in accordance with operations specification (OpSpec) D095. Continuing Authorization – Single Extension is not authorized for Repair Category A and D items.
Dash (-)	Indicates a variable number (quantity) of items may be installed or required for dispatch.
Day of Discovery	This is the calendar-day an item malfunction was recorded in the aircraft maintenance record/logbook, and is excluded from the interval established by the assigned repair category. See definitions for sub-elements of Repair Category.
Deactivated or Secured	When the MMEL refers to an item as “deactivated” or “secured,” or both, the specified item must be put into an acceptable condition for safe flight. An acceptable method of deactivating or securing may either be recommended by the manufacturer or established by the aircraft operator.
Deleted or Moved	Deleted in the Remarks or Exceptions column indicates the item was previously listed but is no longer addressed by the MMEL. Moved in the Remarks or Exceptions column indicates the item was moved within the chapter, to a different chapter in the MMEL, or another FAA-approved document.
Electronic Fault Alerting System (EFAS)	Many aircraft display system fault indications to the flightcrew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data to be presented. These systems are often referred to as Engine Indicating and Crew Alerting Systems (EICAS), Electronic Centralized Aircraft Monitoring (ECAM), Electronic Indication Systems (EIS), Central Maintenance Systems (CMS), Central Maintenance Computers (CMC), etc., depending on the aircraft and manufacturer. If the aircraft is equipped with an EFAS, refer to the applicable manufacturer’s manual for a system description, including various message levels, formats, limitations, and restrictions.
Extended Operations (ETOPS)	ETOPS refers to operations of an airplane with an operational approval to conduct ETOPS in accordance with the applicable regulations.
Excess Items	Excess items are items that have been installed in a quantity greater than that required by 14 CFR. See definition for Required by 14 CFR.
Flight-Day	A flight-day is a 24-hour period (from midnight to midnight) either in Coordinated Universal Time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.

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Heavy Maintenance Visit (HMV)	HMV is a scheduled inspection, such as a C-check/D-check, or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for four (4) or more consecutive calendar-days.
Icing Conditions	An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction). Icing conditions may be known or forecast, and may be defined in the AFM, RFM, or POH.
Inoperative	Malfunction of an item to the extent that it does not accomplish its intended purpose or is not consistently functioning normally within its approved operating limit(s) or tolerance(s), or both.
Inoperative Components of an Inoperative System	Inoperative components of an inoperative system 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.
Is Not Used	The phrase Is Not Used in the Remarks or Exceptions column for an MMEL item may specify that another item is not used. In such cases, crewmembers must not activate, actuate, or otherwise use the referenced item under normal operations. If the item not to be used is located elsewhere in the MMEL, it is not necessary for aircraft operators to accomplish any (M) procedure(s) associated with the referenced item. However, operators must comply with operational requirements, and an additional placard must be affixed as close as practical to the control or indicator for the item that is not to be used. This informs crewmembers that an item is not to be used under normal operations.
Item	An instrument, equipment, system, component, message, or function that is installed on or exhibited by the aircraft.
Night	The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time.
Nonessential Equipment and Furnishings (NEF)	NEFs are those items installed on the aircraft as part of the original type certification (TC), Supplemental Type Certificate (STC), engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification or operational rules. These are items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not items already identified in the MEL or Configuration Deviation List (CDL) of the applicable aircraft. NEF does not include items that are functionally required to meet the certification rule or for compliance with any operational rule.

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Operative	An operative item will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies an item must be operative, it is not required to verify the item's operational status. It should be considered operative unless reported or known to be malfunctioning. See definition for Verified Operative.
Placarding	Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the item's condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected. Unless otherwise specified (i.e., MMEL proviso), placard wording and location will be determined by the aircraft operator.
Repair Category	All users of an MEL approved under 14 CFR parts 91 subpart K (part 91K), 121, 125, 129, or 135 must accomplish repairs of inoperative items, deferred in accordance with the MEL, at or prior to expiration of the repair intervals established by the following letter designators. Users of an MEL issued under § 91.213(a) (parts 91, 133, 137, 141, and 142) are not required to comply with the repair categories, but must comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc.). See definition for Continuing Authorization – Single Extension.
Repair Category A	This category item must be repaired within the interval specified in the Remarks or Exceptions column of the aircraft operator's MEL. For repair intervals specified in consecutive calendar-days or flight-days, the day of discovery is excluded. For all other time intervals (e.g., flights, flight legs, cycles, hours), the repair interval begins at the point when the item is deferred in accordance with the aircraft operator's MEL.
Repair Category B	This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day of discovery. For example, if it was recorded at 10 a.m. on January 26, the 3-day interval would begin at 0000 on January 27 and end at 2359 on January 29.
Repair Category C	This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day of discovery. For example, if it was recorded at 10 a.m. on January 26, the 10-day interval would begin at 0000 on January 27 and end at 2359 on February 5.
Repair Category D	This category item must be repaired within 120 consecutive calendar-days (2,880 hours) excluding the day of discovery.

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DEFINITIONS

System Page	The MMEL system page is divided into columns that include sequence number, item, repair category, number installed, number required for dispatch, and remarks or exceptions, as well as provision for a vertical change bar. Section Two of a two-section MMEL includes columns for Crew Alerting System (CAS) message identification and dispatch consideration.
System Page - Item Number	This column lists the unique identification for each MMEL item.
System Page - Item	See definition for Item.
System Page - Repair Category	See definition for Repair Category.
System Page - Number Installed	This column indicates the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration(s) considered in developing an MMEL. Should the number be a variable or impractical to exactly determine (e.g., optional equipment, fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components, Flight Data Recorder (FDR) recording parameters), a number is not required and the dash "-" symbol is used instead. A dash or "N/A" (Not Applicable) may also be used for EFAS message relief.
System Page - Number Required for Dispatch	This column indicates the minimum number (quantity) of items required for operation, providing the conditions specified in the Remarks or Exceptions column are met. If the number required is predicated on an operating rule, see definition for Required by 14 CFR. A dash or "N/A" may also be used for EFAS message relief.
System Page - Remarks or Exceptions	This column may be blank, or it may include a statement permitting operation with a specific number of items inoperative. The statement may include a proviso for such operation and appropriate notes.
System Page - Proviso	A proviso is used to stipulate conditions or limitations that must be complied with for operation with the listed item inoperative.
System Page - NOTE	Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material that is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. A note is not a part of the proviso.
Takeoff	Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.

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DEFINITIONS

Verified Operative	When an MMEL item specifies an item must be verified operative or checked operative, it is required to check and confirm the item is operative at the interval(s) specified for that MMEL item (e.g., verified operative prior to each flight). If no interval is specified, verification is required only at the time of deferral of the original item.
Vertical Bar (Change Bar “[”)	A vertical bar indicates a change, addition, or deletion of content in the adjacent row of text for the current revision of that page only.
Visible Moisture	An atmospheric environment containing water, in any form, which can be seen in natural or artificial light (e.g., clouds, fog, rain, sleet, hail, or snow).
Visual Flight Rules (VFR)	VFR is as defined in 14 CFR part 91. If the Remarks or Exceptions state flight must be completed in VFR, the pilot is precluded from filing an instrument flight rules (IFR) flight plan.
Visual Meteorological Conditions (VMC)	VMC means the atmospheric environment is such that would allow a flight to proceed under VFR applicable to the flight. This does not preclude operation under IFR.
(M)	This symbol indicates a requirement for a specific maintenance procedure that must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel.
(O)	This symbol indicates a requirement for a specific operations procedure that must be accomplished in planning for or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew. However, other personnel may be qualified and authorized to perform certain functions.
Aircraft Discrepancy Log Sheet (ADLS)	Used to record the discrepancy, maintenance procedure and/or corrective actions used to accomplish and record the inoperative equipment. (A blank log is provided in the back of this document. Copies can be made if needed or a similar form may be used.)

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PREAMBLE

Reference FAA MMEL Policy Letter (PL) 36, Revision 3.

This Preamble is applicable to, and will be included in, a part 91 approved minimum equipment list (MEL). An operator may be authorized to use the Master Minimum Equipment List (MMEL) along with a separate procedures document as its FAA-approved MEL under Letter of Authorization (LOA) D095. This Preamble must be incorporated in the operator's procedures document, which must be carried in the aircraft along with the MMEL and LOA D095. An operator-developed MEL, rather than the MMEL, may be authorized for use as the operator's FAA-approved MEL under LOA D195. This Preamble must be incorporated within the operator-developed MEL. Both approved MELs under LOA D095 and LOA D195 are issued under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.213(a)(2). This Preamble is not applicable to MELs issued under the provisions of 14 CFR parts 91 subpart K (part 91K), 121, 125, 129, and 135. Except as provided in § 91.213, or under the provisions of an approved MEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that, with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety.

An MMEL is developed by the Original Equipment Manufacturer (OEM), with participation by the aviation industry and the FAA, to improve aircraft utilization and, thereby, provide more convenient and economic air transportation for the public. The FAA-approved MMEL is the basis for the individual operator's MEL for its particular operation and aircraft. The MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment, which may be inoperative, and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The Supplemental Type Certificate (STC) MMEL/MEL relief process is described in MMEL Policy Letter (PL) 109, Supplemental Type Certificate (STC) MMEL/MEL Relief Process. Other than relief for items installed under an STC, an operator may request additions or changes to the MMEL by notifying its responsible Flight Standards office, which will make a request of the Flight Operations Evaluation Board (FOEB) to convene and consider the requested additions or changes to the MMEL. If the FOEB determines the additions or changes will be incorporated in the next MMEL revision, the responsible Flight Standards office may approve the operator to incorporate the additions or changes into its MEL until the next MMEL revision, at which time the operator will ensure its MEL aligns with the revised MMEL. An individual operator's MEL may differ in format from the MMEL but cannot be less restrictive than the MMEL or FOEB approval. 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 14 CFR requirements are included in the MEL with appropriate conditions and limitations. Except where authorized by law or another provision in 14 CFR, operators are not permitted to conduct operations with any inoperative or missing equipment that is not included in the MEL (or other FAA-approved program (e.g., nonessential equipment and furnishings (NEF))). The operator must develop maintenance (M) and operations (O) procedures for the items listed in the MEL, as appropriate conditions and limitations for the use of the MEL. Procedures must comply with all 14 CFR requirements and must not deviate from the aircraft flight manual limitations, emergency procedures, or with Airworthiness Directives (AD), all of which take precedence over the MEL and those procedures. When a manufacturer recommended procedure exists, the operator may use it as published, or develop equivalent procedures for its MEL.

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PREAMBLE

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any 14 CFR requirement. Wherever the statement "as required by 14 CFR [or FAR]" appears in the MMEL, the operator must either list the specific 14 CFR by part and section and carry the 14 CFR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate 14 CFR.

The MEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability.

Inoperative equipment in all cases must be repaired, replaced, removed, or inspected by qualified maintenance personnel at the next required inspection per § 91.405(c). The repair category intervals indicated by the letters A, B, C, and D in column 1 of the MMEL are NOT applicable to this MEL, but operators must comply with any provisos, conditions, limitations, or restrictions defining a repair interval (flights, flight legs, cycles, hours, days, etc.). 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 records. The item is then either repaired or deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered Airworthy and returned to service. Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected 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, CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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COMPANY PROCEDURES

1. It is the Pilot-in-command's responsibility to become thoroughly familiar with the policy and procedures concerning the use of this MEL.
2. All items related to the airworthiness of the aircraft and not included in the MEL are required to be fully and properly operational. The Nonessential Equipment and Furnishings Program (NEF) is located in the back of this book as a separate document.
3. If an inoperative item requires an (O) or (M) procedure, that procedure must be accomplished and recorded in accordance with the 14 CFR prior to flight.
4. When the discrepancy is corrected, the maintenance person performing the maintenance will record it in accordance with Section 43.9 of 14 CFR.
5. Inoperative items allowed by the MEL must be corrected no later than the next required aircraft inspection. If the inspection is progressive or continuous, the discrepancy must be corrected whether or not the discrepancy is on a part or system required to be inspected as part of that particular inspection segment.
6. An item which is inoperative but required by special flight conditions will be repaired before operating in that condition.
7. The Pilot-in-Command will ensure that all discrepancies are recorded in the aircraft maintenance record and that an "MEL INOP" sticker will be applied to the inoperative instrument or control for an inoperative system.
8. The portion of the maintenance record containing the discrepancy records must be on board the aircraft during operation so the pilot-in-command may be aware of any inoperative instruments or equipment.

NOTE: Pilots and maintenance personnel shall refer to the COMPANY'S OPERATIONAL MANUAL for a complete list of instruction on how to use the MEL. Pilots must go through company training in order to perform (O) procedures in Section II.

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SECTION ONE		

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

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21 AIR CONDITIONING						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
1. Ram Air Check Valve	C	1	0	(O) May be inoperative OPEN provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.	
					(O) To operate the airplane unpressurized, select MAN Mode and slew outflow valve to full open position with both engine bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to be nominally zero psid during the flight.	
					(P) An Inoperative Placard will be placed adjacent to ECS panel to be viewed by flightcrew and will be noted on ADLS.	
	2. Automatic Temperature Control Cabin	C	1	0	May be inoperative provided Manual Temperature Control Cabin is operative.	(M) None required.
						(O) None required.
						(P) An Inoperative Placard will be placed adjacent to ECS panel to be viewed by flightcrew and will be noted on ADLS.
		C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.
						(O) To operate the airplane unpressurized, select MAN Mode and slew outflow valve to full open position with both engine bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to be nominally zero psid during the flight.
						(P) An Inoperative Placard will be placed adjacent to ECS panel to be viewed by flightcrew and will be noted on ADLS.

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21 AIR CONDITIONING

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
3. Manual Temperature Control Cabin	C	1	0	May be inoperative provided Automatic Temperature Control Cabin is operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to ECS panel to be viewed by flightcrew and will be noted on ADLS.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.
					(O) To operate the airplane unpressurized, select MAN Mode and slew outflow valve to full open position with both engine bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to be nominally zero psid during the flight.
					(P) An Inoperative Placard will be placed adjacent to ECS panel to be viewed by flightcrew and will be noted on ADLS.
4. Automatic Temperature Control Cockpit	C	1	0	May be inoperative provided Manual Temperature Control Cockpit is operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to ECS panel to be viewed by flightcrew and will be noted on ADLS.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.
					(O) To operate the airplane unpressurized, select MAN Mode and slew outflow valve to full open position with both engine bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to be nominally zero psid during the flight.
					(P) An Inoperative Placard will be placed adjacent to ECS panel to be viewed by flightcrew and will be noted on ADLS.

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21 AIR CONDITIONING

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
5. Manual Temperature Control Cockpit	C	1	0	May be inoperative provided Automatic Temperature Control Cockpit is operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to ECS panel to be viewed by flightcrew and will be noted on ADLS.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated in an unpressurized configuration, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.
					(O) To operate the airplane unpressurized, select MAN Mode and slew outflow valve to full open position with both engine bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.
					(P) An Inoperative Placard will be placed adjacent to ECS panel to be viewed by flightcrew and will be noted on ADLS.
6. Air Conditioning Unit (Pack)	C	1	0	(O) May be inoperative provided airplane is operated unpressurized with the PACK switch selected OFF.	(M) None required.
					(O) To operate the airplane unpressurized, select MAN Mode and slew outflow valve to fully open position with both engine bleeds ON and PACK switch selected to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.
					(P) An Inoperative Placard will be placed adjacent to ECS panel to be viewed by flightcrew and will be noted on ADLS.

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21 AIR CONDITIONING

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
7. Cabin Pressurization Control System 1) Automatic Mode 					

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21 AIR CONDITIONING

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
8. Outflow Valve	C	1	0	(M)(O) Except for extended over water operations, may be inoperative OPEN provided: a) Outflow Valve is secured OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	(M) Maintenance will: a) Select manual on the Pressurization control panel, b) Hold the cabin altitude select knob to increase for 60 seconds, and c) Visually check that the outflow valve is full OPEN by looking up from below the airplane. d) OPEN and collar Pressurization circuit breakers MAN and AUTO. Flightcrew may accomplish this task if properly qualified and authorized. (O) To operate the airplane unpressurized, select MAN Mode and slew outflow valve to full open position with both engine bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight. (P) An Inoperative Placard will be place adjacent to CABIN PRESS panel to be viewed by flightcrew and will be noted on ADLS.

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21 AIR CONDITIONING

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
9. Nose Cooling Fans	C	2	1	May be inoperative provided AFM time limits are observed on the ground for compartment temperatures above normal.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
10. Manifold Pressure Regulator Shutoff Valves (MPRSOV) (Post Mod G25-10022)	C	2	1	(O) May be inoperative provided: a) Alternate Pressurization System is operative, b) Airplane is operated in icing conditions according to wing anti-ice operation with AFM single source procedures, c) Airplane is operated in accordance with AFM Limitations (below 26,000 ft) when in icing conditions, and d) Maximum cruise altitude is FL 410.	(M) None required.
					(O) Flightcrew will ensure the affected valve is secured in the OFF position and follow all AFM Procedures and Limitations.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
(Pre or Post MOD G25-10022)	C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.
					(O) To operate the airplane unpressurized, select MAN Mode and slew outflow valve to full open position with both engine bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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21 AIR CONDITIONING						
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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
11. Pack Inlet Valve (PIV)	C	1	0	(O) May be inoperative provided airplane is operated unpressurized. NOTE: Heating and cooling will not be available with the PIV failed.	(M) None required.	
					(O) To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with both engine bleeds if available. Select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
12. High Stage Valves (HSV)	C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, b) Airplane is not operated in Icing Conditions, and c) Airplane is operated in accordance with AFM Limitations.	(M) None required.	
					(O) To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with both engine bleeds and air conditioning Pack selected ON if available. If not, select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
13. Bleed Pressure High Warning System	C	2	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.	
					(O) To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with both bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to be nominally zero psid during the flight. Crew will monitor manifold pressures on the ECS synoptic page. If unable to monitor ECS pressure both engine bleeds will be selected OFF.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
14. Cabin Duct Temp HI Warning System	C	1	0	(M)(O) May be inoperative provided: a) PACK switch is selected OFF, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	(M) Maintenance will verify the integrity of the failed system and ensure temperatures are available on the ECS Synoptic for use of Alternate Pressurization to provide heat to the cabin. Refer to AMM 21-61-04.	
					(O) To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with the air conditioning PACK selected OFF. Flightcrew may use Alternate Pressurization to provide bleed air to the cabin. Regulation of cabin/cockpit temperatures will be through the use of throttle position. Crew will monitor duct temperatures on ECS synoptic. If unable to monitor duct temperatures engine bleed will be selected OFF. Monitor cabin differential pressure to be nominally zero psid during flight.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
15. Cockpit Duct Temp HI Warning System	C	1	0	(M)(O) May be inoperative provided: a) PACK switch is selected OFF, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	(M) Maintenance will verify the integrity of the failed system and ensure temperatures are available on the ECS Synoptic for use of Alternate Pressurization to provide heat to the cabin. Refer to AMM 21-61-04.	
					(O) To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with the air conditioning PACK selected OFF. Flightcrew may use Alternate Pressurization to provide bleed air to the cabin. Regulation of cabin/cockpit temperatures will be through the use of throttle position. Crew will monitor duct temperatures on ECS synoptic. If unable to monitor duct temperatures engine bleed will be selected OFF. Monitor cabin differential pressure to be nominally zero psid during flight.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
16. Cabin Pressurization System	B	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.	
					(O) To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the fully open position with both engine bleeds and air conditioning PACK selected to OFF. Regulation of cabin/cockpit temperature will not be available.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
17. Cockpit/Cabin Temperature Indicators	D	2	0	May be inoperative provided associated Automatic or Manual Temperature Control System is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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21 AIR CONDITIONING

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	C	1	0	2. NUMBER INSTALLED	
				3. NUMBER REQ'D FOR DISPATCH	
				4. REMARKS or EXCEPTIONS	
18. Cabin Altitude Rate of Climb Indication	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indication is operative, b) A chart to convert cabin differential pressure to cabin altitude is provided to the crew, and c) Automatic and Manual Mode of Cabin Pressurization System (CPCS) is operative.	(M) None required.
					(O) Flightcrew will retrieve and have available the Cabin Differential Pressure Chart for the AFM. Periodic calculations will be made throughout the flight to derive the correct cabin altitude for the current flight level.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.
					(O) To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the fully open position with both engine bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to nominally zero paid during the flight.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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21 AIR CONDITIONING

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	C	1	0	2. NUMBER INSTALLED	
				3. NUMBER REQ'D FOR DISPATCH	
				4. REMARKS or EXCEPTIONS	
19. Cabin Altitude Indication	C	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, b) A Cabin Differential Pressure Chart from the AFM is used to calculate cabin altitude, and c) Calculated Cabin Altitude is monitored during flight by crewmember.	(M) None required.
					(O) Flightcrew will retrieve and have available the Cabin Differential Pressure Chart from the AFM. Periodic calculations will be made throughout the flight to derive the cabin altitude for monitoring purposes.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.
					(O) To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with both engine bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to nominally zero paid during the flight.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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21 AIR CONDITIONING

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
20. Cabin Differential Pressure Indication	C	1	0	(O) May be inoperative provided: a) Cabin Altitude Indicator is operative, b) A Cabin Differential Pressure Chart from the AFM is used to calculate cabin differential pressure, and c) Calculated Cabin Differential Pressure is monitored during flight by crewmember.	(M) None required.
				(O) Flightcrew will retrieve and have available Cabin Differential Pressure Chart from AFM. Periodic calculations will be made throughout flight to derive Cabin Altitude for monitoring purposes.	
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.
				(O) To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with both engine bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to nominally zero paid during the flight.	
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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21 AIR CONDITIONING

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED	3. NUMBER REQ'D FOR DISPATCH	4. REMARKS or EXCEPTIONS	
21. Cabin Altitude High Warning System	B	1	0	(O) May be inoperative provided: a) Cabin Differential Pressure Indicator is operative, b) A chart to convert cabin differential pressure to cabin altitude is provided to crew, c) Automatic and Manual Pressurization Modes are operative, and d) Cabin altitude is monitored during flight by crewmember.	(M) None required.
				(O) Flightcrew will retrieve and have available the Cabin Differential Pressure Chart from the AFM. Periodic calculations will be made throughout the flight to derive the cabin altitude for monitoring purposes.	
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	B	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.
				(O) To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with both engine bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to nominally zero paid during the flight.	
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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Aircraft: Gulfstream G280

Revision No.: 2

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21 AIR CONDITIONING

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
22. Safety Valve	C	1	0	(O) Except for extended over water operations, may be inoperative OPEN or CLOSED provided: a) Outflow Valve is verified OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	(M) None required.
					(O) Flightcrew will ensure CPCS is in MAN Mode, visually verify outflow valve is fully OPEN. PACK selected ON if available. If not, select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
23. Defog System	C	1	0	May be inoperative provided the windshield heating system is operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
24. Defog Switch	D	1	0	May be inoperative provided the windshield heating system is operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280

Revision No.: 2

Based on MMEL Revision No.: 4

Page No.: 21-15

Date: 12/22/21

21 AIR CONDITIONING

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
25. HI Flow Pushbutton	D	1	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
26. Air Flow “HI/LO” Switch Light (Light Function Only)	C	1	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
27. Cabin Temperature Remote Controller	D	1	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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Aircraft: Gulfstream G280

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21 AIR CONDITIONING

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED	3. NUMBER REQ'D FOR DISPATCH	4. REMARKS or EXCEPTIONS	
28. Alternate Pressurization System	C	1	0	(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.
					(O) To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with both engine bleeds and air conditioning PACK selected ON if available. If not, select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
29. Alternate Pressurization “ALTN PRESS” Light System (Light Function Only)	C	1	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
30. Ditch Pushbutton	C	1	0	May be inoperative provided the outflow valve can be controlled by Manual Cabin Pressure operation.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
31. Dump Pushbutton	C	1	0	May be inoperative provided the outflow valve can be controlled by Manual Cabin Pressure operation.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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22 AUTO FLIGHT						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
1. Flight Director Systems	C	2	0	May be inoperative provided approach minimums do not require its use.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed on Flight Control panel and will be noted on ADLS.	
2. Autopilot Computers (AP1, AP2)	A	2	1	(O) May be inoperative provided: a) Automatic Cabin Pressurization System is operative, b) Contingency planned flight time with one engine inoperative does not exceed 1 hour at cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL 250, e) Airplane is operated in accordance with AFM Limitations for Mach Trim and Yaw Damper, and f) Repairs are made within 1 flight day. NOTE: One AP is required for NAT HLA, RVSM, RNP, and PRNAV operations.	(M) None required.	
					(O) Flightcrew will observe AFM Limitations in the event the operative FGC fails and the Yaw Damper is inoperative.	
					(P) An Inoperative Placard will be placed adjacent to autopilot switch stating: "DO NOT ENGAGE AUTOPILOT" and will be noted on ADLS.	

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22 AUTO FLIGHT						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
3. Yaw Damper System	C	2	1	One may be inoperative provided airplane is operated in accordance with AFM Limitations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed on Flight Control panel and will be noted on ADLS.	
	B	2	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed on Flight Control panel and will be noted on ADLS.	
4. MACH Trim	C	2	1	One may be inoperative provided airplane is operated in accordance with AFM Limitations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed on Flight Control panel and will be noted on ADLS.	
	B	2	0	May be inoperative provided airplane is operated in accordance with AFM Limitations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed on Flight Control panel and will be noted on ADLS.	

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22 AUTO FLIGHT						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
5. Control Wheel Autopilot Disconnect Buttons	C	2	1	May be inoperative on the non-flying pilot's side provided: a) Autopilot is not used below 1,500 feet AGL, b) Airplane is piloted from the side with operative button when autopilot is engaged, and c) Approach minimums do not require the use of autopilot.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed on Flight Control panel and will be noted on ADLS.	
	B	2	0	May be inoperative provided the autopilot is not used.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed on Flight Control panel and will be noted on ADLS.	
6. Takeoff/Go-Around (TOGA) Buttons	C	2	1	(O) May be inoperative provided approach minimums do not require its use.	(M) None required.	
					(O) Flight Director is not available for Takeoff or Go-Around with both TOGA buttons inoperative. Flightcrew shall use raw data and manual throttles for takeoff and go-around.	
					(P) An Inoperative Placard will be placed on Flight Control panel and will be noted on ADLS.	
(continued)						

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22 AUTO FLIGHT						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
6. Takeoff/Go-Around (TOGA) Buttons (cont'd)	C	2	0	(O) May be inoperative provided: a) Both power levers are operated manually for takeoff and go-around, and b) Autopilot and Flight Director are not used below 500 feet or MDA, whichever is higher. NOTE: Flight Director Takeoff and Go-Around Guidance are not available with both TOGA buttons inoperative.		
7. Autothrottle System (continued)	C	2	0	Not required for dispatch.	(M) None required.	
					(O) Flight Director and Autothrottle are not available for Takeoff or Go-Around with both TO/GA buttons inoperative. Flightcrew shall use raw data and manual throttles for takeoff and go-around. For takeoff, once airborne and above 500 ft AGL, pilot-not-flying (PNF) shall select desired lateral mode (HDG or LNAV) on guidance panel as directed by pilot-flying (PF). Additionally, PNF shall select desired vertical mode (FLCH or VS or FPA) and engage autothrottle as directed by PF. For go-around, after flaps and landing gear have been retracted and airplane is above 500 ft AGL, PNF shall select desired lateral mode (HDG or LNAV) and vertical mode (FLCH or VS or FPA) on guidance panel and engage autothrottle at direction of PF.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
7. Autothrottle System (continued)	C	2	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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Aircraft: Gulfstream G280

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22 AUTO FLIGHT

1. SYSTEM, SEQUENCE & ITEM NUMBERS		REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
7. Autothrottle System (cont'd) 1) Autothrottle Disconnect Switches (on Forward Side of Thrust Lever Knobs) 2) Autothrottle Engage/Disengage Switches (on the Aft Side of Thrust Lever Knobs)	C	2	1	May be inoperative provided Autothrottle Engage/Disengage Switches operate normally.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	C	2	0	May be inoperative provided Autothrottle is not used.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	C	2	1	May be inoperative provided Autothrottle Disconnect Switches operate normally.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	C	2	0	May be inoperative provided Autothrottle is not used.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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Aircraft: Gulfstream G280			Revision No.: 2 Based on MMEL Revision No.: 4			Page No.: 22-6 Date: 12/22/21
22 AUTO FLIGHT						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
8. Pitch Synchronization Pushbuttons	C	2	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
9. Alternate Autopilot Disconnect Switches 1) Pitch Trim Switch Autopilot Disconnect Function	C	2	1	May be Inoperative provided: a) Control Wheel Autopilot Disconnect Button is operative, and b) Autopilot Gang Bar Disconnect is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
10. Autopilot Coupler (XFR) 1) Left Selection	C	1	0	May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed 1 hour cruise from a suitable airport.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2) Right Selection	C	1	0	May be inoperative provided contingency planned flight time, with one engine inoperative, does not exceed 1 hour cruise from a suitable airport.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
(continued)						

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Aircraft: Gulfstream G280			Revision No.: 2 Based on MMEL Revision No.: 4		Page No.: 22-7 Date: 12/22/21	
22 AUTO FLIGHT						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
10. Autopilot Coupler (XFR) (cont'd) 3) Left and Right Selections	A	2	0	(O) May be inoperative provided: a) Automatic Cabin Pressurization System is operative, b) Contingency planned flight time with one engine inoperative does not exceed 1 hour at cruise from a suitable airport, c) Landing weather minimums are not dependent upon its use, d) Airplane is operated at or below FL 250, e) Airplane is operated in accordance with AFM Limitations, and f) Repairs are made within 1 flight day. NOTE: Each FCC provides mach trim compensation, yaw damper, autopilot, and flight director functions independent of the other FCC. Failure of the second coupler source after dispatch would result in the complete loss of these functions, and AFM Limitations apply.		(M) None required.
				(O) Flightcrew will ensure: a) Flight time with 1 engine inoperative does not exceed 1 hour at cruise from a suitable airport, b) Landing Weather Minimums are not predicated on use of FCCs, c) Automatic Cabin Pressurization System is operative, AFM, Normal Procedures, and d) AFM Limitations are complied with.		
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.		

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Aircraft: Gulfstream G280			Revision No.: 2 Based on MMEL Revision No.: 4			Page No.: 22-8 Date: 12/22/21
22 AUTO FLIGHT						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
11. Flight Control Panel, Altitude Guidance Modes 1) Vertical Navigation (VNAV) Mode Selector Switch 2) Vertical Speed (VS) Mode Selector Switch 3) Flight Path Angle (FPA) Mode 4) Flight Level Change (FLC) Mode Selector Switch	C	1	0	May be inoperative provided vertical navigation mode is considered inoperative and not used during autopilot operations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	May be inoperative provided vertical speed mode is considered inoperative and not used during autopilot operations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	May be inoperative provided flight path angle mode is considered inoperative and not used during autopilot operations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	May be inoperative provided flight level change mode is considered inoperative and not used during autopilot operations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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Aircraft: Gulfstream G280			Revision No.: 2 Based on MMEL Revision No.: 4			Page No.: 22-9 Date: 12/22/21
22 AUTO FLIGHT						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
12. Flight Control Panel, Lateral Guidance Modes 1) BANK Mode Selector Switch 2) Lateral Navigation (LNAV) Mode Selector Switch 3) Heading / Track (HDG/TRK) Mode Switch 4) Approach (APPR) Mode Selector Switch	C	1	0	May be inoperative provided autopilot operations do not require bank selection.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	May be inoperative provided LNAV mode autopilot operations are not required.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	May be inoperative provided navigation operations do not require its use.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	May be inoperative provided approach mode operations are not conducted.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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22 AUTO FLIGHT						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
13. BARO Knob	C	2	0	May be inoperative provided barometric pressure can be set by the CCD in conjunction with AFD dropdown menu BARO SET dialog box for the ON side BARO Knob failure.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
14. Performance Management Systems (Performance & TOLD)	C	2	0	May be inoperative provided current Quick Reference Handbook is immediately available to the flightcrew.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
1. Communication Systems (VHF)	D	3	1	Except for overwater operations, one may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for Emergency Procedures. NOTE 1: VHF 1 is powered by the Emergency Bus. NOTE 2: Two Radio communication systems are required for overwater operations able to transmit to, and receive from, at least one communication facility from any place along the route. (Reference 14 CFR 91.183, 91.205(d)(2), 14 CFR 91.511 (overwater))	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2. Passenger Address (PA) System	B	1	0	(O) May be inoperative provided: a) Flightcrew may use flight deck-to-cabin interphone system to pass information to cabin crew, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operates normally may be used.	(M) None required.	
1) Passenger Configuration					(O) Flightcrew will coordinate with cabin crew before flight. Flightcrew may use flight deck-to-cabin interphone system to pass information to cabin crew. Also, flightcrew may speak to cabin crew directly in either cockpit or cabin to pass information. Verify that flight attendant alerting system (audio / visual) is operative before departure.	
(continued)					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
2. Passenger Address (PA) System (cont'd)	C	1	0	(O) May be inoperative provided flightcrew may use flight deck-to-cabin interphone system to pass information to cabin crew. NOTE: Any station function(s) that operates normally may be used.	(M) None required.	
					(O) Flightcrew will coordinate with cabin crew before flight. Flightcrew may use flight deck-to-cabin interphone system to pass information to cabin crew. Also, flightcrew may speak to cabin crew directly in either cockpit or cabin to pass information.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2) Lavatory Speaker	C	1	0	(O) May be inoperative provided flightcrew advises occupant concerning the announcement.	(M) None required.	
					(O) Flightcrew will coordinate with cabin crew before flight. Flightcrew may use flight deck-to-cabin interphone system to pass information to cabin crew. Also, flightcrew may speak to cabin crew directly in either cockpit or cabin to pass information.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
3. Cockpit Speakers	C	2	0	Cockpit speakers may be inoperative provided the affected crewmember has available an operative headset.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
4. Cockpit Voice Recorder (CVR) Installed for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) is operative, and b) Repairs are made within 3 flight days. c) An additional 15 days may be requested for repair provided (b)(5)(i) are met. NOTE: Part 91 operators should refer to 14 CFR 91.609(b)(5)(i) and (b)(5)(ii).	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
1) Independent Power Source	C	1	0	May be inoperative provided repairs are made in accordance within 15 days.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
5. Selective Call System (SELCAL) 1) Channels	C	1	0	(O) May be inoperative provided at least one crew member shall monitor the appropriate frequency.	(M) None required.	
					(O) One crew member shall monitor appropriate frequency.	
					(P) An Inoperative Placard will be placed on instrument panel and will be noted on ADLS.	
	D	1	0	May be inoperative provided aircraft is not operated in an area where the SELCAL system would normally be used.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed on instrument panel and will be noted on ADLS.	
	C	5	0	(O) May be inoperative provided flightcrew ensures: a) SELCAL decoder monitors audio from the VHF and HF communications transceivers, b) Recognizes receipt of the tone set assigned to the airplane, and c) Provides the flight compartment with call alert signals	(M) None required.	
					(O) Flightcrew will ensure: a) SELCAL decoder monitors audio from VHF and HF communications transceivers, b) Recognizes receipt of tone set assigned to airplane, and c) Provides flight compartment with call alert signals.	
					(P) An Inoperative Placard will be placed on instrument panel and will be noted on ADLS.	
	D	5	0	May be inoperative provided flightcrew ensures HF and/or VHF radios are monitored during airplane operation.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed on instrument panel and will be noted on ADLS.	

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23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
6. Static Discharge Wicks	C	19	17	Maximum of two may be damaged or missing provided not more than one is damaged or missing from each flight control group surface.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed on instrument panel and will be noted on ADLS.	
7. Automatic Cabin Briefing System	D	1	0	(O) May be inoperative provided flightcrew manually uses PA system to inform passengers. In addition, flightcrew or cabin crew may give direct oral instructions to passengers.	(M) None required.	
					(O) Flightcrew will provide appropriate verbal briefings to passengers.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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23 COMMUNICATIONS									
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
		2. NUMBER INSTALLED							
		3. NUMBER REQ'D FOR DISPATCH							
		4. REMARKS or EXCEPTIONS							
11. Flight Deck Headset/Headphones SN 2156 - 3 SN 2164 - 2 SN 2192 - 2 1) Headset Boom Microphones SN 2156 - 3 SN 2164 - 2 SN 2192 - 2	D	-	0	May be inoperative provided two headsets or one headset and one speaker is required for flights over water more than 30 minutes flying time or 100 nautical miles from shore.	(M) None required.				
					(O) None required.				
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.				
	A	2	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days.	(M) None required.				
					(O) None required.				
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.				
					D	2	0	May be inoperative provided associated hand microphone is installed and operates normally.	(M) None required.
									(O) None required.
									(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
C	2	1	May be inoperative provided associated flight deck speaker operates normally.	(M) None required.					
				(O) None required.					
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.					
3) Active Nose Canceling/Reduction Function SN 2156 - 3 SN 2164 - 2 SN 2192 - 2	D	2	0	May be inoperative provided normal audio function of the headset is operative.	(M) None required.				
					(O) None required.				
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.				

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23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
12. Flight Deck Hand Microphones	C	2	0	May be inoperative provided associated boom microphone operates normally.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	D	2	0	May be inoperative provided associated boom microphone operates normally.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
14. Headset Phone Jacks Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate						
	1) Headset Phone Jack SN 2156 - 3 SN 2164 - 2 SN 2192 - 2	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	(M) None required.
						(O) None required.
(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.						
D		-	0	May be inoperative provided associated flight deck speaker operates normally.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
SN 2156 - 3 SN 2164 - 2 SN 2192 - 2						

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23 COMMUNICATIONS						
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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
15. High Frequency (HF) Communication System	D	2	0	May be inoperative provided HF communications are not required for the route of flight.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	2	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight. c) The ICAO flight plan is updated (as required) to notify ATC of the communication equipment status of the aircraft, and d) Alternate procedures are established and used, and e) The SATCOM preflight test on the data link manager tab is performed. NOTE: The aircraft SATCOM systems do not meet the requirements of AC 20-150B and therefore are not approved as Satellite Voice (SATVOICE) equipment supporting air traffic service (ATS) communications.	(M) None required.	
					(O) Flightcrew shall perform the SATVOICE test or a SATVOICE call before departure	
					(P) An Inoperative Placard will be placed on affected Radio Control Head and will be noted on ADLS.	

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23 COMMUNICATIONS						
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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
16. Alerting System (Audio/Visual) 1) Passenger Configuration a) Flight Deck Call Visual Alerting System b) Flight Attendant Visual Alerting System 						

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23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
16. Alerting System (Audio/Visual) (cont'd) c) Flight Attendant Audio Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected audio alerting system is used for lavatory smoke detector alerting, an alternate lavatory smoke detector alert (audio or visual) is installed and operative, and c) Flightcrew will coordinate with the flight attendant before departure on use of PA or internal phone system.	(M) None required.	
					(O) Flightcrew will coordinate with the flight attendant before departure. Alternate means include use of the PA, internal phone system, or a series of chimes from the NO SMOKE/SEAT BELT ON/ OFF feature.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
					NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF). NOTE 2: Any visual alerting system function(s) that is operative may be used.	

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23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
17. Radio Push-to-Talk (PTT) Switches	C	7	0	May be inoperative provided an operative Handheld Microphone is available to the crewmember on the side of the failed PTT switch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	7	2	May be inoperative as long as there is one operative at each cockpit crew position. NOTE: Each cockpit crew position has three radio push-to-talk buttons; one on yoke, one on side console, and one on Cursor Control Device. The copilot has an additional PTT switch on the left horn of the yoke.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
18. Seat Belt/No Smoke Cabin Chime	C	1	0	May be inoperative provided: a) Seat Belt/No Smoke signs are visible to all passengers, and b) A crewmember must advise passengers verbally to secure their seat belts and when smoking is permitted.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
19. Satellite Communication System (SATCOM)	C	1	0	(O) May be inoperative provided flightcrew will use voice over VHF/HF radios to relay pertinent information to the air traffic management system for CPDLC airspace operations.	(M) None required.	
					(O) Flightcrew will use voice over VHF/HF radios to relay pertinent information to the air traffic management system.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	D	1	0	May be inoperative provided flightcrew uses HF radios to relay pertinent information.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
20. Yoke Mounted Microphone Holders	C	2	0	(O) May be damaged, torn, or missing provided affected microphone is secure or removed.	(M) None required.	
					(O) Hand held microphone will be disconnected (unplugged) from yoke and stowed in such a manner as to prevent interference during a possible airplane egress.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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23 COMMUNICATIONS

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
21. Emergency Locator Transmitter (ELT) 1) Survival Type ELTs 2) Fixed ELTs 					

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23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
21. Emergency Locator Transmitter (ELT) (cont'd) 2) Fixed ELTs	D	1	0	(M) May be inoperative provided system is deactivated.	(M) Maintenance will ensure the ELT (K11) circuit breaker on the overhead panel is pulled and collared.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	D	1	0	(M) May be missing. NOTE: Airplane records must include date of initial removal and repairs must be made within 90 days.	(M) Maintenance will pull and collar the ELT (K11) circuit breaker, and then Isolate the ELT Antenna as follows: 1) Disconnect the ELT antenna coaxial connector adapter from the ELT antenna. Refer to Maintenance Manual Chapter 25 Emergency Locator Transmitter (ELT). 2) Put protective caps and plugs on all open electrical connectors. 3) Stow the coaxial cable.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
3) ELT Remote Switch	D	1	0	(M) May be inoperative provided: a) Remote switch is disconnected from the ELT, and b) ELT Switch is in ARM.	(M) Maintenance will ensure the remote switch is disconnected from the ELT and the ELT Switch it placed in the ARM position before dispatch. Refer to AMM 25-61-01.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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23 COMMUNICATIONS					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
21. Emergency Locator Transmitter (ELT) (cont'd)					
4) ELT Indicator Light	D	1	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in view of the pilot to show "ELT not installed or deactivated" and will be noted on ADLS.
5) ELT Aural Alarm	D	1	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in view of the pilot to show "ELT not installed or deactivated" and will be noted on ADLS.

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23 COMMUNICATIONS

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
22. Crewmember Interphone System(s)					
1) Passenger Configuration					
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	1	0	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and b) Flightcrew may use the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information. NOTE: Any station function(s) that is operative may be used.	(M) None required. (O) Flightcrew may use the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information. (P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS.
	C	1	0	(O) May be inoperative provided flightcrew may use the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information. NOTE: Any station function(s) that is operative may be used.	(M) None required. (O) Flightcrew may use the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information. (P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS.
(continued)					

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23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
22. Crewmember Interphone System(s) (cont'd)						
1) Passenger Configuration						
b) Cabin to Cabin Functions	B	1	0	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, and b) Flightcrew may use the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information. NOTE: Any station function(s) that is operative may be used.	(M) None required. (O) Flightcrew may use the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information. (P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS.	
(continued)	B	1	0	(O) May be inoperative provided flightcrew may use the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information. NOTE: Any station function(s) that is operative may be used.	(M) None required. (O) Flightcrew may use the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information. (P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS.	

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23 COMMUNICATIONS

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
22. Crewmember Interphone System(s) (cont'd) c) Flight Deck to Ground Functions 2) All Other Aircraft / Operations	C	1	0	(O) May be inoperative provided flightcrew uses alternate means for communications with ground crew.	(M) None required.
					(O) Flightcrew may use hand signals, cell phones, portable radio or direct conversation for communications with ground crew.
					(P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS.
	D	1	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS.

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23 COMMUNICATIONS

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
23. Handset System(s) 1) Passenger Configuration a) Flight Deck (continued)	C	1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Flightcrew uses the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information.	(M) None required. (O) Flightcrew may use the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information. (P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS.
	D	1	0	May be inoperative provided flightcrew uses PA or direct oral communications as necessary.	(M) None required. (O) None required. (P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS.

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Aircraft: Gulfstream G280				Revision No.: 2 Based on MMEL Revision No.: 4		Page No.: 23-20 Date: 12/22/21
23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
23. Handset System(s) (cont'd)						
1) Passenger Configuration						
b) Cabin	B	2	1	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, and b) Flightcrew may use the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information. NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement. NOTE 2: Any handset(s) function(s) that operates normally may be used.	(M) None required.	
					(O) Flightcrew may use the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information.	
					(P) An Inoperative Placard will be placed on Interphone System and will be noted on ADLS.	

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Aircraft: Gulfstream G280				Revision No.: 2 Based on MMEL Revision No.: 4		Page No.: 23-21 Date: 12/22/21
23 COMMUNICATIONS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
24. Datalink System	C	1	0	(O) May be inoperative provided flightcrew uses voice over VHF/HF or SATVOICE to relay pertinent information to the air traffic management system.	(M) None required.	
					(O) Flightcrew will use voice over VHF/HF or SATVOICE to relay pertinent information to the air traffic management system.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	D	1	0	May be inoperative provided ADS-C and/or CPDLC operations are not in use.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
25. Controller Pilot Data Link Communications (CPDLC) 2) FANS 1/A (ADS-C/CPDLC)	D	1	0	(O) May be inoperative provided enroute operations do not require its use.	(M) None required.	
					(O) Flightcrew will use voice over VHF/HF or SATVOICE to relay pertinent information to the air traffic management system.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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24 ELECTRICAL POWER

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
1. Left Battery Heating System	A	1	0	(O) May be inoperative provided: a) Both generators are operative, b) APU is kept operating with its generator selected ON throughout the flight, c) Airplane is operated at or below FL 400, and d) Repairs are made within 1 flight day. NOTE: If APU S/G is loaded, observe altitude and electrical load limitations.	(M) None required. (O) Flightcrew will ensure APU generator is selected ON throughout flight. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
2. Right Battery Heating System	A	1	0	(O) May be inoperative provided: a) Both generators are operative, b) APU is kept operating with its generator selected ON throughout the flight, c) Airplane is operated at or below FL 400, and d) Repairs are made within 1 flight day. NOTE: If APU S/G is loaded, observe altitude and electrical load limitations.	(M) None required. (O) Flightcrew will ensure APU generator is selected ON throughout flight. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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24 ELECTRICAL POWER						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
3. DC External Power System	C	1	0	(O) May be inoperative provided both batteries are operative.	(M) None required.	
					(O) Flightcrew will ensure both batteries are operating normally.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
4. Main Batteries Voltage Display	C	2	1	May be inoperative provided associated battery ammeter is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
5. Engine Generators	A	2	1	May be inoperative provided: a) APU is kept operating with its generator selected ON throughout the flight, b) Contingency planned flight time does not exceed 1 hour from a suitable airport, c) Left and right batteries and STBY battery are operative, d) Inoperative generator switch is left in OFF, e) Airplane is operated at or below FL 400, and f) Repairs are made within 1 flight day. NOTE 1: Observe APU altitude and electrical load limitations. NOTE 2: Windshield heat is not available unless OVRD is selected, provided the load of the remaining generator is within limits.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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24 ELECTRICAL POWER						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
6. APU Starter / Generator	C	1	0	May be inoperative provided: a) Both Engine Driven Generators are operative, and b) Contingency planned flight time does not exceed 1 hour from a suitable airport.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
7. 60 Hz AC Electrical Power System	D	1	0	(M)(O) May be inoperative provided affected 60 Hz (B1) circuit breaker is pulled and collared.	(M) Maintenance will pull and collar 60 Hz (B1) circuit breaker on the overhead panel. Pull breaker out and insert collar or use ty wrap to secure. Flightcrew may accomplish this task if properly qualified and authorized.	
					(O) Flightcrew will brief passengers on items that are inoperative with failure of power source for cabin entertainment.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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24 ELECTRICAL POWER						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
9. Electrical Power System EICAS Display						
1) Main Generators Voltmeter	C	2	1	May be inoperative provided associated generator LOAD display is operative. NOTE 1: Observe during flight that generator load is more than 0%. NOTE 2: Observe on Synoptic electrical page associated main bus green color.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to APU GEN switch and will be noted on ADLS.	
2) Main Generators Loadmeter	A	2	1	May be inoperative provided: a) Associated generator voltage indications are available, b) Non-affected generator and its readout are operative, c) Galley and Cabin Non-essential are disconnected manually in case of right generator loadmeter failure, d) Inverter 60 Hz is disconnected manually in case of left generator loadmeter failure, and e) Repairs are made within 1 flight day. NOTE: Observe during flight that generator voltage is 28.5 ±0.5V.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
(continued)						

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24 ELECTRICAL POWER						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
9. Electrical Power System EICAS Display (cont'd) 3) Batteries Voltmeter 4) Batteries Ammeter 5) APU Generator Voltmeter (continued)	C	2	1	May be inoperative provided associated battery ammeter indications are available.	(M) None required.	
				NOTE 1: Battery Fail message is displayed.	(O) None required.	
				NOTE 2: Observe during flight that affected battery current is equal to or more than 0 Amps.	(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	2	1	May be inoperative provided associated battery voltage indications are available.	(M) None required.	
				NOTE: Observe during flight that generator voltage is 28.5 ±0.5V.	(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	May be inoperative provided APU generator ammeter indications are available.	(M) None required.	
				NOTE 1: When APU generator is connected to left or right side instead of failed engine generator: 1. Observe during flight that generator load is more than 0%, and 2. Observe on Synoptic electrical page associated main bus GREEN color.	(O) None required.	
				NOTE 2: When APU generator is operated as backup, observe on Synoptic electrical page Tie bus GREEN color.	(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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Aircraft: Gulfstream G280				Revision No.: 2 Based on MMEL Revision No.: 4		Page No.: 24-6 Date: 12/22/21
24 ELECTRICAL POWER						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
9. Electrical Power System EICAS Display (cont'd)	C	1	0	(M) May be inoperative provided: a) Both Engine Driven Generators are operative, b) Contingency planned flight time does not exceed 1 hour from a suitable airport, and c) APU GCU (B19) circuit breaker is pulled and collared.	(M) Maintenance will pull and collar the APU GCU (B19) circuit breaker on the overhead panel. Flightcrew may accomplish this task if properly qualified and authorized.	
6) APU Generator Loadmeter					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
					(M) None required.	
7) Ext DC Pwr Voltmeter	C	1	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
8) Ext DC Pwr Loadmeter	C	1	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
10. APU GEN "ON/OFF" Switch Light (Light Function Only)	C	1	0	May be inoperative provided APU Generator operation is verified.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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24 ELECTRICAL POWER

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
11. BATT "ON" Switch Light (Light Function Only)	C	2	0	May be inoperative provided battery ammeter indications are available.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
12. GEN "ON/OFF" Switch Light (Light Function Only)	C	2	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
13. EXT PWR "AVAIL/ON" Switch Light (Light Function Only)	C	1	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. Passenger Seat(s) SN 2156 - 10 SN 2164 - 8 SN 2192 - 10 						

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. Passenger Seat(s) (cont'd) 1) Recline Mechanism SN 2156 - 10 SN 2164 - 8 SN 2192 - 10 (continued)	D	-	0	(M) May be inoperative and seat occupied provided seat back is secured in full upright position.	(M) Maintenance will ensure seat back is secured in the full upright position. Refer to AOMM Section 25-21-00.	
					(O) None required.	
					(P) A "Do Not Operate Recline" Placard will be placed of affected seat not secured in upright position and will be noted on ADLS.	
	D	-	0	(M) May be inoperative and seat occupied provided seat back is secured in full upright position.	(M) None required.	
					(O) None required.	
					(P) A "Do Not Operate Recline" Placard will be placed of affected seat not secured in upright position and will be noted on ADLS.	

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. Passenger Seat(s) (cont'd)	D	-	0	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to main airplane aisle, and c) If armrest is missing, seat is secured in full upright position.	(M) Maintenance will secure armrest in lowered position with cable tie or remove and stow armrest. Refer to AOMM Section 25-21-00.	
2) Armrests					(O) None required.	
a) Armrests with Recline Mechanism					(P) An Inoperative Placard will be placed of affected seat armrest and will be noted on ADLS.	
SN 2156 - 10 SN 2164 - 8 SN 2192 - 10						
b) Armrests without Recline Mechanism	D	8	0	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to main airplane aisle.	(M) None required.	
(continued)					(O) None required.	
					(P) An Inoperative Placard will be placed of affected seat armrest and will be noted on ADLS.	

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. Passenger Seat(s) (cont'd)						
3) Swivel Mechanism	C	-	0	(M) May be inoperative and occupied provided: a) Associated seat does not block an Emergency Exit, b) Associated seat does not restrict any passenger from access to the main airplane aisle, and c) Associated seat remains in takeoff position.	(M) Maintenance will secure swivel locking mechanism to hold swivel in takeoff position. Reference AOMM Section 25-21-00.	
SN 2156 - 10 SN 2164 - 8 SN 2192 - 10					(O) None required.	
					(P) A Placard stating "SEAT MUST REMAIN IN TAKEOFF POSITION" will be placed on each affected seat and will be noted on ADLS.	

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
2. Emergency Medical Equipment						
1) Automatic External Defibrillator (AED) and/or Associated Equipment	A	1	0	(O) May be incomplete, inoperative, or removed provided: a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	(M) None required. (O) Flightcrew will ensure: a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. (P) An Inoperative Placard will be placed on Automatic External Defibrillator (AED) and/or Associated Equipment and will be noted on ADLS.	
	D	1	0	(O) May be incomplete, inoperative, or removed.	(M) None required. (O) Flightcrew will verify AED has been properly serviced at each preflight. (P) An Inoperative Placard will be placed on Automatic External Defibrillator (AED) and/or Associated Equipment and will be noted on ADLS.	
(continued)						

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25-EQUIPMENT / FURNISHINGS					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
2. Emergency Medical Equipment (cont'd)					
3) First Aid Kit (FAK) and/or Associated Equipment	A	1	1	(O) Only one of the required FAKs may be incomplete or removed provided: a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs are made within on flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	(M) None required.
				(O) Flightcrew will ensure: a) FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight.	
				(P) An Inoperative Placard will be placed on First Aid Kit (FAK) and/or Associated Equipment and will be noted on ADLS.	
	D	1	1	(O) One may be incomplete, inoperative, or removed.	(M) None required.
					(O) Flightcrew will verify FAK has been properly serviced at each preflight. (P) An Inoperative Placard will be placed on First Aid Kit (FAK) and/or Associated Equipment and will be noted on ADLS.

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
3. Overwater Survival Equipment	D	3	-	May be inoperative provided flights are not conducted overwater. Enough life rafts, each equipped with an approved survivor locator light and a survival kit appropriately equipped for the route to be flown for flights more than 30 minutes flying time or more than 100 nautical miles from the nearest shore must be onboard. (See item 24 for flotation requirements.)		
4. "Fasten Seat Belt While Seated" Sign or Placard	C	4	1	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	(M) None required.	
					(O) None required.	
					(P) A "Do Not Occupy" Placard will be placed on affected seat from which signs are not readable and will be noted on ADLS.	

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
5. Cargo Restraint Systems	A	1	0	(M) May be inoperative, or missing provided: a) Acceptable cargo loading limits from an approved source are observed. The only source documents are: • Type Certificate (TC), • Supplemental Type Certificate (STC) • Airplane Flight Manual (AFM), • Airplane Flight Manual Supplement (AFMS), • Pilot's Operating Handbook (POH), • TC/STC Weight and Balance Manual (WBM), and b) Repairs are made within 120 calendar-consecutive days.	(M) Maintenance will ensure acceptable cargo loading limits from an approved source, (i.e., an Approved Cargo Loading Manual, or Weight and Balance Document) are observed. Flightcrew may accomplish this task if properly qualified and authorized.	
				(O) None Required.		
				(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.		
	A	1	0	a) May be inoperative or missing provided cargo compartment remains empty, and b) Repairs are made within 120 consecutive calendar-days.	(M) None Required.	
				(O) None Required.		
				(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.		
	A	1	0	a) Individual cargo areas may be inoperative provided aircraft is operated in accordance with Original Equipment Manufacturer (OEM) W&B source document, and b) Repairs are made within 120 consecutive calendar-days.	(M) None Required.	
				(O) None Required.		
				(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.		

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
6. Pilot Seats						
1) Vertical Adjustment	C	2	0	(M)(O) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Seat is able to move Fore-Aft on its track.	(M) Maintenance will secure seat in a position acceptable to affected crewmember and ensure seat is able to move fore and aft on its track. Seat operations and repair procedures are located in Section 25-11-07, IPECO Component Maintenance Manual. Flightcrew may accomplish this task if properly qualified and authorized.	
					(O) Flightcrew will ensure seat is secured at individual crewmember's requirements and able to move fore and aft on its track.	
					(P) An Inoperative Placard will be placed on affected Vertical Adjustment handle and will be noted on ADLS.	
2) Armrest(s)	C	4	0	(M)(O) May be inoperative provided: a) Armrest is secured in the full up position, and b) Seat is acceptable to affected crewmember.	(M) Maintenance will ensure armrest is in full up position or removed. Remove the lower seat back plastic cover to gain access to the inner portion of the armrest rotation mechanism. Use appropriate tools to remove armrest rotation support if armrest cannot be secured in the full up position. Flightcrew may accomplish this task if properly qualified and authorized.	
					(O) Flightcrew will ensure seat is acceptable to individual crewmember's requirements.	
					(P) An Inoperative Placard will be placed on affected Armrest and will be noted on ADLS.	
(continued)						

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
6. Pilot Seats (cont'd)	C	2	0	(M)(O) May be inoperative provided: a) Seat is secured in a position acceptable to affected crewmember, and b) Seat is able to move Fore-Aft on its track.	(M) Maintenance will secure seat in a position acceptable to affected crewmember and ensure seat is able to move fore and aft on its track.	
3) Recline Adjustment					The seat recline mechanism may be accessed by removing the seat cushion and identifying the locking mechanism in the lower center seat back. Pull up, adjust seat, and release locking mechanism.	
					Flightcrew may accomplish this task if properly qualified and authorized.	
					(O) Flightcrew will ensure seat is secured at individual crewmember's requirements.	
					(P) An Inoperative Placard will be placed on affected Recline Adjustment handle and will be noted on ADLS.	
4) Lumbar Adjustment	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed on affected Lumbar Adjustment and will be noted on ADLS.	
5) Thigh Adjustment	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed on affected Thigh Adjustment and will be noted on ADLS.	
(continued)						

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
6. Pilot Seats (cont'd) 6) Seat Belt Inertial Reel	C	2	0	May be inoperative provided inertial reel lock handle engages and locks shoulder straps securely and is acceptable to affected crewmember.	(M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
7) Vertical Back Rest Adjustment	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	(M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
8) Fore and Aft Adjustment	C	2	0	(M)(O) May be inoperative provided seat is secured in a position acceptable to affected crewmember.	(M) Maintenance will secure seat in a position acceptable to affected crewmember. Flightcrew may accomplish this task if properly qualified and authorized. (O) Flightcrew will ensure seat is secured at the individual crewmember's requirements. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
9) Headrests	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	(M) None required. (O) None required. (P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
7. Rudder Pedal Adjustment	C	2	0	(M) May be inoperative provided: a) Rudder Pedal(s) can be secured in a position acceptable to affected crewmember, and b) Position of Rudder Pedal(s) permits full flight control movement.		(M) Rudder pedals shall be secured in a position acceptable to affected crewmember by: a) Removing forward retaining bolt on rudder pedal adjustment, b) Adjusting handle position to achieve desired position with reference to location of retaining bolt, c) Re-inserting bolt, and d) Securing with nut and cotter key. Refer to AMM 27-21-03.
						(O) None required.
						(P) An Inoperative Placard will be placed on Rudder Pedal Adjustment handle and will be noted on ADLS.

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
8. Observer Seat						
2) Observer Seat is Not Required by 14 CFR 91 (including associated equipment)	D	-	0	The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	(M) None required.	
SN 2156 - 1 SN 2164 - 0 SN 2192 - 0					(O) None required.	
NOTE: The Audio Control Panel (ACP) is included in the associated equipment.					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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25-EQUIPMENT / FURNISHINGS									
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES					
							2. NUMBER INSTALLED		
							3. NUMBER REQ'D FOR DISPATCH		
							4. REMARKS or EXCEPTIONS		
11. Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/Closets	C	30	0	(M) May be inoperative provided: a) Secure compartment CLOSED with fabric reinforced tape, b) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected bin, compartment, or closet is not used for storage of any item(s) except for those permanently affixed. NOTE: Proviso is not intended to preclude crewmember inspections.	(M) Maintenance will verify that no equipment is stored in the affected bin, compartment or closet and secures it CLOSED and placard it against use for storage of any equipment. Maintenance will secure the compartment CLOSED with fabric reinforced tape or remove the doors or covers and remove all items from the bins except fixed/secured items. Flightcrew may accomplish this procedure if qualified and authorized.				
					(O) None required.				
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.				
(continued)									

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25-EQUIPMENT / FURNISHINGS

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
11. Storage Bins/Cabin, Galley, and Lavatory Storage Compartment/Closets (cont'd)	C	30	0	(M)(O) May be inoperative provided: a) For non-retractable doors, affected door is removed, b) For retractable doors, affected door is removed or secured in the retracted (fully open) position, c) Affected bin, compartment, or closet is not used for storage of any items except those permanently affixed, d) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", e) Flightcrew briefs crew members and passengers of inoperative bins, and f) Passengers are briefed that affected bin, compartment, or closet is not used. NOTE: Any emergency equipment located in the affected bin, compartment, or closet (permanently affixed) is available for use.	(M) Maintenance will verify that no equipment is stored in the affected bin, compartment or closet and secures it CLOSED and placard it against use for storage of any equipment. Maintenance will secure the compartment CLOSED with fabric reinforced tape or remove the doors or covers and remove all items from the bins except fixed/secured items. Flightcrew may accomplish this procedure if qualified and authorized. (O) Flightcrew will ensure passengers are briefed that the bin or compartment is not used. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
(continued)					

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
		2. NUMBER INSTALLED	3. NUMBER REQ'D FOR DISPATCH			
			4. REMARKS or EXCEPTIONS			
11. Storage Bins / Cabin, Galley and Lavatory Storage Compartment / Closets (cont'd)	C	30	0	(M) May be inoperative provided: a) Affected bin, compartment, or closet is prominently placarded "DO NOT USE", b) Any emergency equipment located in affected bin, compartment, or closet is considered inoperative, and c) Location placarding for any emergency equipment stored in affected bin, compartment, or closet is removed or obscured. NOTE: Use of this proviso may be dependent upon an operator's aircraft security program, as appropriate.	(M) Maintenance will verify that no equipment is stored in the affected bin, compartment or closet and secures it CLOSED and placard it against use for storage of any equipment. Maintenance will secure the compartment CLOSED with fabric reinforced tape or remove the doors or covers and remove all items from the bins except fixed/secured items. Drawers may be removed by locating drawer stops on drawer rails and releasing them so drawer can be removed from seat base. Flightcrew may accomplish this task if properly qualified and authorized. (O) None required. (P) An Inoperative Placard will be placed on affected Storage Bin(s)/Cabin, Galley or Lavatory Storage Compartment / Closets and will be noted on ADLS.	

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
12. Galley/Cabin Waste Receptacles Access Doors/Covers	C	1	0	(M)(O) May be inoperative provided: a) Container is empty and access is secured to prevent waste introduction into compartment, and b) Maintenance or qualified and authorized flightcrew personnel will ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	(M) Maintenance will ensure container is empty and access is secured to prevent waste introduction into compartment. Flightcrew may accomplish this task if properly qualified and authorized.	
					(O) Flightcrew will ensure that sufficient galley waste receptacles e.g. trash bags are available to accommodate all waste that may be generated on a flight.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
13. Exterior Lavatory Door Ashtray	A	1	0	May be missing or inoperative for 10 days.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
14. Baggage Compartment Shelves	D	2	0	May be removed or inoperative provided shelves are in the down position.	(M) None required.	
					(O) None required.	
					(P) A placard stating "DO NOT USE" will be placed on affected shelves and will be noted on ADLS.	
15. Restraint Straps (Aft Coat Closet)	D	4	0	May be inoperative or removed provided shelves are not used.	(M) None required.	
					(O) None required.	
					(P) A placard stating "DO NOT USE" will be placed on affected shelves and will be noted on ADLS.	

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
		2. NUMBER INSTALLED				
			3. NUMBER REQ'D FOR DISPATCH			
			4. REMARKS or EXCEPTIONS			
18. Reference Eye Locator	C	1	0	May be missing or damaged.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
19. Passenger Under Seat Stowage Drawers	C	-	0	(O) May be inoperative, missing, or have broken latches provided: a) Drawer does not block an Emergency Exit, b) Drawer does not restrict any passenger from access to main airplane aisle, and c) Affected drawer is emptied, secured, and placarded "DO NOT USE".	(M) None required.	
SN 2156 - 8 SN 2164 - 8 SN 2192 - 8					(O) Flightcrew will ensure affected drawers are removed and stowed or secured with cloth tape and placarded "DO NOT USE". Drawers may be removed by locating drawer stops on drawer rails and releasing them so drawer can be removed from seat base.	
					(P) A placard stating "DO NOT USE" will be placed on affected Passenger Under Seat Stowage Drawers and will be noted on ADLS.	

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
20. Cabin Management System	C	1	0	(O) May be inoperative provided flightcrew briefs passengers using briefing cards augmented with public address for each particular phase of flight.	(M) None required.	
					(O) Flightcrew will brief passengers using briefing cards augmented with public address for each particular phase of flight.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
1) CabinView System	D	1	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
21. Airplane Tow Bar	D	1	0	May be inoperative, damaged, missing, or removed.	(M) None required.	
				NOTE: Removal will require airplane Weight and Balance considerations.	(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
22. Non-Essential Equipment and Furnishings (NEF)	D	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's NEF Manual.	(M) None required.	
				(M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not NEF items.	(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
23. Baggage Compartment Heating Blankets	D	22	0	(M)(O) May be inoperative provided: a) System is deactivated by pulling and collaring the associated CBs, and b) Cargo compartment contents do not require a temperature-controlled environment.		
				(M) Maintenance will deactivate system by pulling and collaring the following circuit breakers: Left DC Box: 701H, 703H, 705H, 707H Right DC Box: 12H, 30H, 110M, 600M, 602M. Flightcrew may accomplish this task if properly qualified and authorized.		
				(O) Flight crew will ensure cargo compartment contents do not require a temperature-controlled environment.		
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.		

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
24. Flotation Devices SN 2156 – 16 Life Vest - 13 Life Rafts - 3 SN 2164 - 14 Life Vest - 11 Life Rafts - 3 SN 2192 - 15 Life Vest - 12 Life Rafts - 3	D	-	0	May be inoperative provided flights are not conducted overwater. Inoperative equipment will be removed from airplane.	(M) None Required.	
				(O) None required.		
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.		
					NOTE 1: A functional life vest must be available for each occupant if flight is more than 50 nm from shore. If airplane is operated more than 30 minutes flying time or 100 nm from nearest shore life vest must be equipped with an approved survivor locator light. NOTE 2: A functional life raft must be available that is sufficiently rated with enough capacity and buoyancy to accommodate occupants of airplane. If No raft(s) are installed, operations may not be conducted more than 30 minutes flying time or 100 nm from nearest shoreline. a) At least one life raft on the aircraft must have a self-buoyant, water resistant, portable emergency locator transmitter installed in it. b) There is an external lifeline around the raft for personnel in the water to hold on to. c) Each life raft has a survival kit attached to it. Contents may vary from manufacturer or configuration.	
25. Crewmember Shoulder Harnesses	B	3	2	Only the observer's seat shoulder harness may be inoperative so long as the observer's seat is not occupied.	(M) None Required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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25-EQUIPMENT / FURNISHINGS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
26. Portable Flashlight / Flashlight Holder	C	2	0	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	D	2	0	May be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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26-FIRE PROTECTION

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
1. Baggage Compartment	C	1	0	(O) May be inoperative provided: a) Baggage compartment is not used, b) Internal baggage door remains CLOSED, and c) Airplane is operated in accordance with AFM Limitations.	(M) None required.
1) Baggage Compartment Smoke Detector System					(O) Flightcrew will ensure Internal Baggage Door remains closed when baggage compartment is not in use.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
2) Baggage Compartment Dump Valve	B	1	0	(O) May be inoperative provided: a) It is verified OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	(M) None required.
					(O) Flightcrew will verify Baggage Compartment Dump Valve is Open. To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with both engine bleeds and air conditioning PACK selected ON if available. If not select PACK to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to nominally zero psid during the flight.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
3) Baggage Compartment Isolation Valve (Electrical Operation)	C	1	0	(O) May be inoperative provided: a) It is verified OPEN, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations. NOTE: The valve can be operated manually.	(M) None required.
					(O) Flightcrew will verify Isolation Valve is Open. To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with both engine bleeds and air conditioning PACK selected ON if available. If not select PACK to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to nominally zero psid during the flight.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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26-FIRE PROTECTION

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
2. APU Bleed Leak Detector	C	1	0	May be inoperative provided APU bleed air is not used.	(M) None required.
3. Portable Fire Extinguishers	D	4	2	(O) May be inoperative or missing provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	(O) None required.
					(P) A Placard will be placed on ECS panel stating "DO NOT USE APU BLEED AIR" and will be noted on ADLS.
					(M) None required.
					(O) Flightcrew will ensure operative fire extinguishers are available to meet distribution requirements, i.e., one near cockpit and one in cabin are required for dispatch.
					(P) If installed, an Inoperative Placard will be placed on Pressure Charge Gauge of affected fire extinguisher and will be noted on ADLS.

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26-FIRE PROTECTION					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
4. Fire Extinguisher Thermal Discharge Disk				Deleted in Revision 4.	
5. APU Fire Detection System	C	1	0	(M) May be inoperative provided: a) APU is not used, b) APU START (B9) circuit breaker is pulled and collared, c) APU Master Switch set to OFF, and d) Contingency planned flight time does not exceed 1 hour from a suitable airport.	(M) Maintenance will pull and collar APU START (B9) circuit breaker. Flightcrew may accomplish this task if properly qualified and authorized. (O) None required.
					(P) An Inoperative Placard will be placed adjacent to the Fire Test Switch and will be noted on ADLS.
7. Wing Overheat Warning System	C	2	0	May be inoperative provided: a) Wing Anti-Ice is not used, and b) Airplane is not operated in known or forecast icing conditions.	(M) None required. (O) None required. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. Aileron Trim System	B	1	0	(O) May be inoperative provided: a) Trim is in neutral position for takeoff, and b) Rudder trim system is operative.	(M) None required.	
					(O) Prior to departure the flightcrew will discuss the effects of the neutral aileron trim during the departure for normal and emergency operations.	
					(P) An Inoperative Placard will be placed adjacent to AILERON trim switch and will be noted on ADLS.	
2. Aileron Trim Position Indicator	C	1	0	May be inoperative provided: a) Aileron trim system is verified to be operative before each departure, and b) Aileron trim is properly set and checked visually before each departure.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
3. Elevator Q Feel Unit (or Indicator)	C	1	0	(M) May be inoperative provided: a) Q-Feel Unit is verified in low speed position, and b) Airspeed remains at or below 250 KIAS.	(M) Enter Aft service compartment. Locate Q Feel actuator which is forward of Ram Air Inlet duct. By visual inspection, ensure that actuator is in retracted position. Flightcrew may accomplish this task if properly qualified and authorized.	
					(O) None required.	
					(P) A Placard will be placed adjacent to airspeed indicator that says: "AIRSPEED MUST REMAIN BELOW 250 KIAS" and will be noted on ADLS.	

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
4. Rudder Trim Position Indicator	C	1	0	May be inoperative provided Rudder Trim Control System operates normally.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to RUDDER trim switch and will be noted on ADLS.	
5. Rudder Thrust Compensation Module (TCM) OVRD Warning Indicator (Light Function Only)	C	1	0	May be inoperative provided Rudder TCM OVRD is verified to be selected OFF before each flight.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
6. Rudder Thrust Compensation Module (TCM)	C	1	0	(O) May be inoperative provided: a) Rudder TCM switch is selected to OVRD, and b) TCM is confirmed inoperative prior to takeoff.	(M) None required.	
					(O) Flightcrew will discuss engine failure procedures prior to every takeoff and ensure that the pilot flying is aware that manual rudder input will be required should an engine failure occurring during takeoff or any time during flight.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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			2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH			
			4. REMARKS or EXCEPTIONS			
7.	Horizontal Stabilizer Position Indicator	B	1	0	(O) May be inoperative provided: a) Horizontal stabilizer system is operative, b) Stabilizer is visually verified to be set between two takeoff reference marks 0 degrees and 10 degrees on vertical stabilizer before every takeoff, c) Aircraft CONFIG TRIM warning system is operative, and d) Aircraft CONFIG TRIM warning message is extinguished before takeoff. NOTE: Correct takeoff trim setting may be found in Section V of the AFM in the HORIZONTAL STABILIZER TRIM SETTING FOR TAKEOFF chart.	(M) None required.
					(O) Flightcrew will ensure: a) Horizontal stabilizer system is operative, b) Stabilizer is visually verified to be set between the two takeoff reference marks 0 degrees and 10 degrees on the vertical stabilizer before every takeoff, c) Aircraft CONFIG TRIM warning system is operative, and d) Aircraft CONFIG TRIM warning message is extinguished for takeoff.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
8.	Horizontal Stabilizer Trim Audio Signal	C	2	1	One may be inoperative provided: a) Horizontal stabilizer trim is operative, b) Aircraft CONFIG TRIM Warning is operative, and c) Horizontal stabilizer position indicator is operative.	(M) None required.
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
		C	2	0	(O) May be inoperative provided: a) Horizontal stabilizer trim is operative, b) Aircraft CONFIG TRIM Warning is operative, and c) Horizontal stabilizer position indicator is operative.	(M) None required.
					(O) Flightcrew will monitor STAB indicator during trim operations to ensure stabilizer trim is operating normally.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
9. Gust Lock	C	1	0	(O) May be inoperative provided: a) Ailerons Gust Lock handle is in the "RELEASED" position, and b) Ailerons have "Freedom of Movement" as verified by observation using the Flight Controls Synoptic or by visual means.	(M) None required.
10. Stick Shaker	B	2	1	(M)(O) May be inoperative provided: a) Remaining Stick Shaker is confirmed operative before takeoff, b) Affected Stick Shaker Fail L/R message is operative, c) Stick Pusher Fail message is operative, and d) Respective L STK SHKR (G5) or R STK SHKR (G13) circuit breaker is pulled and collared.	(O) Flightcrew will ensure ailerons have full deflection left and right and no binding is felt in the control movement.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
					(M) Maintenance will pull and collar the L STK SHKR (G5) or R STK SHKR (G13) circuit breaker. Flightcrew may accomplish this task if properly qualified and authorized.
					(O) Flightcrew will ensure: a) Remaining Stick Shaker is confirmed operative before takeoff, b) Affected Stick Shaker Fail L/R message is operative, c) Stick Pusher Fail message is operative, and d) Respective L STK SHKR (G5) or R STK SHKR (G13) circuit breaker is pulled and collared.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
11. Speed Brake Warning System	B	1	0	May be inoperative provided: a) Speed Brakes are verified to be operative before takeoff, b) Speed Brakes are verified retracted before takeoff, and c) AIRCRAFT CONFIG SPLR warning is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
12. Ground Spoiler Warning System	C	1	0	May be inoperative provided: a) Ground Spoilers are verified to be operative, b) Ground Spoilers are confirmed retracted before takeoff, and c) AIRCRAFT CONFIG SPLR warning is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
13. Ground Spoiler Inhibit (INHIB) Switch Indicator (Light Function Only)	C	1	0	May be inoperative provided: a) Ground Spoilers are verified to be operative, b) Ground Spoilers are confirmed retracted before takeoff, and c) AIRCRAFT CONFIG SPLR warning is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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27-FLIGHT CONTROLS																				
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES																
	2. NUMBER INSTALLED																			
	3. NUMBER REQ'D FOR DISPATCH																			
	4. REMARKS or EXCEPTIONS																			
14. Automatic Ground Spoiler System	C	1	0	(O) May be inoperative the Speed Brake is operative.	(M) None required.															
				NOTE: The following Corrective Factors apply for takeoff. Apply whichever is <u>greater</u> :																
				<table><tr><td><u>Runway Condition</u></td><td><u>MAN Spoiler Factor</u></td></tr><tr><td>DRY</td><td>+7%</td></tr><tr><td>WET</td><td>(+600FT or 14%)</td></tr><tr><td>COMPACT SNOW</td><td>(+700FT or 12%)</td></tr><tr><td>ICE</td><td>(+1000FT or 15%)</td></tr><tr><td>STWTR-SLSH-WSNOW</td><td>(+500FT or +7%)</td></tr><tr><td>DRY SNOW</td><td>(+500FT or +8%)</td></tr></table>	<u>Runway Condition</u>	<u>MAN Spoiler Factor</u>	DRY	+7%	WET	(+600FT or 14%)	COMPACT SNOW	(+700FT or 12%)	ICE	(+1000FT or 15%)	STWTR-SLSH-WSNOW	(+500FT or +7%)	DRY SNOW	(+500FT or +8%)	<div>(O) Flightcrew will brief the use of Speed Brakes deployment in the event of an aborted takeoff.</div> <div>The following alternate procedure will be used by the crew in the event of an aborted takeoff:</div> <div>1. Throttles – Retard</div> <div>2. Wheel Brakes – Maximum Braking</div> <div>3. Speed Brakes – Deploy</div> <div>4. Thrust Reversers – As required</div> <div>When Stopped:</div> <div>5. Tower – Notify</div> <div>6. Passengers – Advise / Evacuate as necessary</div>	
				<u>Runway Condition</u>	<u>MAN Spoiler Factor</u>															
				DRY	+7%															
				WET	(+600FT or 14%)															
COMPACT SNOW	(+700FT or 12%)																			
ICE	(+1000FT or 15%)																			
STWTR-SLSH-WSNOW	(+500FT or +7%)																			
DRY SNOW	(+500FT or +8%)																			
(Add the Greater Correction of Xft or Y%)																				
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.															

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
15. Flap Control Channels						
1) Primary Flap Channel	B	1	0	(O) May be inoperative provided Alternate Flap control is verified to operate before each flight.	(M) None required.	
					(O) Flightcrew will ensure that Alternate Flap control is operative before each flight. In the event of a flap system failure consult AFM Section III – Abnormal Flaps Configuration Landing. Flightcrew will ensure that destination and alternate airports runway length will accommodate a zero flap landing.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2) Alternate Flap Channel	B	1	0	(O) May be inoperative provided Primary Flap control is verified to be operative before each flight.	(M) None required.	
					(O) Flightcrew will ensure that Primary Flap control is operative before each flight. In the event of a flap system failure consult AFM Section III – Abnormal Flaps Configuration Landing. Flightcrew will ensure that destination and alternate airports runway length will accommodate a zero flap landing.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
16. Flight Control Synoptic Display	C	1	0	May be inoperative provided the affected control surfaces are visually checked for full, free, and correct movement prior to each flight.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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				2. NUMBER INSTALLED	
				3. NUMBER REQ'D FOR DISPATCH	
				4. REMARKS or EXCEPTIONS	
17. Stick Pusher	A	2	1	(O) May be inoperative provided: a) Angle of Attack indications are available on both PFDs, b) Flightcrew discusses dispatch situation with stall barrier inoperative and crew procedures in the event the remaining operative stall barrier fails, and c) Repairs are made within 2 flight days.	(M) None required.
					(O) Prior to dispatch, flightcrew will discuss dispatch situation with stall barrier inoperative and crew procedures in the event the remaining operative stall barrier fails. If remaining stall barrier fails, minimum speed shall be no less than Vref (1.3 Vs) for all phases of flight. This minimum speed shall be cross-referenced to Normalized Angle of Attack to 0.59 as displayed on PFD. Weather conditions at departure and destination airports shall be considered. If there are known or forecast windshear at departure of destination airport, crew shall consider delaying takeoff or approach and landing until such conditions cease to exist or consider deviation to an alternate airport in the approach and landing case.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
18. Horizontal Stabilizer Trim Switches	C	2	1	(O) May be inoperative provided: a) Both autopilots are operative, and b) Airplane is flown from the pilot position with the operative trim switch.	(M) None required.
					(O) Crew will brief flying the aircraft from active trim switch pilot position. Crew will also brief procedure for use of autopilot should operative trim switch fail enroute.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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28-FUEL

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
1. Wing Fuel Temperature Indication	C	1	0	(O) May be inoperative provided flight is conducted at a TAT at least 3 degrees C above fuel low temperature limitation.	(M) None required.
				NOTE: Refer to AFM Section 01-28-00: FUEL for different types of fuels.	(O) Flightcrew will ensure that flight is conducted at a TAT at least 3 degrees Celsius above fuel low temperature and in accordance with AFM Limitations.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
2. Pressure Fueling System	C	1	0	May be inoperative provided Pressure Fueling System is deactivated.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to Overhead Fuel Panel and will be noted on ADLS.
3. Wing Interconnect Valve	C	1	0	(M) May be inoperative provided: a) Both Standby Fuel Pumps are operative, b) Fuel Crossflow Valve is operative, c) Fuel Quantity Indicating System is operative, d) Wing Interconnect Valve is verified CLOSED and electrically deactivated, and e) Fuel Jettison valves are operative.	(M) Maintenance will deactivate the interconnect valve by pulling and collaring the Wing Interconnect circuit breaker. Refer to AMM 28-41-02.
					(O) None required.
					(P) An inoperative Placard will be placed adjacent to WING INTERCONNECT switch and will be noted on ADLS.

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2. NUMBER INSTALLED							
3. NUMBER REQ'D FOR DISPATCH							
4. REMARKS or EXCEPTIONS							
4. Wing Fuel Probes	C	7	6	(M)(O) May be inoperative provided: a) Center fuel tank has a minimum of 1,000 lbs. available for dispatch, b) Associated FUEL LEVEL LOW message is operative, c) All other fuel components are operative, and d) Total fuel quantity is verified before departure.		(M) Maintenance will ensure the remaining fuel probes are operating normally. Refer to AMM 28-41-02.	
						(O) Flightcrew will place an "INOPERATIVE" placard in the cockpit position to alert crew to the existing condition.	
						(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
5. Fuselage Tanks (Forward, Center, Aft) Fuel Quantity Indicating Systems (Cockpit)	C	3	2	(O) May be inoperative provided: a) Both Fuel Flow Indicating Systems are operative, b) Fuel reserves are increased by 10 percent, c) EICAS Fuel Total Indication is placarded inoperative, d) Total fuel quantity is verified before departure, e) Plane and record flight according to displayed quantity, and f) Plan T/O and landing speed according to what remained in previous flight and refueled fuel.		(M) None required.	
						(O) Flightcrew will ensure fuel reserve is increased by 10% during planning.	
						(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
6. Standby Fuel Pumps	A	2	1	(M) May be inoperative provided: a) Flight is limited to FL 250, b) Wing Interconnect valve is operative, c) Contingency planned flight does not exceed 1 hour from a suitable airport with the Right Standby Fuel Pump inoperative, d) APU is not operated if Right Standby Fuel Pump is inoperative, and d) Repairs are made within 1 flight day. NOTE: Do not operate APU if Right Standby Fuel Pump is inoperative.	(M) Maintenance will pull and secure the respective STBY PUMP POWER circuit breaker. Flightcrew may accomplish this task if properly qualified and authorized.
					(O) None required.
					(P) An Inoperative Placard will be placard adjacent to the altitude indication that says: "Fuel Pump inop. Max Altitude 25,000 feet" and will be noted on ADLS.
7. Fuel Flow Indicating Systems	B	2	1	May be inoperative provided: a) All other engine indications are operative, b) All Fuel Quantity Indication Systems are operative, and c) ITT, N1, and N2 Indicators are compared with those of other engine.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
8. Fuel Used Indicating System	C	1	0	May be inoperative provided: a) All other engine indications are operative, b) All Fuel Tank Quantity Indication Systems are operative, and c) ITT, N1, and N2 Indicators are compared with those of the other engine.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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28-FUEL								
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES				
							2. NUMBER INSTALLED	
							3. NUMBER REQ'D FOR DISPATCH	
							4. REMARKS or EXCEPTIONS	
9. Single Point Fueling Cap	B	1	0	May be inoperative or missing provided single point refueling receptacle is checked for leaks before every takeoff.	(M) None required.			
					(O) None required.			
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.			
10. Pressure Defueling System	C	1	0	May be inoperative provided Pressure Defueling System is deactivated.	(M) None required.			
					(O) None required.			
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.			
11. Fluid Quantity Measurement Computer (FQMC) Channels Fail Warning Systems	A	2	1	(O) May be inoperative provided: a) Both Fluid Quantity Measurement Computers (FQMC) channels are operative before each flight, and b) Repairs are made within 1 flight day.	(M) None required.			
					(O) Flightcrew will monitor system fluid levels on the MAIN and SECONDARY EICAS pages.			
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.			
12. Fuel Level Low Warning System	B	1	0	May be inoperative provided: a) All fuel quantity systems are operative, and b) Crewmembers monitor fuel quantity during flight.	(M) None required.			
					(O) None required.			
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.			

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28-FUEL							
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED						
	3. NUMBER REQ'D FOR DISPATCH						
	4. REMARKS or EXCEPTIONS						
13. Refuel Pushbutton	C	1	0	Not required for dispatch.		(M) None required.	
						(O) None required.	
						(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
14. Single Point Refueling Cap Chain	C	1	0	May be broken or missing.		(M) None required.	
						(O) None required.	
						(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
15. Jettison Valves	C	2	1	May be inoperative provided wing interconnect valve is operative.		(M) None required.	
						(O) None required.	
						(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
16. Pressure Fueling System (Single Point Refueling)	D	1	0	(M) May be inoperative provided the Pressure Fueling System (Single Point Refueling) is deactivated by pulling and collaring RCCB 50Q.		(M) Maintenance will ensure that the Pressure Fueling System (Single Point Refueling) is deactivated by pulling and collaring RCCB 50Q in the RH DC Box located in the baggage compartment. Flightcrew may accomplish this task if properly qualified and authorized.	
						(O) None required.	
						(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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28-FUEL

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
17. Automatic Fueling System	D	1	0	NOTE: Automatic dual fuel shutoff will not be available without electrical power. Selecting Refuel Off on the SMC Fuel Synoptic Page will be required to terminate fueling.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
18. Fuel Cap Chains	D	2	0	May be inoperative or missing.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
19. Fuel Crossflow Valve 1) Failed CLOSED	C	1	0	(O) May be inoperative provided: a) All Fuel Standby Pumps are operative, b) Wing Interconnect Valve is operative, c) Fuel Quantity Indicating System is operative, d) Wing interconnect Valve is OPEN when either wing tank contains 1,000 lbs. or less fuel, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Fuel Interconnect Valve is OPEN.	(M) None required.
					(O) Flightcrew will comply with provisos a), b) and c) using AFM Section IV – Normal Procedures and Fuel Synoptic. Airplane is operated in accordance with AFM, Section 1 – Limitations, Fuel Balance (450 lb takeoff, 900 lb Enroute and landing).
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
(continued)					

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28-FUEL								
1. SYSTEM, SEQUENCE & ITEM NUMBERS		REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
					2. NUMBER INSTALLED			
					3. NUMBER REQ'D FOR DISPATCH			
					4. REMARKS or EXCEPTIONS			
19. Fuel Crossflow Valve (cont'd) 2) Failed OPEN		C	1	0	(O) May be inoperative provided: a) All Fuel Standby Pumps are operative, b) Wing Interconnect Valve is operative, c) Fuel Quantity Indicating System is operative, d) Wing interconnect Valve is OPEN when either wing tank contains 1,000 lbs. or less fuel, and e) Airplane is operated in accordance with AFM Limitations. NOTE: Avoid uncoordinated maneuvers when Fuel Interconnect Valve is OPEN.			(M) None required.
								(O) Flightcrew will use Normal Procedures and Fuel Synoptic to ensure: a) All Fuel Boost Pumps are operative, b) Fuel Interconnect Valve is operative, c) Fuel Quantity Indicating System is operative, and d) Fuel tank temperature system is operative.
								(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
20. Refuel / Defuel Panel (RDP)		C	1	0	NOTE: Airplane can be pressure refueled using the SMCs.			(M) None required.
								(O) None required.
								(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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28-FUEL								
1. SYSTEM, SEQUENCE & ITEM NUMBERS		REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES			
21. APU Fuel Shutoff Valve (SOV)		C	1	0	(M) May be inoperative provided: a) Valve is deactivated CLOSED, b) APU is considered inoperative, and c) Contingency planned flight time does not exceed 1 hour from a suitable airport.			(M) Maintenance will ensure the APU is secured by the following: a) APU MASTER switch is selected OFF, b) APU SOV (H14) circuit breaker is OPEN and collared, and c) APU START (B9) circuit breaker is OPEN and collared. Both circuit breakers are located in the overhead panel.
(O) None required.								
(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.								

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. Accumulator Pressure Gauges (EICAS)	C	2	0	(M) May be inoperative provided accumulator pressure is verified before each flight.	(M) Maintenance will connect a pressure gage to servicing valve of accumulator with inoperative pressure gage. OPEN servicing valve and verify pressure. If it is not equal to that shown on Servicing Decal, accumulator must be serviced before flight. Refer to AMM 12-16-00.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to inoperative gage and will be noted on ADLS.	
2. Accumulator Pressure Gauges (Remote)	C	2	0	(O) May be inoperative provided accumulator pressure is displayed on the EICAS Summary Page or Ground Maintenance Page synoptic.	(M) None required.	
					(O) Crewmember will select appropriate synoptic and check accumulator pressure before each flight. If it is not equal to that shown on Servicing Decal, accumulator must be serviced before flight.	
					(P) An Inoperative Placard will be placed adjacent to inoperative gage and will be noted on ADLS.	
3. Hydraulic Pump Pressure (EDP) Warning System - Indications	C	2	1	May be inoperative provided: a) System Electric Motor Pump (EMP) is verified to be operative before each flight, and b) Spoilers, rudder, elevators, and brakes are cycled simultaneously to ensure NO message light is turned ON before each flight.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
4. Electric Motor Pump (EMP) Warning Indications	C	2	1	May be inoperative provided: a) Hydraulic Pressure Indicator is operative, b) Hydraulic Quantity Indicator is operative, and c) Crewmembers monitor Electric Motor Pump (EMP) operations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
5. Hydraulic Level Low Warning Indications	A	2	1	(O) May be inoperative provided: a) Hydraulic system is operative, b) Associated hydraulic filter bypass indicator is verified to be in normal (recessed) position before each engine start, c) Verify fluid level by visual gauge, and d) Repairs are made within 1 flight day.	(M) None required.	
					(O) Flightcrew will ensure that HYD system is operative before each flight.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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29-HYDRAULIC POWER						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
6. Left Hydraulic System Filter Warning Indication(s) (EDP Press, EMP Press, Left Return)	A	3	1	(O) May be inoperative provided: a) Associated hydraulic system is operative, b) All Flight Control limits checked with EMP and EDP prior to departure, c) Hydraulic filter DPI confirmed in the up position, d) Right Hydraulic System must be operative, and e) Repairs are made within 1 flight day.	(M) None required.	
				(O) If hydraulic CAS messages L HYD FILTER MAINT (cyan), R HYD FILTER MAINT (cyan), L-R HYD FILTER MAINT the following procedures will be used to verify normal system function. To check the affected system the opposite engine must be shut down and restarted as required after system check is complete.		
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.		
	(continued)	C	3	1	(O) May be inoperative provided: a) Associated hydraulic system is operative, b) All Flight Control limits are checked with EMP and EDP prior to departure, and c) Hydraulic filter DPI confirmed in the normal (depressed) position after the flight.	(M) None required.
(O) If hydraulic CAS messages L HYD FILTER MAINT (cyan), R HYD FILTER MAINT (cyan), L-R HYD FILTER MAINT the following procedures will be used to verify normal system function. To check the affected system the opposite engine must be shut down and restarted as required after system check is complete. SEE NEXT PAGE for EDP, EMP, and/or RETURN FILTER (O) PROCEDURES.						
(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.						

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				2. NUMBER INSTALLED	
				3. NUMBER REQ'D FOR DISPATCH	
				4. REMARKS or EXCEPTIONS	
6. Left Hydraulic System Filter Warning Indication(s) (EDP Press, EMP Press, Left Return)					
<p>(O) Procedure for Item 6 If hydraulic CAS messages L HYD FILTER MAINT (cyan), R HYD FILTER MAINT (cyan), L-R HYD FILTER MAINT the following procedures will be used to verify normal system function. To check the affected system the opposite engine must be shut down and restarted as required after system check is complete.</p> <p>EDP and/or RETURN FILTER:</p> <ol style="list-style-type: none"> 1. Remove hydraulic power from the associated system, 2. Verify filter DPI positions for all three filters, 3. Reset the EDP Press filter OR Return filter DPI if extended, 4. Start the associated engine and verify DPI remains in normal (depressed) position, 5. Check all flight controls and flaps simultaneously to their operational limits for normal function, 6. If the DPI is extended or remains in normal (depressed) position, dispatch is authorized in accordance with the MMEL, 7. If the DPI is depressed prior to departure it must be checked after the flight to be in the depressed position. If it is not in the depressed position then maintenance is required IAW AMM Ch. 29-10-00. <p>EMP AND / OR RETURN FILTER:</p> <ol style="list-style-type: none"> 1. Remove hydraulic power from the associated system, 2. Verify filter DPI positions for all three filters, 3. Reset the EMP Press filter OR Return filter DPI if extended, 4. Select the associated EMP to the ON position, 5. Check all flight controls and flaps simultaneously to their operational limits for normal function, 6. If the DPI is extended or remains in normal (depressed) position, dispatch is authorized in accordance with the MMEL, 7. If the DPI is depressed prior to departure it must be checked after the flight to be in the depressed position. If it is not in the depressed position then maintenance is required IAW AMM Ch. 29-10-00. 					

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
7. Right Hydraulic System Filter Warning Indication(s) (EDP Press, EMP Press, Right Return)	A	3	1	(O) May be inoperative provided: a) Associated hydraulic system is operative, b) All Flight Control limits checked with EMP and EDP prior to departure, c) Hydraulic filter DPI confirmed in the up position, d) Left Hydraulic System must be operative, and e) Repairs are made within 1 flight day.	(M) None required.	
				(O) If hydraulic CAS messages L HYD FILTER MAINT (cyan), R HYD FILTER MAINT (cyan), L-R HYD FILTER MAINT the following procedures will be used to verify normal system function. To check the affected system the opposite engine must be shut down and restarted as required after system check is complete.		
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.		
	(continued)	C	3	1	(O) May be inoperative provided: a) Associated hydraulic system is operative, b) All Flight Control limits are checked with EMP and EDP prior to departure, and c) Hydraulic filter DPI confirmed in the normal (depressed) position after the flight.	(M) None required.
(O) If hydraulic CAS messages L HYD FILTER MAINT (cyan), R HYD FILTER MAINT (cyan), L-R HYD FILTER MAINT the following procedures will be used to verify normal system function. To check the affected system the opposite engine must be shut down and restarted as required after system check is complete. SEE NEXT PAGE for EDP, EMP, and/or RETURN FILTER (O) PROCEDURES.						
(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.						

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	2. NUMBER INSTALLED			
	3. NUMBER REQ'D FOR DISPATCH			
	4. REMARKS or EXCEPTIONS			
7. Right Hydraulic System Filter Warning Indications(s) (EDP Press, EMP Press, Right Return)				
<p><u>(O) Procedure for Item 7</u></p> <p>If hydraulic CAS messages L HYD FILTER MAINT (cyan), R HYD FILTER MAINT (cyan), L-R HYD FILTER MAINT the following procedures will be used to verify normal system function. To check the affected system the opposite engine must be shut down and restarted as required after system check is complete.</p> <p>EDP and/or RETURN FILTER:</p> <ol style="list-style-type: none"> 1. Remove hydraulic power from the associated system, 2. Verify filter DPI positions for all three filters, 3. Reset the EDP Press filter OR Return filter DPI if extended, 4. Start the associated engine and verify DPI remains in normal (depressed) position, 5. Check all flight controls and flaps simultaneously to their operational limits for normal function, 6. If the DPI is extended or remains in normal (depressed) position, dispatch is authorized in accordance with the MMEL, 7. If the DPI is depressed prior to departure it must be checked after the flight to be in the depressed position. If it is not in the depressed position then maintenance is required IAW AMM Ch. 29-10-00. <p>EMP AND / OR RETURN FILTER:</p> <ol style="list-style-type: none"> 1. Remove hydraulic power from the associated system, 2. Verify filter DPI positions for all three filters, 3. Reset the EMP Press filter OR Return filter DPI if extended, 4. Select the associated EMP to the ON position, 5. Check all flight controls and flaps simultaneously to their operational limits for normal function, 6. If the DPI is extended or remains in normal (depressed) position, dispatch is authorized in accordance with the MMEL, 7. If the DPI is depressed prior to departure it must be checked after the flight to be in the depressed position. If it is not in the depressed position then maintenance is required IAW AMM Ch. 29-10-00. 				

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
8. Electric Motor Pump Auto Functions	C	2	0	May be inoperative provided affected pump switch is selected on before each takeoff and approach/landing.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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	2. NUMBER INSTALLED					
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	4. REMARKS or EXCEPTIONS					
1. Forward Windshield Heating Systems 1) High/Low Switch 2. Side Windows Heating Systems 3. Pitot Probe Heaters	C	2	1	May be inoperative provided: a) Windshield defogging system is operative, b) Inoperative system is selected OFF, and c) Airplane is not operated in known or forecast icing conditions.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to the WINDSHIELD HEAT switch and will be noted on ADLS.	
	C	1	0	One position of the switch may be inoperative provided other position of switch is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to the WINDSHIELD HEAT switch and will be noted on ADLS.	
	C	2	0	May be inoperative provided: a) Windshield defogging system is operative, and b) Front windshield heating systems are operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to the WINDSHIELD HEAT switch and will be noted on ADLS.	
B	3	1	May be inoperative provided: a) Flight is conducted in day VMC only, b) Flight is not conducted in visible moisture of any form, and c) Airplane is not operated in known or forecast icing conditions.	(M) None required.		
				(O) None required.		
				(P) An Inoperative Placard will be placed adjacent to PROBES HEAT switch and will be noted on ADLS.		

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
4. Angle of Attack Sensor Heating Systems	C	2	1	May be inoperative provided airplane is not operated in known or forecast icing conditions.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to PROBES HEAT switch and will be noted on ADLS.	
5. Ice Detection Systems	C	2	0	(O) May be inoperative provided the airplane is operated in accordance with AFM Limitations for flight into Icing Conditions. NOTE: Wing Anti-Icing and Engine Anti-Ice should be activated according to visual cues (visible moisture and TAT).	(M) None required.	
					(O) Refer to AFM Section IV, Normal Operations. Cowl Anti-ice shall be selected ON anytime visible moisture is present and the SAT is +10 degrees or less. Wing Anti-Ice should be selected ON if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets or windshields.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
6. Windshield Surface Seal Protection Systems	D	2	0	May be inoperative provided the airplane is not operated in precipitation within 5NM of the airport of takeoff or intended landing.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
7. Engine Anti-Ice System(s)						
1) Engine Anti-Ice Valves	B	2	0	May be inoperative CLOSED provided: a) Flight is not conducted in visible moisture, precipitation, or in known or forecast icing conditions, and b) Airplane is operated in accordance with AFM Limitations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	B	2	0	May be inoperative OPEN provided airplane is operated in accordance with AFM Limitations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2) Automatic Function	C	2	0	(O) May be inoperative provided airplane is operated in accordance with AFM Limitations.	(M) None required.	
					(O) Flightcrew will ensure AFM procedures are followed for recognition of icing and manually activating the Engine Anti-Ice Valves. Flightcrew will also consult AFM for N1% setting for takeoff and landing.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
8. Engine Anti-Ice TT2 Probe Heaters	C	2	1	May be inoperative provided: a) Operations are not conducted in known or forecast icing conditions, and b) One Ice Detection System is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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30-ICE AND RAIN PROTECTION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
9. Probe Heat Warning Systems 1) Pitot Probe Heat Warning 2) Angle of Attack Sensor Heat Warning 3) TAT Probe Heat Warning	B	3	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	B	2	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	B	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
10. Drain Mast Heating System	C	1	0	(O) May be inoperative provided: a) Associated galley service basin, ice drawer, and lavatory basin are not used, b) Any ice or liquid is removed from the galley service drawer, and c) Water tank is fully purged.	(M) None required.	
					(O) Flightcrew will ensure that the water and ice containers are empty and not used.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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30-ICE AND RAIN PROTECTION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
11. Anti-Ice Heater Switch Lights (Light Function Only)	B	5	0	(O) May be inoperative if system affected is verified operational when selected.	(M) None required.	
					(O) Flightcrew will ensure the affected system(s) is/are functioning normally (e.g., when pitot heat is selected ON) appropriate EICAS fail message extinguishes or when windshield heat is selected on, the crew can verify that heater is working by touching the windshield and side window.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
12. Wing Anti-Ice Temperature Sensors	C	2	0	May be inoperative provided: a) Wing ANTI-ICE Switch is selected OFF, b) Operations are not conducted in known or forecast icing conditions, and c) One Ice Detection System is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
13. TAT Sensor Heater	B	1	0	(M) May be inoperative provided: a) Heater is deactivated, b) Operations are not conducted in visible moisture (including standing water and slush) in any form, c) Operations are not conducted in known or forecast icing conditions, d) One Ice Detection System is operative, and e) Operations are conducted in day VMC conditions only.	(M) Maintenance will ensure the SAT/TAT HT (E3) circuit breaker in the overhead panel is pulled and collared.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
14. Probes Heat "AUTO" Switch Light (Light Function Only)	C	1	0	May be inoperative provided "OVRD" portion of light switch is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
15. Wing Anti-Ice Protection System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
1) Automatic Functions (continued)	C	2	0	(O) May be inoperative provided airplane is operated in accordance with AFM procedures.	(M) None required.	
					(O) Flightcrew will ensure airplane is operated in accordance with AFM Limitations.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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30-ICE AND RAIN PROTECTION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
15. Wing Anti-Ice Protection System (cont'd) 2) Wing Anti-Ice Crossover Valve (XOVER VLV) (Post MOD G25-10022) (continued)	C	1	0	(O) May be Failed Open provided: a) Airplane is operated in icing conditions according to wing anti-ice operations with AFM single source procedures, and b) Airplane is operated in accordance with AFM Limitations (below 26,000 feet).	(M) None required.	
					(O) Flightcrew will ensure the appropriate AFM procedure for Wing Anti-Ice Crossover Valve and/or Wing Anti-Ice Valve is completed and AFM Limitations are observed.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	May be inoperative failed closed provided airplane is not operated in known or forecast icing conditions.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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30-ICE AND RAIN PROTECTION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
15. Wing Anti-Ice Protection System (cont'd) 3) Wing Anti-Ice Valves (WAIV) (Post MOD G25-10022) (Pre or Post MOD G25-10022)	C	2	1	(O) May be inoperative provided: a) Airplane is operated in icing conditions according to wing anti-ice operations with AFM single source procedures, and b) Airplane is operated in accordance with AFM Limitations (below 26,000 feet).	(M) None required.	
					(O) Flightcrew will ensure the appropriate AFM procedure for Wing Anti-Ice Crossover Valve and/or Wing Anti-Ice Valve is completed and AFM Limitations are observed.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	2	0	May be inoperative failed CLOSED provided airplane is not operated in known or forecast icing conditions.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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31-INDICATING / RECORDING SYSTEMS

1. SYSTEM, SEQUENCE & ITEM NUMBERS		REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
1. Flight Data Recorder (FDR) System	C	-	0	May be inoperative provided repairs are made within 15 days. NOTE: Operators may ferry an aircraft with an inoperative flight recorder from a place where repair or replacement cannot be made to a place where they can be made.	(M) None required.	
3) Flight Data Recorder (FDR) Installed for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate					(O) None required.	
SN 2192 - 2 SN 2164 - 1 SN 2156 - 2					(P) An Inoperative Placard will be placed on FDR Control Panel and will be noted on ADLS.	
2. Master Warning Lights System	A	2	1	May be inoperative provided: a) All remaining warning lights and indications are operative, and b) Repairs are made within 2 flight days.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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31-INDICATING / RECORDING SYSTEMS

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2.	NUMBER INSTALLED	3. NUMBER REQ'D FOR DISPATCH	
			4. REMARKS or EXCEPTIONS		
3. Master Caution Lights System	A	2	1	May be inoperative provided: a) All remaining warning lights, caution lights, and indications are operative, and b) Repairs are made within 3 flight days.	(M) None required.
				(O) None required.	
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
4. Clocks	C	2	1	A clock displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation is required for IFR Operations.	(M) None required.
				(O) None required.	
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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31-INDICATING / RECORDING SYSTEMS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
6. Flight Hours Recorder	C	1	0	May be inoperative provided the flightcrew records airplane flight time.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
7. AOA Digital Readout	B	2	1	(O)	(M) None required.	
					(O) Flightcrew shall maintain a minimum speed of 1.3 Vsr during all phases of flight.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
8. Brake Temperature Monitoring System (BTMS)	C	1	0	May be inoperative provided brakes are checked to be cool to the touch prior to every takeoff.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	May be inoperative provided airplane is operated in accordance with AFM Appendix on Brake Kinetic Energy and Carbon Braking Cooling. NOTE: This item includes the BTMS displayed on the brakes synoptic page.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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31-INDICATING / RECORDING SYSTEMS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
9. Electronic Checklists	C	1	0	May be inoperative provided the current AFM is carried on board the airplane.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
10. Verbal Aural Warning System	A	2	0	May be inoperative provided: a) Associated warning message is operative, b) Associated aural tones are operative, c) Associated visual indications are operative, and d) Repairs are made within 2 flight days. NOTE: Verbal Aural Warnings are ENGINE FIRE, APU FIRE, CONFIGURATION, and CABIN ALTITUDE.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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31-INDICATING / RECORDING SYSTEMS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
11. ENGINE / FUEL DATA (Display on CDU)	D	-	0	Any and all parameters can be missing if available on DUs.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
12. Plastic Guard Switch Covers	D	15	2	May be inoperative provided APU FIRE and EMER BUS BATT ON switch covers are installed and operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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32-LANDING GEAR

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
1. Nose Landing Gear (NLG) Towing Adapter	D	1	0	(M) Must be removed before takeoff if bent or damaged.	(M) Maintenance will ensure: a) Towing adapter is removed, and b) Towing adapter and associated hardware are stowed. Refer to AMM 32-21-06. Flightcrew may accomplish task if properly qualified and authorized. (O) None required. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
2. Parking Brake Warning System	C	1	0	(O) May be inoperative provided: a) Crewmembers confirm operation of Parking and Emergency Brake before each flight, and b) Crewmembers will ensure Parking Brake is released before taxi, takeoff, and landing. NOTE: The Parking Brake is not meant to take the place of wheel chocks for maintaining airplane in its parked position.	(M) None required. (O) Flightcrew will ensure: a) Parking and Emergency brakes are operative before each flight, and b) Parking brake is released before taxi, takeoff and landing. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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32-LANDING GEAR

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
3. Wheel De-Spin System	D	1	0	(O) May be inoperative provided appropriate AFM procedures are used.	(M) None required.
4. Rudder Pedal Steering	B	1	0	(O) May be inoperative provided: a) All takeoff and landings are made from left seat, b) Nose Wheel Steering Switch is ON, and c) Operational runway conditions: 1) Crosswind component does not exceed 10 knots for a DRY runway condition, and 2) Crosswind component does not exceed 5 knots for a WET runway condition.	(O) Flightcrew will ensure AFM procedures are followed.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
					(M) None required.
					(O) Flightcrew will ensure: a) All takeoff and landings are made from left seat, b) Nose Wheel Steering Switch is ON, and c) Operational runway conditions: 1) Crosswind component does not exceed 10 knots for a DRY runway condition, and 2) Crosswind component does not exceed 5 knots for a WET runway condition.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
5. Automatic Brake System	C	1	0	May be inoperative provided system is left in OFF position.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
6. Emergency Extension Bottle Pressure Gauge	C	1	0	(M) May be inoperative provided bottle pre-charge pressure is verified before each flight.	(M) Maintenance will connect a pressure gauge to servicing valve of bottle. OPEN servicing valve and verify pressure. If it is not equal to that shown on Servicing Decal, accumulator must be serviced before flight. Refer to AMM 32-34-01.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	(O) May be inoperative provided pre-charge bottle pressure is displayed on the EICAS Summary Page or Ground Maintenance Page synoptic.	(M) None required.	
					(O) Crewmember will select appropriate synoptic and check bottle pressure before each flight. If it is not equal to that shown on Servicing Decal, bottle must be serviced before flight.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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32-LANDING GEAR

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
7. Brake Accumulator Pressure Gauge	C	2	0	(M) May be inoperative provided accumulator pre-charge pressure is checked using a suitable pressure gauge.	(M) Maintenance will connect a pressure gauge to servicing valve of bottle. OPEN servicing valve and verify pressure. If it is not equal to that shown on Servicing Decal, accumulator must be serviced before flight. Refer to AMM 12-16-00.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	C	2	0	(O) May be inoperative provided pre-charge bottle pressure is displayed on the EICAS Summary Page, Ground Maintenance Page or Hydraulics Page synoptic.	(M) None required.
					(O) Crewmember will select appropriate synoptic and check bottle pressure before each flight. If it is not equal to that shown on Servicing Decal, bottle must be serviced before flight.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
1. Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	4	0	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. d) Pilot side dome light is operative, and e) Cockpit flood or flashlights can be utilized to illuminate the panel if required.	(M) None required.
				NOTE: Individual button/switch lights and/or annunciation/indications are excluded from this relief.	(O) None required.
					(P) An Inoperative Placard will be placed adjacent to affected lighting switch and will be noted on ADLS.
2. Cabin Interior Lights	C	4	0	May be inoperative provided lighting configuration is acceptable to the flightcrew.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to affected lighting switch and will be noted on ADLS.

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
3. Baggage Compartment Lighting System (Interior/Exterior Pylon)	C	2	0	May be inoperative provided no emergency equipment is carried in baggage compartment.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
4. Landing Lights	C	2	1	May be inoperative between sunset and sunrise provided taxi lights are operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to EXTERIOR LIGHTS – LANDING switch and will be noted on ADLS.
	C	2	0	May be inoperative for other than night operations.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to EXTERIOR LIGHTS – LANDING switch and will be noted on ADLS.
1) Pulse Light Function	D	1	0	May be inoperative provided both Landing Lights are operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to EXTERIOR LIGHTS – LANDING switch and will be noted on ADLS.

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
5. Taxi Lights	C	2	0	May be inoperative between sunset and sunrise provided both landing lights are operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to EXTERIOR LIGHTS - TAXI switch and will be noted on ADLS.
	C	2	0	May be inoperative for other than night operations.	(M) None required.
					(O) None required.
					(P) Inoperative Placard will be placed adjacent to EXTERIOR LIGHTS - TAXI switch and will be noted on ADLS.

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33-LIGHTS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
6. Strobe Lights (White)	B	3	0	May be inoperative for other than night operations provided the Beacon is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to EXTERIOR LIGHTS – ANTICOL switch and will be noted on ADLS.	
7. Wing Inspection Lights	C	2	0	(O) May be inoperative provided: a) A portable lamp/light of adequate capacity for wing inspections is available for night operations in icing conditions, and b) Ground deicing procedures do not require their use.	(M) None required.	
					(O) Flightcrew will ensure portable lamp / light of adequate capacity for wing and / or control surface inspection is available for night operation in icing conditions.	
					(P) An Inoperative Placard will be placed adjacent to EXTERIOR LIGHTS - WING INSPECTION switch and will be noted on ADLS.	

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33-LIGHTS

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
8. Exterior Emergency Lighting System	C	1	0	May be inoperative for other than night operations.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to EMERGENCY LTS switch and will be noted on ADLS.
9. Logo Lights	D	2	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to EXTERIOR LTS - LOGO switch and will be noted on ADLS.
10. Pylon Light	D	1	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to EXTERIOR LTS - LOGO switch and will be noted on ADLS.
11. Exterior Service Door Lights	D	5	0	May be inoperative provided a flashlight is used to illuminate service areas.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
12. Dome/Floodlight(s)					
1) Pedestal Floodlight	C	1	0	May be inoperative provided a flashlight is used to illuminate pedestal area.	(M) None required.
(O) None required.					
(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.					
2) Dome Lights	C	2	0	May be inoperative for other than night operations.	(M) None required.
(O) None required.					
(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.					
	C	2	1	For night operation, the left dome light must be operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
3) Map Lights	C	2	0	May be inoperative provided a flashlight is used to illuminate maps and charts.	(M) None required.
(O) None required.					
(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.					

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33-LIGHTS

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
13. Entry Lights	C	3	0	May be inoperative provided a flashlight is used to illuminate airstair.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
14. Boarding Lights	C	9	0	May be inoperative provided a flashlight is used to illuminate airstair.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
15. Lavatory Lights	C	5	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
16. Vanity Lights	C	3	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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33-LIGHTS

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
17. Reading Lights	C	8	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
18. Crewmember Flashlight Holder/Charger Assemblies (Including Flashlight)				Relief moved to ATA 25-26 in Revision 4.	
1) Holder/Charger Assembly				Relief moved to ATA 25-26 in Revision 4.	
2) Flashlight				Relief moved to ATA 25-26 in Revision 4.	

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
19. Wingtip Navigation Light Elements	C	10	6	Up to two LED elements may be inoperative per wingtip assembly provided: a) Only one of the three forward (inboard) LED elements is inoperative, and b) The outer most element (fifth element) is the inoperative element.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	C	10	0	All LED elements may be inoperative provided airplane is not operated between sunset and sunrise.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
20. Tail Navigation Light Elements	C	2	0	May be inoperative provided airplane is not operated between sunset and sunrise.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
21. Beacon (Recognition Light)	C	1	0	May be inoperative provided the navigation lights and strobe lights are operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
22. Floor Accent Lighting System	D	2	0	May be inoperative provided a flashlight, or other light source, is used to illuminate the vestibule area.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
23. Airstair Lights	D	5	0	May be inoperative provided a flashlight is used to illuminate airstair.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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33-LIGHTS

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
24. Passenger Lighted Information Signs	C	5	0	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory is blocked and placarded "DO NOT OCCUPY". NOTE: These conditions are not intended to prevent lavatory use or inspections by crewmembers.	(M) Maintenance will ensure lavatory and seats are blocked and placarded – DO NOT OCCUPY.
				(O) None required.	
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	5	0	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when the associated sign(s) is placed ON or OFF.	(M) None required.
				(O) Flightcrew will coordinate with flight attendant before departure. Alternate means include use of PA, internal phone system.	
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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33-LIGHTS

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
25. Refuel/Defuel Access Door Light	D	1	0	May be inoperative provided a flashlight is used to illuminate service areas.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
26. Refuel/Defuel Control Panel Light	D	1	0	May be inoperative provided a flashlight is used to illuminate service areas.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
27. Water Service Panel Light	D	1	0	May be inoperative provided a flashlight is used to illuminate service areas.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
28. Waste Service Panel Light	D	1	0	May be inoperative provided a flashlight is used to illuminate service areas.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. VMO/MMO Aural Warning	B	2	1	May be inoperative provided both Mach/Airspeed Indicators are operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2. Airspeed Warning Clackers	C	2	1	One may be inoperative provided one is operational.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
3. Flight Information System	C	1	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to the AFIS annunciator and will be noted on ADLS.	

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
		2. NUMBER INSTALLED				
			3. NUMBER REQ'D FOR DISPATCH			
			4. REMARKS or EXCEPTIONS			
4. Altitude Alerting System	A	2	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from an airport with a Gulfstream Authorized Service Facility where repair or replacement can be made, and d) Repairs are made within 3 flight days.	(M) None required.	
					(O) Flightcrew will verify Autopilot and Altitude hold is operative and verify that enroute operations do not require its use.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	2	1	One may be inoperative provided the other system is operational.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	1) Aural Alert	C	2	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	(M) None required.
						(O) None required.
						(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	2) Visual Alert	C	2	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	(M) None required.
						(O) None required.
						(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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34. NAVIGATION					
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
5. Navigation Systems (VOR/ILS, ADF) VOR/ILS – 2 ADF – 2	D	4	1	One navigation system must be operative appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory and an operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in Class B airspace.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
6. Long Range Navigation System (IRS, GPS, and GNSSU)	C	3	1	May be inoperative except where enroute operations or approach minimums require the use of GPS or GNSSU.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	C	3	1	May be inoperative except where enroute operations or approach minimums require the use of GPS or GNSSU.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
6. Long Range Navigation System (IRS, GPS, and GNSSU) (cont'd)	A	1	0	(M)(O) Two GPS may be inoperative provided: a) Aircraft filing codes are changed to reflect Non-RVSM (if operator does not hold a current LOA), Non-GPS enroute or approach capability, b) Pull and collar associated CBs, c) A manual POS INIT is entered to align the AHRS/IRS, d) Date and time are manually entered on STATUS page e) On the TUNE page, NAV Tune is selected to AUTO (push VOR freq and select AUTO). f) VOR updates are enabled in FMS on the DEFAULT page, g) EPU status is monitored throughout flight and, h) Repairs are made within 7 consecutive calendar-days. NOTE 1: FMS DR and VOR/ DME ONLY messages may display. Monitor EPU to ensure RNP is not exceeded. Good DME coverage should keep EPU low. An available IRS will help EPU. Transponder and TCAS are unaffected except ADS-B OUT is failed. NOTE 2: If operator has a current LOA and can verify normal transponder operations (altitude and squawk), they may file in RVSM airspace provided other required RVSM equipment (ADCs etc.) are functional.		(M) Maintenance will ensure GPS 1 CB (M17) and GPS 2 CB (M18) are pulled and collared.
				(O) Flightcrew will ensure: a) Aircraft filing codes are changed to reflect Non-RVSM (if operator does not hold a current LOA), Non-GPS enroute or approach capability, b) Pull and collar GPS 1 CB (M17) and GPS 2 CB (M18), c) A manual POS INIT is entered to align the AHRS/IRS, d) Date and time are manually entered on STATUS page e) On the TUNE page, NAV Tune is selected to AUTO (push VOR freq and select AUTO). f) VOR updates are enabled in FMS on the DEFAULT page, g) EPU status is monitored throughout flight and, h) Repairs are made within 7 consecutive calendar-days.		
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.		
(continued)						

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34-NAVIGATION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
6. Long Range Navigation System (IRS, GPS, and GNSSU) (cont'd)						
1) GNSSU (Wide Area Augmentation System (WAAS) or a Augmentation Satellite-Based Augmentation System (SBAS)) Function	D	2	0	WAAS function may be inoperative provided enroute and approach procedures do not require its use.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
7. Distance Measuring Equipment (DME)	D	2	0	May be inoperative except for flights at and above FL 240. If VOR navigation equipment is required aircraft must be equipped with approved DME or a suitable RNAV system.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
8. Weather Radar System	C	1	0	May be inoperative provided enroute navigation and/or approach procedure is not predicated on its use. If system becomes inoperative enroute, aircraft must be operated under instructions and procedures specified for that event in AFM/AOM.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to Weather Radar Control Panel and will be noted on ADLS.	

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34-NAVIGATION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
10. Radio Altimeter System	A	2	0	May be inoperative provided: a) Approach minimums are not dependent on its use, and b) Repairs are made within 2 flight days.	(M) None required.	
				NOTE: Inoperative Radio Altimeter will affect the Terrain Awareness and Warning System (TAWS) and Traffic Collision and Avoidance System (TCAS) and Autothrottle RETARD function during landing with failure of remaining operative Radio Altimeter.	(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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34-NAVIGATION

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	2. NUMBER INSTALLED	3. NUMBER REQ'D FOR DISPATCH	4. REMARKS or EXCEPTIONS		
11. ATC Transponders and Automatic Altitude Reporting Systems (continued)	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.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	D	2	1	One may be inoperative provided one system is operational.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
11. ATC Transponders and Automatic Altitude Reporting Systems (cont'd) 1) Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	6	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior completion of the next heavy maintenance visit.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
12. Automatic Direction Finding Equipment (ADF)	D	2	1	May be inoperative provided approach procedure is not predicated on its use.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
13. Marker Beacon Receivers	C	3	0	May be inoperative provided approach minimums do not require its use.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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34-NAVIGATION

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
14. Adaptive Flight Display Units (DUs)	C	3	2	Center AFD may be inoperative provided: a) Both Standby Multifunction Controllers (SMC) are operative, and b) Two Control Display Units (CDUs) are operative.	(M) None required.
1) ILS/VOR Deviation Indicator	C	3	0	May be inoperative provided approach minimums do not require its use.	(O) None required.
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.
					(M) None required.
2) DH Set	C	2	0	May be inoperative provided approach minimums do not require its use.	(O) None required.
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.
					(M) None required.
3) Selected Heading	C	2	0	May be inoperative provided all other Heading Reference Systems are operative.	(O) None required.
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.
					(M) None required.
(continued)					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.

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34-NAVIGATION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
14. Adaptive Flight Displays Units (DUs) Selected Heading (cont'd) a) Heading Bug b) Heading Readout 4) Selected Course Readout 5) Bearing Indicators (continued)	C	4	0	May be inoperative provided selected heading readout is displayed on at least one Display Unit.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	
	C	4	1	May be inoperative provided selected heading readout is displayed on at least one Display Unit.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	
	C	2	0	May be inoperative provided navigation does not require its use.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	
	C	4	2	May be inoperative provided each bearing indicator (#1 and #2 needles) can be displayed on at least one DU.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	

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34-NAVIGATION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
14. Adaptive Flight Displays Units (DUs) (cont'd) 6) Groundspeed/Time to Go 7) Elapsed Time 8) TAS Indications 9) Speed Trend Vector (continued)	C	2	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	
	C	2	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	
	C	2	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	
	C	2	0	May be inoperative provided trend information is not displayed.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	

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34-NAVIGATION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
14. Adaptive Flight Displays Units (DUs) (cont'd)	C	2	1	(M) May be inoperative provided: a) Associated Mach information is removed from the display, and b) Both VMO/MMO Aural Warnings are operative.	(M) Maintenance will verify MACH indication is not displayed on PFD and VMO/MMO warnings are operative. Refer to AMM 34-11-00.	
10) Mach Indicators					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	
11) Vertical Speed Indications	C	2	1	May be inoperative for day VMC operations only.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	
12) Altitude Trend Vector	C	2	0	May be inoperative for day VMC operations only.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	
13) Graphical Weather	C	1	0	May be inoperative provided weather radar system is operational or airplane is not operated in inclement weather.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	
(continued)						

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34-NAVIGATION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
14. Adaptive Flight Displays Units (DUs) (cont'd) 14) Map Data Menu Options (Airways, VORs, SUA, Etc.)	C	1	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	
15) Flight Path Vector	C	2	0	May be inoperative provided HUD flight director is not used.	(M) None required.	
					(O) None required.	
(continued)					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	

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34-NAVIGATION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
14. Adaptive Flight Displays Units (DUs) (cont'd)	A	1	0	May be inoperative provided: a) Current IFR/VFR Aeronautical Charts or appropriate airport information charts are used to verify the information before dispatch, b) Flightcrew verifies the status and suitability of Navigation Facilities used to define the route of flight, and c) Approach Navigation Radios are manually tuned and identified. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	(M) None required.	
16) AFD Database					(O) None required.	
					(P) An Inoperative Placard will be adjacent to PFD and will be noted on ADLS.	

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34-NAVIGATION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
15. Traffic Alert and Collision Avoidance System II (TCAS II)	B	1	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	(M) Maintenance will ensure system is deactivated by pulling and collaring TCAS Power (M3) circuit breaker in overhead panel.	
1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on the flying pilot side.	(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
					(M) None required.	
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
					(M) None required.	
(continued)	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 crew, and c) Enroute or approach procedures do not require its use.	(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to RA display and will be noted on ADLS.	
					(M) None required.	
					(O) Flightcrew will verify that TCAS is not required for enroute and/or approach phase of proposed flight.	
					(P) An Inoperative Placard will be placed adjacent to RA display and will be noted on ADLS.	

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
15. Traffic Alert and Collision Avoidance System II (TCAS II) (cont'd)					
3) Traffic Alert 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.	(M) None required. (O) Flightcrew will verify that TA Display System is not required for enroute and/or approach phase of proposed flight. (P) An Inoperative Placard will be placed adjacent to TA display and will be noted on ADLS.
4) Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	(M) None required. (O) None required. (P) An Inoperative Placard will be placed adjacent to TA display and will be noted on ADLS.
5) Airspace Selection Function	C	1	0	Not required for dispatch.	(M) None required. (O) None required. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
(continued)					

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
16. Terrain Awareness and Warning System (TAWS) Class A TAWS Equipment Required					
1) GPWS	A	1	0	(O) May be inoperative provided: a) Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations, and b) Repairs are made within 2 flight days.	(M) None required.
					(O) Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations, and b) Repairs are made within 2 flight days.	(M) None required.
					(O) Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
(continued)					

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34-NAVIGATION						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
16. Terrain Awareness and Warning System (TAWS) (cont'd) b) Test Mode c) Glideslope Deviation (Mode 5) 						

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
16. Terrain Awareness and Warning System (cont'd)					
d) Advisory Callouts	B	1	0	(O) May be inoperative provided Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations.	(M) None required.
					(O) Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	C	1	0	(O) May be inoperative provided Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations.	(M) None required.
					(O) Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
(continued)					

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
	2. NUMBER INSTALLED				
	3. NUMBER REQ'D FOR DISPATCH				
	4. REMARKS or EXCEPTIONS				
16. Terrain Awareness and Warning System (cont'd)					
e) Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided: 1. Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations. 2. Prior to entering areas of potential windshear, flight crew will review windshear avoidance and recovery procedures.	(M) None required. (O) Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
(continued)	C	1	0	(O) May be inoperative provided: a) Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations, and b) Windshear Detection and Avoidance System (Predictive) is operative.	(M) None required. (O) Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
16. Terrain Awareness and Warning System (TAWS) (cont'd)	B	1	0	(O) May be inoperative provided Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations.	(M) None required.
2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions					(O) Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
3) Terrain Displays	C	2	1	One may be inoperative provided the pilots display is operational.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	B	2	1	One may be inoperative provided the pilots display is operational.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
18. Automatic Dependent Surveillance-Broadcast (ADS-B) System (In and Out) (continued)	B	1	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	(M) None required.
				(O) Flightcrew will discuss traffic awareness including TCAS and use of air traffic control for traffic avoidance. Aircrew shall obtain authorization from ATC facilities having jurisdiction over planned route of flight.	
				(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	1	One may be inoperative provided prior to flight authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	(M) None required.
				(O) None required.	
				(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	D	1	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	(M) None required.
				(O) Flightcrew will discuss traffic awareness including TCAS and use of air traffic control for traffic avoidance. Aircrew shall obtain authorization from ATC facilities having jurisdiction over planned route of flight.	
				(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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	2. NUMBER INSTALLED				
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	4. REMARKS or EXCEPTIONS				
18. Automatic Dependent Surveillance-Broadcast (ADS-B) System (cont'd) ADS-B Out Extended Squitter (continued)	B	1	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	(M) None required.
				NOTE: Any ADS-B function that operates normally may be used.	(O) Flightcrew will discuss traffic awareness including TCAS and use of air traffic control for traffic avoidance. Aircrew shall obtain authorization from ATC facilities having jurisdiction over planned route of flight.
				(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on AML.	
	C	1	1	One may be inoperative provided prior to flight authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	(M) None required.
				(O) None required.	
				(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on AML.	
	D	1	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.	(M) None required.
				NOTE: Any ADS-B function that operates normally may be used.	(O) Flightcrew will discuss traffic awareness including TCAS and use of air traffic control for traffic avoidance. Aircrew shall obtain authorization from ATC facilities having jurisdiction over planned route of flight.
				(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
19. Integrated Standby Instrument (ISI) (continued)	C	2	1	May be inoperative on copilot side.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	C	2	0	May be inoperative unless it is being used in lieu of a gyroscopic rate-of-turn indicator for IFR, CAT II, or CAT III operations.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	B	2	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over the top conditions.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
19. Integrated Standby Instrument (ISI) (cont'd)					
1) Remote Sensing Electronics (RSE) (Attitude and Air Data Function)	B	1	0	(M) May be inoperative provided: a) Airplane is operated in day VMC only, b) Associated CB is PULLED and COLLARED, and c) Flaps are selected to 20 degrees for takeoff. NOTE: With inoperative RSE, the loss of an additional air data source, with flaps not set at 20 degrees, will result in reduced rudder authority.	(M) Maintenance will ensure system is deactivated by pulling and collaring RSE CB (P15). Flightcrew may accomplish task if properly qualified and authorized.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.
2) Heading Sensing Unit (HSU) (Standby Heading Source)	C	1	0	May be inoperative provided both Heading Reference Systems are operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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		2. NUMBER INSTALLED			
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		4. REMARKS or EXCEPTIONS			
20. Attitude Heading and Reference System (AHRS and IRS)	C	3	2		(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.
1) Attitude Heading and Reference System (AHRS)	A	2	1	(O) May be inoperative provided: a) Airplane is operated in Day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, and c) Repairs are made within 1 flight day.	(M) None required.
					(O) Flightcrew will ensure that the operative AHS is selected on the appropriate SMC.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.
2) Inertial Reference System (IRS) (Third Attitude Heading Reference System)	C	1	0	May be inoperative provided: a) Affected system is not required for attitude or heading data, and b) Does not require a Standby Attitude Indicator unless it is being used in lieu of a gyroscopic rate-of-turn indicator for IFR, CAT II, or CAT III operations. NOTE: With one operational AHRS and Standby data available the AP and YD will remain operational.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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		2. NUMBER INSTALLED			
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		4. REMARKS or EXCEPTIONS			
21. Data Loader	D	1	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.
22. Display Control Panel (DCP)	A	2	1	May be inoperative provided: a) Integrated Standby Instrument display is available on the operative DCP side, b) CCD on the failed DCP side is operative, and c) Repairs are made within 1 flight day.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.
23. Display Select Panel (DSP)	B	2	1	May be inoperative provided: a) Standby/Menu button is operative on the failed DSP side, and b) CCD on the failed DSP side is operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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				2. NUMBER INSTALLED	
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				4. REMARKS or EXCEPTIONS	
24. Flight Management Systems (FMS) (CDU and Nav Computer Only)	B	3	0	May be inoperative provided: a) Affected system is not required for AHRS or IRS alignment, b) Long Range Navigation is not dependent on its use, c) Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV including PRNAV and BRNAV only require a single FMS, and d) Both Radio Tuning Controls on the DUs are operative, and e) WASS LPV approach is not authorized when only one FMS is operating or selected as NAV source. NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. RNP RNAV and RNP4, including PRNAV and BRNAV, only require a single FMS.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.
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	4. REMARKS or EXCEPTIONS					
24. Flight Management Systems (FMS) (CDU and Nav Computer only) (cont'd)						
1) Navigation Database	A	1	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required for enroute operations or approaches that required a current database, c) Flightcrew will verify that the database is current. If the database is out-of-date, flight may be continued providing the latitude / longitude of each waypoint is verified by the crew. A current database is required in order to fly any approach procedure using the FMS, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, e) Is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MEL relief. Refer to the AFM Limitations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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25. Airborne Flight Information System (AFIS) (VHF and Satellite)	C	1	0	(O) May be inoperative provided direct communications using VHF radio and Satellite devices are used.	(M) None required.	
					(O) Flightcrew may include direct communications using VHF radio and Satellite devices.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	D	1	0	May be inoperative provided direct communications using VHF radio and Satellite devices is used.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
26. Cursor Control Devices (CCD)	C	2	0	Any or all functions may be inoperative provided inoperative function is available via other means such as the CDUs, SMCs, and other push-to-talk buttons.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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		2. NUMBER INSTALLED				
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		4. REMARKS or EXCEPTIONS				
27. Charts Function	D	1	0	May be inoperative provided current aeronautical charts are carried onboard and are available to flightcrew.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
1) Charts Database	A	1	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required for enroute operations or approaches that required a current database, c) Flight crew shall use current charts from their respective EFBs, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, e) Is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MEL relief. Refer to the AFM Limitations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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			4. REMARKS or EXCEPTIONS			
28. Head-Up Display System	C	1	0	May be inoperative provided landing weather minimums or operating procedures do not require its use.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
29. Enhanced Vision System (EVS)	D	1	0	If EVS video cannot be displayed on DU 3, EFVS approaches to landing and rollout are prohibited.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
1) EVS Window Heat	D	1	0	May be inoperative provided EVS is not used OR flightcrew comply with AFM/AOM EVS Window Heat procedures.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2) Secondary (Non-HUD) EVS Display Repeater	D	1	0	May be inoperative provided EVS is not used.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
30. Synthetic Vision System	D	1	0	May be inoperative provided airplane is operated within AFM/AOM limitations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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33. Video Function	D	1	0	If EVS video cannot be displayed on DU 3, EFVS approaches to landing and rollout are prohibited.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.
34. Terrain Server Function	C	1	0	NOTE: Synthetic Vision PFD synthetic terrain will not be available with a Terrain Server failure, but the SV PFD display, if installed, may be used without restriction.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.
35. Control Display Units (CDU)	C	3	1	(M) May be inoperative provided: a) FMS functions and Radio Turning functions are operative on the remaining CDU, and b) RTSA is operative. NOTE: If 3 CDUs are installed, an inoperative CDU must be in the #3 position.	(M) If the inoperative unit is in the #1 or #2 position, maintenance will swap it with the #3 CDU. Refer to AMM 34-60-01.
					(O) None required.
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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1. Passenger Oxygen System	C	1	0	Minimum oxygen supply for dispatch will be computed from data in applicable AFM Supplement for Oxygen System STC.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to Passenger Oxygen Control Panel and will be noted on ADLS.	
1) Automatic Oxygen Deployment System	C	1	0	May be inoperative provided: a) Manual deployment operates normally, b) Flight is conducted at or below FL 250, and c) A 10 minute minimum oxygen supply for all passengers is required in the event of cabin depressurization.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to Passenger Oxygen Control Panel and will be noted on ADLS.	
2) Manual Oxygen Deployment System	C	1	0	May be inoperative provided: a) Automatic deployment operates normally, b) Flight is conducted at or below FL 250, and c) A 10 minute minimum oxygen supply for all passengers is required in the event of cabin depressurization.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to Passenger Oxygen Control Panel and will be noted on ADLS.	
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1. Passenger Oxygen System (cont'd) 3) Personal Service Unit (PSU)	C	1	0	May be inoperative provided: a) Associated seats are BLOCKED and placarded "DO NOT OCCUPY", b) Units are operative at all lavatory and flight attendant locations, and c) A 10 minute minimum oxygen supply for all passengers is required in the event of cabin depressurization.	(M) None required.
2. Therapeutic Oxygen	C	1	0	May be inoperative or missing.	(O) None required.
					(P) An Inoperative Placard will be placed adjacent to Passenger Oxygen Control Panel and will be noted on ADLS.
					(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed adjacent to each Therapeutic Oxygen outlet and the Therapeutic Oxygen valve in cockpit and will be noted on ADLS.
3. Lavatory Oxygen Drop Out Panel	C	1	0	May be inoperative provided lavatory is BLOCKED and placarded "DO NOT OCCUPY".	(M) None required.
					(O) None required.
					(P) A "DO NOT OCCUPY" placard will be placed on lavatory door and noted on ADLS.

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4. Protective Breathing Equipment (PBE)	D	2	0	(O) May be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBEs, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	(M) None required. (O) Flightcrew will verify PBEs are properly installed and serviced at each preflight. (P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
5. Oxygen Service Panel Pressure Gauge	C	1	0	(M)(O) May be inoperative provided Oxygen Pressure Indication on EICAS is operative and monitored.	(M) Maintenance will ensure EICAS Oxygen Pressure indication is operative. Flightcrew may accomplish this task if properly qualified and authorized. (O) Flightcrew will monitor EICAS Oxygen Pressure indication to ensure it is operative. AFM, Section IV, Normal Procedures, Engine Pre-Start Checklist. (P) An Inoperative Placard will be placed adjacent to inoperative gage and will be noted on ADLS.

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6. Passenger Oxygen ON Warning Light	C	1	0	May be inoperative provided pilot visually verifies passenger oxygen supply.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
	C	1	0	May be inoperative provided airplane is operated unpressurized.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
7. Oxygen Cylinder Service Adaptor	D	1	0	May be inoperative, damaged, or missing.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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8. Portable Oxygen Dispensing Units (Bottle and Mask)	D	1	0	(O) May be inoperative or missing provided: a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations. NOTE 2: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	(M) None required.		
					(O) None required.		
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.		
9. EICAS Oxygen Quantity Low Warning	C	1	0	May be inoperative provided associated EICAS Oxygen pressure indication is operative and monitored.	(M) None required.		
					(O) None required.		
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.		

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
10. EICAS Oxygen Pressure Indications	C	4	0	(M)(O) May be inoperative provided: a) Oxygen Service Panel Pressure Gauge is operative and monitored before dispatch, b) OXYGEN QUANTITY LOW EICAS warning is operative, and c) OXY MASK PRESS LOW EICAS warning is operative.	(M) Maintenance will ensure the oxygen supply valve is secured prior to the first flight of the day. Refer to AMM 12-19-00.	
					(O) Crew member will visually check Oxygen Service Panel Pressure Gauge prior to each flight. Crew oxygen masks will be checked prior to first flight of the day.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
11. Oxygen Blow Out Disc	C	1	0	(O) May be damaged or missing.	(M) None required.	
					(O) Flightcrew will check oxygen gauge or EICAS to confirm pressure and maintain system integrity.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
1. Isolation Valve	C	1	0	(M) May be inoperative provided: a) Both Bleed Air Systems are operative, b) Environmental Control System packed is operative, c) ALTN PRESS is operative, d) Isolation Valve is electrically deactivated, e) Isolation Valve is verified CLOSED, and f) Airplane is operated in accordance with AFM Limitations. NOTE: Isolation valve will have to be manually opened for engine start.	(M) Maintenance technician will manually open the Isolation Valve for engine start. After starting engines maintenance will ensure isolation Valve is in closed position. Refer to AMM 36-11-04.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position near affected component and will be noted on ADLS.	
2. Bleed Air System Switch Capsule Lights	C	6	0	(O) May be inoperative provided Bleed Air System Indications are available on the Synoptic display.	(M) None required.	
					(O) Flightcrew will select the ECS synoptic, confirm and monitor operation of the component selected.	
					(P) An Inoperative Placard will be placed in a prominent position near affected component and will be noted on ADLS.	

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
3. Bleed Air Leak Detection System	B	10	0	(O) May be inoperative provided: a) Bleed Valves are selected CLOSED, b) Pylon Leak Detection Loops are operative, c) PACK Valve is selected OFF, d) APU bleed is used for engines start only, e) Cross-Bleed Start procedure is not used for engine start in flight and on ground, f) Outflow Valve is verified fully OPEN, and g) Airplane is operated unpressurized. NOTE: Selecting PACK Valve OFF opens RAM AIR Valve.	(M) None required.
1) Aft Compartment Environmental Control System Leak Detection Sensors					(O) To operate the airplane unpressurized, select MAN Mode and slew outflow. Select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight. Flightcrew will ensure: 1) Bleed Valves are CLOSED, and 2) PACK Valve is selected OFF. Flightcrew will ensure the Outflow Valve is OPEN by: 1) Select PRESS mode to MAN, 2) Hold CABIN ALT knob to CLIMB for 60 seconds, and 3) Visually verify Outflow Valve is fully OPEN.
					(P) An Inoperative Placard will be placed above the affected Bleed Air Control Switch and will be noted on ADLS.
2) Wing Anti-Ice Ducts Leak Detection Sensors	B	4	0	(O) May be inoperative provided: a) Wing Anti-Ice switches are selected OFF, b) Airplane is not operated into known or forecast icing conditions, and c) One Ice Detection System is operative.	(M) None required.
					(O) Flightcrew will select both Wing Anti-Ice Switches to the OFF position.
					(P) An Inoperative Placard will be placed above the affected Bleed Air Control Switch and will be noted on ADLS.
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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
3. Bleed Air Leak Detection System (cont'd) 3) Wing Root Bleed Leak Detection Sensors	B	2	0	(O) May be inoperative provided: a) Wing Anti-Ice switches are selected OFF, b) Airplane is not operated into known or forecast icing conditions, and c) One Ice Detection System is operative.	(M) None required.	
					(O) Flightcrew will select both Wing Anti-Ice Switches to the OFF position.	
					(P) An Inoperative Placard will be placed above the affected Bleed Air Control Switch and will be noted on ADLS.	

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38-WATER / WASTE

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
1. Potable Water System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	(M) Maintenance will: a) Deactivate and/or isolate all inoperative components, and b) Verify components do not leak. Refer to AMM 38-00-02 and 38-10-00. Flightcrew may accomplish this task if properly qualified and authorized.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position near affected component and will be noted on ADLS.
	C	1	0	(M) May be inoperative provided: a) System is drained, and b) Placard the access door to prohibit servicing.	(M) Maintenance will: a) Drain potable water system, and b) Secure external water service fill cap with fabric reinforced tape. Refer to AMM 12-28-00. Flightcrew may accomplish this task if properly qualified and authorized.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position near affected component and will be noted on ADLS.

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		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
2. Lavatory Waste System	C	1	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.		
2. Lavatory Waste System	C	1	0	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory Door is secured CLOSED and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.		

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
3. Lavatory External Service Cap	C	1	0	May be inoperative or missing provided: a) Waste Dump Valve and Waste Drain Valve are verified CLOSED before each flight, and b) No leakage can be detected after each servicing.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
4. External Water Service Cap	C	1	0	May be inoperative or missing provided: a) Water valve is verified CLOSED before each flight, and b) No leakage can be detected after each servicing.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
5. Lavatory Dump/Drain System	C	1	0	(M) May be inoperative provided: a) Waste Dump Valve and Waste Drain Valve are secured CLOSED and in LOCKED position, and b) System is checked for leaks before every flight.	(M) Maintenance will ensure waste dump/drain system valves are secured closed and checked for leaks. Refer to AMM 38-31-00.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. Onboard Maintenance System (OMS)	D	1	0	May be inoperative provided all faults are recorded after each flight.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2. Quick Access Recorder (QAR)	D	1	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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46-INFORMATION SYSTEMS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. Electronic Flight Bag (EFB) Systems	C	2	1	(O) May be inoperative provided flightcrew uses other means to acquire data through datalink, SATCOM or FliteFone, or over the VHF radio through either a FSS or Flight Watch.	(M) None required.	
(O) Flightcrew will ensure required information normally provided by EFB is available.						
(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.						
3) Power Connection for (Class 1 and 2)	D	2	0	(O) May be inoperative provided flightcrew monitors and manages the battery duration of EFB during flight.	(M) None required.	
(O) Flightcrew will establish other means to acquire data through datalink, SATVOICE or FliteFone, or over the VHF/HF radio.						
(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.						
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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. Electronic Flight Bag (EFB) Systems (cont'd) 5) Charts Database	A	1	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required for enroute operations or approaches that required a current database, c) Flightcrew shall use current charts from the flightdeck avionics system. d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, e) Is repaired within 10 flight days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MEL relief. Refer to the AFM Limitations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
2. Integrated Flight Information System (IFIS) File Server Units (FSU)	C	2	0	(O) May be inoperative provided flightcrew ensures required information normally provided by IFIS is available when required. NOTE 1: Any function, program, or document which operates normally may be used. NOTE 2: Two File Server Units are required to meet the operational requirements of the current edition of FAA Advisory Circular (AC) 120-76 for paperless charts.	(M) None required.	
					(O) Flightcrew will ensure required information normally provided by IFIS is available when required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
3. Integrated Management System (IMS)	D	1	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be displayed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. Auxiliary Power Unit (APU)	C	1	0	(O) May be inoperative provided: a) Both engine driven generators are operative, and b) Contingency planned flight time does not exceed 1 hour from a suitable airport.	(M) None required.	
2. APU Air Inlet Door Actuator	C	1	0	(M)(O) May be inoperative provided: a) APU Air Inlet Door is verified fully CLOSED, b) APU DOOR (10P R DC Box Baggage Compartment) circuit breaker is OPENED and collared, c) Contingency planned flight time does not exceed 1 hour from a suitable airport, and d) Both engine driven generators are operative.	(O) Flightcrew will ensure APU is not required by other inoperative items.	
					(P) An Inoperative Placard will be placed adjacent to APU Control Panel and will be noted on ADLS.	
					(M) Maintenance will ensure Air Intake Door is secured fully CLOSED by visually verifying door is CLOSED and pulling and collaring the APU DOOR (10P R DC Box Baggage Compartment) circuit breaker.	
					Flightcrew may accomplish task if properly qualified and authorized.	
	C	1	0	(O) May be inoperative provided: a) APU Air Inlet Door is fully OPEN, b) EICAS APU RPM and EGT are displayed prior to start, c) APU is operated throughout entire flight, and d) Airplane is operated in accordance with AFM Limitations.	(O) Flightcrew will ensure: a) APU Air Inlet door is secured fully CLOSED, and b) OPEN and secure APU DOOR circuit breaker.	
(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.						
(M) None required.						
					(O) Crew must ensure that the APU Air Inlet Door is fully OPEN and EICAS APU RPM and EGT indications are being displayed.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
3. APU Bleed Shutoff Valve	B	1	0	May be inoperative provided: a) APU is operated for electrical power only, and b) Repairs are made within 3 flight days.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
4. APU Bleed Air "ON" Switch Light (Light Function Only)	C	1	0	(O) May be inoperative APU parameters are monitored during switch select/deselect.	(M) None required.	
					(O) Flightcrew will monitor APU Bleed Air operations until system stabilizes for normal operations. APU does not require continuous monitoring by crew once system has been stabilized.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
5. APU Starter/Generator	B	1	0	(M) May be inoperative for electrical generation provided: a) Starter portion of APU starter/generator is functional, b) Integrity of starter/generator is determined safe for operation, c) APU generator switch is OFF, d) APU GCU (B19) circuit breaker is pulled and deactivated, and e) Contingency planned flight time does not exceed 1 hour from a suitable airport.	(M) Maintenance will pull and secure respective APU GCU (B19) circuit breaker after APU has been started. The APU and associated APU indications will be observed for signs of unusual operation. Leave APU GEN switch OFF.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
5. APU Starter / Generator (cont'd)	B	1	0	(M) May be inoperative for APU Start provided: a) Both engine driven generators are operative, b) APU Master Switch is selected OFF, c) APU START (B9) circuit breaker is OPEN, and d) Contingency planned flight time does not exceed 1 hour from a suitable airport.	(M) Maintenance will ensure the APU Master Switch is selected OFF and the APU START (B9) circuit breaker is OPEN.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
6. APU External Fire Warning Horn	C	1	0	May be inoperative provided APU operation is monitored from the cockpit.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
7. APU Start Indicator Light	C	1	0	May be inoperative provided APU start is monitored.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
8. APU Hour Meter	C	1	0	May be inoperative provided APU hours are logged manually.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
9. APU Cycle Counter	C	1	0	May be inoperative provided APU cycles are logged manually.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
10. APU Master "ON" Light	C	1	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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Aircraft: Gulfstream G280				Revision No.: 2 Based on MMEL Revision No.: 4		Page No.: 49-5 Date: 12/22/21
49-AIRBORNE AUXILIARY POWER						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
11. APU EGT and RPM Indications	C	1	0	May be inoperative on ground.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	May be inoperative in flight provided: a) APU is considered inoperative, b) Both engine driven generators are operative, and c) Contingency planned flight time does not exceed 1 hour from a suitable airport.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
12. "APU Maintenance Required" Message	C	1	0	May be inoperative in flight provided: a) APU is considered inoperative, b) Both engine driven generators are operative, and c) Contingency planned flight time does not exceed 1 hour from a suitable airport.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
1. Main Entry Door Hydraulic Operating System	C	1	0	(O) May be inoperative provided flightcrew confirms two technicians at landing site to support door during opening from outside.	(M) None required.	
					(O) Damping at door opening might not be operative. Caution at door opening - from outside only with hand door hold. Confirm two technicians at landing site to support door during opening from outside.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2. Main Entry Door Hand Rail	C	1	0	May be inoperative provided it does not interfere with normal door operations.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
3. Service Door Indication	C	1	0	May be inoperative provided a crewmember verifies by visual inspection before each departure that associated system door is CLOSED, LATCHED, and LOCKED (if lockable).	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
4. External Baggage Door Warning System	C	1	0	(O) May be illuminated provided before each departure: a) Door is CLOSED, latched, and LOCKED, b) The "acknowledge" switch changes the indication from amber to white, and c) Internal baggage door is closed during the entire flight.	(M) None required.	
					(O) The flightcrew will ensure the Baggage Door is closed and check the visual indications that the door is latched closed.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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		2. NUMBER INSTALLED			
		3. NUMBER REQ'D FOR DISPATCH			
		4. REMARKS or EXCEPTIONS			
5. Main Entry Door Warning System	B	1	0	May be inoperative provided: a) Latching and LOCKING marks are aligned, b) Inner handle is securely LOCKED, c) ACK DOOR switch is activated, and d) Main Entry Door CAS message is verified to be white.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
6. Emergency Exit Window Warning System	C	1	0	(O) May be inoperative provided a crewmember ensure Emergency Exit is secured before each flight.	(M) None required.
					(O) Flightcrew will visually inspect Emergency Exit to ensure it is secure before each departure.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
7. Refueling Door Warning System	B	1	0	(O) May be inoperative provided a crewmember checks door is secure and LOCKED (if lockable) before each departure.	(M) None required.
					(O) Flightcrew will visually inspect Refueling Door to ensure it is secure before each departure.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
8. External Baggage Compartment Door Seal	C	1	0	(M)(O) May be inoperative provided: a) Airplane is operated unpressurized, and b) Airplane is operated in accordance with AFM Limitations. NOTE: Pressure sensitive cargo is not carried in the baggage compartment.		
				(M) Maintenance will OPEN and CLOSE door for each flight. NOTE: For maintenance inspection, refer to AMM 52-31-02 and perform the Follow On at paragraph E. Flightcrew may accomplish this task if properly qualified and authorized.		
				(O) To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with both engine bleeds and air conditioning PACK selected ON if available. If not select PACK switch to OFF. Regulation of cabin/cockpit will not be available. Monitor cabin differential pressure to nominally zero psid during the flight.		
				(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.		

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
9. Main Entry Door Seals	C	1	0	(O) May be inoperative provided: a) The primary seal does not interfere with the door operation, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	(M) None required.
1) Main Entry Door, Primary Door Seal					(O) Flightcrew will ensure proper door operation. To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with both engine bleeds and air conditioning PACK selected ON if available. If not select PACK switch to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to be nominally zero psid during the flight.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
2) Main Entry Door, Secondary Door Seal	C	1	0	(O) May be inoperative provided: a) The secondary seal does not interfere with the door operation, b) Airplane is operated unpressurized, and c) Airplane is operated in accordance with AFM Limitations.	(M) None required.
					(O) Flightcrew will ensure proper door operation. To operate the airplane unpressurized, select MAN Mode and slew the outflow valve to the full open position with both engine bleeds and air conditioning PACK selected ON if available. If not select PACK switch to OFF. Regulation of cabin/cockpit temperature will not be available. Monitor cabin differential pressure to be nominally zero psid during the flight.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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52-DOORS						
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		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
10. Main Entry Door, Acoustic Seal Curtain	D	1	0	May be inoperative provided the affected door is secured OPEN for taxi, takeoff, and landing. NOTE: Includes pop-up panels, latches, locks, and handles.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
11. Hinged Door Flapper-Sill	D	1	0	Flightcrew must verify flapper is CLOSED before entering or exiting airplane.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
12. Keyed Door, Panel, and Compartment Locks	C	12	0	(O) May be inoperative, damaged, or missing provided the associated door, compartment, or cover is verified to be secured before each departure.	(M) None required.	
					(O) Flightcrew will ensure door, compartment or cover is secure before each departure.	
					(P) An Inoperative Placard will be placed on Keyed Door, Panel and Compartment Locks and will be noted on ADLS.	
13. Internal Baggage Door Warning System	C	1	0	(O) May be inoperative provided: a) Door is confirmed to be CLOSED and LOCKED by a crewmember after each use, and b) Door is placarded "DO NOT ENTER at or above 40,000 feet".	(M) None required.	
					(O) Flightcrew will ensure the passengers are briefed on accessing the baggage compartment and the limitations involved. The flightcrew will advise the passengers when the airplane is at or above 40,000 ft and that access to the baggage compartment is not allowed.	
					(P) An Inoperative Placard will be placed on Baggage Door Latch Inspection Windows and will be noted on ADLS.	

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52-DOORS						
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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
14. Main Entry Door Telescopic Tie Rods	C	2	1	(O) May be inoperative or missing provided only one person is allowed to stand on the door.	(M) None required.	
					(O) Flightcrew will brief the passengers on the door limitation. Flightcrew will also make arrangements at the departure and arrival airports for door supports if required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
15. Lavatory Door	D	1	0	May be inoperative provided the affected door is secured OPEN or CLOSED for taxi, takeoff, and landing. NOTE: Includes pop-up panels, latches, locks, and handles.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY			MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES		
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. Automatic Power Reserve (APR) System	C	1	0	May be inoperative provided: a) APR is not armed, and b) AFM takeoff limitations and performance for APR OFF are observed.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
		2. NUMBER INSTALLED				
			3. NUMBER REQ'D FOR DISPATCH			
			4. REMARKS or EXCEPTIONS			
1. Fuel Flow EICAS Indicators	B	2	1	May be inoperative provided: a) Associated N1 and N2 Indicating Systems are operative, b) Fuel Quantity Indicating Systems are operative, and c) Fuel Flow Indications are verified on the Flight Management System (FMS).	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed adjacent to EICAS and will be noted on ADLS.	
2. Fuel Pressure Low Warning Systems	B	2	1	(O) May be inoperative provided: a) Associated fuel boost pumps are operative, and b) Airplane is operated below FL 250.	(M) None required.	
					(O) Flightcrew will ensure airplane is operated below FL 250 and will monitor Fuel Flow and pressure indications on EICAS to ensure proper pressure.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
3. Fuel Filter Impending Bypass Indication Systems	C	2	1	(M) May be inoperative provided fuel filter element on affected engine is replaced before the next flight and every 20 flight-hours thereafter.	(M) Maintenance will remove and replace associated fuel filter before the first flight following the appearance of the message and then at 20 hour intervals. Refer to AMM 73-10-05.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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73-ENGINE FUEL & CONTROL						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
4. Fuel Temperature Indicating System	C	1	0	May be inoperative provided the Fuel Tank Temperature Low Warning system is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	1	0	(O) May be inoperative provided: a) SAT gauge is operative and is used as a reference for fuel temperature, and b) Flight altitude is planned so as to remain above freeze point of fuel type used.	(M) None required.	
					(O) Flightcrew will ensure: a) SAT gauge is operative and is used as a reference for fuel temperature, and b) Flight altitude is planned so as to remain above freeze point of fuel type used	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
5. Fuel Used Indicating System	C	2	0	May be inoperative provided fuel remaining indications are operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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73-ENGINE FUEL & CONTROL						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
6. Engine FADEC System 1) System Faults	A	-	-	(O) May be dispatched with system faults provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5). NOTE: The repair time for Long-Term Dispatch messages (cyan L-R Engine MAINT LTD) is 500 hours. The repair time for Short-Term Dispatch messages (cyan L-R ENG Minor Fault) is 125 hours.	(M) None required.	
					(O) Flightcrew will make an entry in the Aircraft Deficiency Log (ADL) containing the total flight time of the aircraft at the time of the failure for tracking total time since message displayed.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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74-IGNITION

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
1. Automatic Ignition Systems	C	2	1	May be inoperative provided Manual Ignition is operative.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
2. Ignition (IGN) Indications	C	2	1	May be inoperative provided: a) Automatic Ignition System is operative during engine start, and b) Crew monitors engine start for normal indications.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
3. Engine Ignition Systems Channels	A	4	2	May be inoperative provided: a) One ignition channel is inoperative as indicated by the L or R Engine IGN Fault CAS message, and b) Repairs are made within 3 flight days.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.
4. CONT Ignition (IGN) "ON" Switch Light (Light Function Only)	C	1	0	Not required for dispatch.	(M) None required.
					(O) None required.
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.

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76-ENGINE CONTROLS						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
1. Engine Synchronizer	C	1	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2. FADECs Automatic Engine Control Functions	C	1	0	Not required for dispatch.		
1) SYNC Functions					(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2) MACH HOLD Function	C	1	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
3. Engine Manual APR ON Switch Light (Light Function Only)	C	1	0	Not required for dispatch.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. ITT Digital Indications	C	2	1	May be inoperative provided: a) All other engine indications are operative, and b) Associated analog display is operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2. Engine Vibration Monitors	C	2	1	May be inoperative provided all other engine indications are operative.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
	C	2	0	May be inoperative provided: a) All other engine indications are operative, and b) Operations are not conducted in known or forecast icing conditions.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
3. Engine Event Recording System	C	1	0	(O) May be inoperative provided flightcrew manually records pertinent data and/or note time of event occurrence.	(M) None required.	
					(O) Flightcrew will manually record pertinent data and/or note time of event occurrence.	
					(P) An Inoperative Placard will be placed on Engine Event Recording System and will be noted on ADLS.	

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Aircraft: Gulfstream G280

Revision No.: 2
Based on MMEL Revision No.: 4

Page No.: 78-1
Date: 12/22/21

78-ENGINE EXHAUST

1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
		2. NUMBER INSTALLED			
			3. NUMBER REQ'D FOR DISPATCH		
			4. REMARKS or EXCEPTIONS		
1. Thrust Reverser System	D	2	0	<p>(M)(O) May be inoperative provided:</p> <p>a) Affected Thrust Reverser is deactivated, stowed, and LOCKED in forward thrust position, and</p> <p>b) Airplane is operated in accordance with AFM Limitations and Procedures.</p> <p>NOTE: Dispatch with one or both thrust reversers inoperative on an icy runway is prohibited. See AFM Supplement No. 8, CONTAMINATED RUNWAY OPERATIONS.</p>	<p>(M) Maintenance will:</p> <p>a) Ensure electrical and hydraulic power is removed from airplane,</p> <p>b) Install Deactivation/ Lockout,</p> <p>c) Place appropriate placard stating which Thrust Reverser is inoperative, and</p> <p>d) Record discrepancy in ADLS.</p> <p>Refer to AMM 78-30-00.</p> <p>(O) Flightcrew will ensure correct procedures and charts are used for takeoff and landing performance without Thrust Reversers on wet runways and the aircraft is operated within AFM Limitations.</p> <p>(P) A placard stating “LOCKOUT DEVICE INSTALLED – DO NOT OPERATE THRUST REVERSER” will be placed on thrust lever and will be noted on ADLS.</p>

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79-ENGINE OIL						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
		2. NUMBER INSTALLED				
		3. NUMBER REQ'D FOR DISPATCH				
		4. REMARKS or EXCEPTIONS				
1. Engine Oil Level Low Warning Systems	C	2	0	(O) May be inoperative provided engine oil levels are verified adequate before each flight.	(M) None required.	
					(O) Flightcrew will visually check sight levels on engines to ensure oil level is adequate before each flight.	
					NOTE: Check oil level within 15 minutes after shutdown. If oil level is not checked as noted, start engine, run at idle 5 minutes, shutdown engine and check oil level.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2. Oil Filter Impending Bypass Indication Systems	A	2	0	(M) May be inoperative provided: a) Affected oil filter element is replaced, and b) Repairs are made within 3 flight days.	(M) Maintenance will remove associated oil filter and inspect for blockage before the first flight following the failure and prior to each additional flight. Refer to 79-21-02.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
3. 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.	(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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Aircraft: Gulfstream G280				Revision No.: 2 Based on MMEL Revision No.: 4		Page No.: 80-1 Date: 12/22/21
80-STARTING						
1. SYSTEM, SEQUENCE & ITEM NUMBERS	REPAIR CATEGORY				MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES	
	2. NUMBER INSTALLED					
	3. NUMBER REQ'D FOR DISPATCH					
	4. REMARKS or EXCEPTIONS					
1. Engine Start/Crank Switch Lights (Light Function Only)	C	3	0		(M) None required.	
					(O) None required.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	
2. Starter Air Valves	C	2	1	(M)(O) May be inoperative provided: a) Valve is deactivated, b) Start Valve has not failed in OPEN position, c) Start Valve is manually OPENED and CLOSED for engine starting, d) Airstart (Continuous) Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed, and e) Engine Start is accomplished in accordance with AFM.	(M) Maintenance will ensure: a) Start Valve has not failed in OPEN position, b) Start Valve is manually OPENED and CLOSED for engine starting, c) Airstart (Continuous) Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed, and d) Airstart Ignition System is operative.	
					(O) Flightcrew will ensure: a) Start Valve has not failed in OPEN position. b) Start Valve is manually OPENED and CLOSED for engine starting. c) Airstart (Continuous) Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed. d) Engine Start is accomplished in accordance with AFM.	
					(P) An Inoperative Placard will be placed in a prominent position to be seen by flightcrew and will be noted on ADLS.	

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SECTION TWO		

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

TARGET CORPORATION MINIMUM EQUIPMENT LIST		
Aircraft: Gulfstream G280	Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-2 Date: 12/22/21
STATEMENT PAGE		

Two-section MMELs are authorized by FAA Policy Letter PL-119.

Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment.

1. Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:
 - a) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
 - b) Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
 - c) Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. OMS interrogation by crew should be done on ground only prior to taxi.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-3 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
60 HZ Inverter Fail (Cyan – Advisory)	D	(O) Airplane may be dispatched with message displayed provided: a) 60 HZ (B1) or AC PWR (B1) circuit breaker is pulled and collared, and b) Passengers are briefed on inoperative items. NOTE: Circuit breaker label may be either 60 HZ or AC PWR based on airplane serial number.	Flightcrew will pull and collar 60 HZ or AC PWR (B1) circuit breaker depending on airplane serial number. Flightcrew will brief the passengers on the items that are inoperative with the failure of the power source for cabin entertainment.
A/T 1 Fail (Cyan – Advisory)	C	Airplane may be dispatched provided affected A/T is confirmed disengaged.	None required.
A/T 2 Fail (Cyan – Advisory)	C	Airplane may be dispatched provided affected A/T is confirmed disengaged.	None required.
A/T 1-2 Fail (Amber – Caution)	C	Airplane may be dispatched with message displayed provided both A/Ts are confirmed disengaged.	None required.
A/T 1-2 Fail - TQA (Amber – Caution)	C	(O) Airplane may be dispatched with message displayed provided: a) TQA (O1) circuit breaker is pulled and collared, and b) A/Ts are considered inoperative.	Flightcrew will pull and collar TQA (O1) circuit breaker.
AC Inverter Fail (Cyan – Advisory)	D	Airplane may be dispatched with message displayed provided: a) AC PWR (B1) circuit breaker is pulled and collared, and b) Passengers are briefed on inoperative items.	None required.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-4 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
ACS Fail (Amber – Caution)	A	(O) Airplane may be dispatched provided: a) Automatic Cabin Pressurization System is operative, b) Airplane is operated at or below FL 250, c) ALTN PRESS is selected ON, d) PACK switch is selected OFF, and e) Repairs are made within 1 flight day. NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.	Flightcrew will ensure Automatic Cabin Pressurization System is operative, airplane is operated at or below FL 250, ALTN PRESS is selected ON, PACK switch is selected OFF, and airplane is repaired after one flight.
	B	(O) Airplane may be dispatched provided: a) Airplane is operated unpressurized as follows: 1) Select CPCS MAN Mode, 2) Slew Outflow Valve full open, 3) Both Engine Bleeds ON, 4) PACK switch OFF, and 5) If heat is desired select ALTN PRESS. b) Monitor cabin differential to be nominally zero PSID. NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.	To operate the airplane unpressurized, select MAN Mode and slew outflow valve to full open position with both engine bleeds selected ON if available. Select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.
ACS Maintenance REQD (Cyan – Advisory)	B	Airplane may be dispatched provided the flightcrew reviews the OMS for active fault messages and logs faults in the maintenance log.	None required.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-5 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
ACS Pack TEMP Low (Amber – Caution)	A	(O) Airplane may be dispatched provided: a) Automatic Cabin Pressurization System is operative, b) Airplane is operated at or below FL 250, c) ALTN PRESS is selected ON, d) PACK switch is selected OFF, and e) Repairs are made within 1 flight day. NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.	Flightcrew will ensure Automatic Cabin Pressurization System is operative, airplane is operated at or below FL 250, ALTN PRESS is selected ON, PACK switch is selected OFF, and airplane is repaired after one flight.
	B	(O) Airplane may be dispatched provided: a) Airplane is operated unpressurized as follows: 1) Select CPCS MAN Mode, 2) Slew Outflow Valve full open, 3) Both Engine Bleeds ON, 4) PACK switch OFF, and 5) If heat is desired select ALTN PRESS. b) Monitor cabin differential to be nominally zero PSID. NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.	To operate the airplane unpressurized, select MAN Mode and slew outflow valve to full open position with both engine bleeds selected ON if available. Select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-6 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
ACS Pack Turbine Hot (Amber – Caution)	A	(O) Airplane may be dispatched provided: a) Automatic Cabin Pressurization System is operative, b) Airplane is operated at or below FL 250, c) ALTN PRESS is selected ON, d) PACK switch is selected OFF, and e) Repairs are made within 1 flight day. NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.	Flightcrew will ensure Automatic Cabin Pressurization System is operative, airplane is operated at or below FL 250, ALTN PRESS is selected ON, PACK switch is selected OFF, and airplane is repaired after one flight.
	B	(O) Airplane may be dispatched provided: a) Airplane is operated unpressurized as follows: 1) Select CPCS MAN Mode, 2) Slew Outflow Valve full open, 3) Both Engine Bleeds ON, 4) PACK switch select OFF, and 5) If heat is desired select ALTN PRESS. b) Monitor cabin differential to be nominally zero PSID. NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.	To operate the airplane unpressurized, select MAN Mode and slew outflow valve to full open position with both engine bleeds selected ON if available. Select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-7 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
ADF Fail (Cyan – Advisory)	C	Airplane may be dispatched provided system is not required. (Reference 14 CFR 91.205 requires one navigation system appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. 14 CFR 91.131 requires an operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in Class B airspace.)	None required.
ADF 1 Fail (Cyan – Advisory)	C	Airplane may be dispatched provided system is not required. (Reference 14 CFR 91.205 requires one navigation system appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. 14 CFR 91.131 requires an operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in Class B airspace.)	None required.
ADF 2 Fail (Cyan – Advisory)	C	Airplane may be dispatched provided system is not required. (Reference 14 CFR 91.205 requires one navigation system appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. 14 CFR 91.131 requires an operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in Class B airspace.)	None required.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-8 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
ADF 1-2 Fail (Cyan – Advisory)	C	Airplane may be dispatched provided system is not required. (Reference 14 CFR 91.205 requires one navigation system appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. 14 CFR 91.131 requires an operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in Class B airspace.)	None required.
AFT Fuel QTY DGRAD (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: a) Forward and Center fuel quantity indicators are operative, b) Both Fuel Flow Indicating Systems are operative, c) Fuel reserves are increased by 10%, d) EICAS Fuel Total Indication is placarded inoperative, e) Total fuel quantity is verified before departure, f) Plan and record flight fuel usage during flight on Fuel Synoptic and Summary Page, g) Plan T/O speed according to what remained in previous flight and refueled fuel, and h) Plan landing speed as if Aft tank is full.	Flightcrew will ensure after takeoff power is set by matching Fuel Flow indications on both engines and a log of fuel burned is maintained.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-9 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
AHS 1 Fail (Cyan – Advisory)	A	Airplanes without a third operative AHS (IRS) installed may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 2 is operative, and d) Repairs are made within 1 flight day.	None required.
	B	Airplane may be dispatched provided AHS 2 and AHS 3 are operative.	None required.
AHS 2 Fail (Cyan – Advisory)	A	Airplanes without a third AHS (IRS) installed may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 1 is operative, and d) Repairs are made within 1 flight day.	None required.
	B	Airplane may be dispatched provided AHS 1 and AHS 3 are operative.	None required.
AHS 3 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided: a) Affected system is not required for attitude or heading data, and b) Regulation does not require system for operations conducted.	None required.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-10 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
AHS 1 Fail (Amber – Caution)	A	Airplanes without a third AHS (IRS) installed may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 2 is operative, and d) Repairs are made within 1 flight day.	None required.
	B	Airplane may be dispatched provided AHS 2 and AHS 3 are operative.	None required.
AHS 2 Fail (Amber – Caution)	A	Airplanes without a third AHS (IRS) installed may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 1 is operative, and d) Repairs are made within 1 flight day.	None required.
	B	Airplane may be dispatched provided AHS 1 and AHS 3 are operative.	None required.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-11 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
AHS 1-2 Fail (Amber – Caution)	A	Airplane may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 3 is operative, and d) Repairs are made within 1 flight day.	None required.
AHS 1-3 Fail (Amber – Caution)	A	Airplane may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 2 is operative, and d) Repairs are made within 1 flight day.	None required.
AHS 2-3 Fail (Amber – Caution)	A	Airplane may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 1 is operative, and d) Repairs are made within 1 flight day.	None required.

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CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
AHS 1 SEC PWR Fail (Cyan – Advisory)	A	Airplane may be dispatched provided only one AHS/IRS is on Secondary Power and repairs are made within 1 flight day.	None required.
	A	Airplane may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 2 is operative, and d) Repairs are made within 3 flight days.	None required.
AHS 2 SEC PWR Fail (Cyan – Advisory)	A	Airplane may be dispatched provided only one AHS/IRS is on Secondary Power and repairs are made within 1 flight day.	None required.
	A	Airplane may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 1 is operative, and d) Repairs are made within 3 flight days.	None required.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-13 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
AHS 3 SEC PWR Fail (Cyan – Advisory)	A	Airplane may be dispatched provided only one AHS/IRU is on Secondary Power and repairs are made within 1 flight day.	None required.
	B	Airplane may be dispatched provided AHS 1 or AHS 2 is operative.	None required.
AHS 1-2 SEC PWR Fail (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, and c) Repairs are made within 1 flight day.	None required.
AHS 1-3 SEC PWR Fail (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 2 is operative, and d) Repairs are made within 1 flight day.	None required.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-14 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
AHS 2-3 SEC PWR Fail (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 1 is operative, and d) Repairs are made within 1 flight day.	None required.
AHS 1 Secondary Power (Cyan – Advisory)	A	Airplane may be dispatched provided only one AHS/IRS is on Secondary Power and repairs are made within 1 flight day.	None required.
AHS 2 Secondary Power (Cyan – Advisory)	A	Airplane may be dispatched provided only one AHS/IRS is on Secondary Power and repairs are made within 1 flight day.	None required.
AHS 3 Secondary Power (Cyan – Advisory)	A	Airplane may be dispatched provided only one AHS/IRS is on Secondary Power and repairs are made within 1 flight day.	None required.
AHS 1-2 Secondary PWR (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, and c) Repairs are made within 1 flight day.	None required.

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CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
AHS 1-3 Secondary PWR (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 2 is operative, and d) Repairs are made within 1 flight day.	None required.
AHS 2-3 Secondary PWR (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: a) Airplane is operated in day VMC conditions, b) Standby Attitude and Standby Compass Systems are operative, c) AHS 1 is operative, and d) Repairs are made within 1 flight day.	Flightcrew will ensure the operative AHS is selected on the appropriate SMC.
AHS SEC Power Fail (Cyan – Advisory)	A	Airplane may be dispatched provided only one AHS/IRS is on Secondary Power and repairs are made within 1 flight day.	None required.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-16 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
ALTN PRESS Fail Close (Amber – Caution)	A	(O) Airplane may be dispatched provided: a) Automatic Cabin Pressurization System is operative, b) Airplane is operated at or below FL 250, and c) Repairs are made within 1 flight day.	Flightcrew will ensure Automatic Cabin Pressurization System is operative, airplane is operated at or below FL 250, ALTN PRESS is selected ON, PACK switch is selected OFF, and airplane is repaired after one flight.
	B	(O) Airplane may be dispatched provided: a) Airplane is operated unpressurized as follows: 1) Select CPCS MAN Mode, 2) Slew Outflow Valve full open, 3) Both Engine Bleeds ON, and 4) PACK switch select OFF. b) Monitor cabin differential to be nominally zero PSID.	To operate the airplane unpressurized, select MAN Mode and slew outflow valve to full open position with both engine bleeds selected ON if available. Select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-17 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
ALTN PRESS Fail Open (Amber – Caution)	A	(O) Airplane may be dispatched provided: a) Automatic Cabin Pressurization System is operative, b) Airplane is operated at or below FL 250, c) ALTN PRESS is selected ON, and d) Repairs are made within 1 flight day. NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.	Flightcrew will ensure Automatic Cabin Pressurization System is operative, airplane is operated at or below FL 250, ALTN PRESS is selected ON, PACK switch is selected OFF, and airplane is repaired after one flight.
	B	(O) Airplane may be dispatched provided: a) Airplane is operated unpressurized as follows: 1) Select CPCS MAN Mode, 2) Slew Outflow Valve full open, 3) Both Engine Bleeds ON, and 4) PACK switch select OFF. b) Monitor cabin differential to be nominally zero PSID. NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.	To operate the airplane unpressurized, select CPCS MAN Mode and slew outflow valve to full open position with both engine bleeds selected ON if available. Select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.
APU Bleed Loop Fail (Amber – Caution)	B	Airplane may be dispatched provided APU bleed air is not used.	None required.
APU Fire Loop Fail (Amber – Caution)	B	Airplane may be dispatched provided APU is considered inoperative.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-18 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
APU GCU Fail (Amber – Caution)	B	Airplane may be dispatched provided: a) APU generator is SELECTED OFF, b) Both engine driven generators are operative, c) Contingency planned flight time does not exceed 1 hour from a suitable airport, and d) Flightcrew pulls and collars APU GCU (B19) circuit breaker. NOTE: APU may be operated as a bleed air source. If APU GCU fails prior to engine start, external power must be used to provide electrical power for engine start.	None required.
APU Maintenance REQD (Cyan – Advisory)	C	Airplane may be dispatched.	None required.
APU Oil Level Low (Cyan – Advisory)	B	(O) Airplane may be dispatched provided APU oil level is verified before the first start of the day.	Crew will visually check oil level prior to first flight of the day. Visual inspections will be made of the APU area between flights to ensure no external loss of APU oil.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-19 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
BAS MAINT REQD, L (Cyan – Advisory)	B	Airplane may be dispatched.	None required.
BAS MAINT REQD, R (Cyan – Advisory)	B	Airplane may be dispatched.	None required.
BAS MAINT REQD, L-R (Cyan – Advisory)	B	Airplane may be dispatched.	None required.
BATT Feeder Fail, L (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Both generators are operative, b) Left and right batteries and STBY battery are operative, c) Contingency planned flight time does not exceed 1 hour from a suitable airport, d) Airplane is operated at or below FL 400, and e) Repairs are made within 1 flight day. NOTE: L BATT Feeder Fail on the ground will prevent starting of the APU unless a ground power car is used.	None required.
BATT Feeder Fail, R (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Both generators are operative, b) APU is used for ground operations only, c) Left and right batteries and STBY battery are operative, d) Contingency planned flight time does not exceed 1 hour from a suitable airport, e) Airplane is operated at or below FL 400, and f) Repairs are made within 1 flight day.	None required.
BCS Maintenance REQD (Cyan – Advisory)	B	Airplane may be dispatched. NOTE: Normal braking is available.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-20 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
Cabin Call (Cyan – Advisory)	C	Airplane may be dispatched provided: a) Passengers are advised the function is inoperative, b) PA System is operative, and c) Flight attendant or designated passenger(s) will alert flightcrew if assistance in the cabin is needed.	None required.
	C	Airplane may be dispatched provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and b) Flightcrew may use the PA to communicate with the cabin crew or speak to the cabin crew directly in either the cockpit or cabin to pass information. NOTE: Any station function(s) that operates normally may be used.	None required.
Check Fuel Quantity (Amber – Caution)	B	Airplane may be dispatched provided: a) Both Fuel Flow Indicating Systems are operative, b) Fuel reserves are increased by 10%, c) EICAS Fuel Total Indication is placarded inoperative, d) Total fuel quantity is verified before departure, e) Plan and record flight according to displayed quantity, f) Plan T/O and landing speed according to what remained in previous flight and refueled fuel, g) Wing and feed tank fuel quantities are operative, and h) At least two of the fuselage tank quantities are operational.	None required.
Check OMS (Cyan – Advisory)	D	Airplane may be dispatched.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-21 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
CTR Fuel QTY DGRAD (Cyan – Advisory)	B	Airplane may be dispatched provided: a) Forward and Aft fuel quantity indicators are operative, b) Both Fuel Flow Indicating Systems are operative, c) Fuel reserves are increased by 10%, d) EICAS Fuel Total Indication is placarded inoperative, e) Total fuel quantity is verified before departure, f) Plan and record flight fuel usage during flight according to the Fuel Synoptic Page or Summary Page, g) Plan T/O speed according to what remained in previous flight and refueled fuel, and h) Plan landing speed as if the center tank is full.	None required.
ENG A/I Fail On, L (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Right engine anti-ice is selected ON for takeoff, b) Takeoff performance is calculated with engine anti-ice selected ON, c) Airplane is operated in accordance with AFM Limitations, and d) Repairs are made within 2 flight days.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-22 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
ENG A/I Fail On, R (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Left engine anti-ice is selected ON for takeoff, b) Takeoff performance is calculated with engine anti-ice selected ON, c) Airplane is operated in accordance with AFM Limitations, and d) Repairs are made within 2 flight days.	None required.
ENG A/I Fail On, L-R (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Left and right engine anti-ice is selected ON for takeoff, b) Takeoff performance is calculated with engine anti-ice selected ON, c) Airplane is operated in accordance with AFM Limitations, and d) Repairs are made within 2 flight days.	None required.
Engine IGN Fault, L (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: a) Confirm left igniter is operative, and b) Repairs are made within 3 flight days.	Flightcrew will confirm left igniter is operative.
Engine IGN Fault, R (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: a) Confirm right igniter is operative, and b) Repairs are made within 3 flight days.	Flightcrew will confirm right igniter is operative.
Engine IGN Fault, L-R (Cyan – Advisory)	A	(O) Airplane may be dispatched provided: a) Confirm left and right igniter is operative, and b) Repairs are made within 3 flight days.	Flightcrew will confirm left and right igniter is operative.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-23 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
Engine MAINT LTD, L (Cyan – Advisory)	A	(O) Airplane may be dispatched provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5). NOTE: The repair time for Long-Term Dispatch messages (cyan L-R Engine MAINT LTD) is 500 hours.	Flightcrew will make an entry in the Aircraft Discrepancy Log (ADL) containing the total flight time of the aircraft at the time of the failure for tracking total time since message displayed.
Engine MAINT LTD, R (Cyan – Advisory)	A	(O) Airplane may be dispatched provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5). NOTE: The repair time for Long-Term Dispatch messages (cyan L-R Engine MAINT LTD) is 500 hours.	Flightcrew will make an entry in the Aircraft Discrepancy Log (ADL) containing the total flight time of the aircraft at the time of the failure for tracking total time since message displayed.
Engine MAINT LTD, L-R (Cyan – Advisory)	A	(O) Airplane may be dispatched provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5). NOTE: The repair time for Long-Term Dispatch messages (cyan L-R Engine MAINT LTD) is 500 hours.	Flightcrew will make an entry in the Aircraft Discrepancy Log (ADL) containing the total flight time of the aircraft at the time of the failure for tracking total time since message displayed.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-24 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
ENG Minor Fault, L (Cyan – Advisory)	A	(O) Airplane may be dispatched provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5). NOTE: The repair time for Short-Term Dispatch messages (cyan L-R Engine Minor Fault) is 125 hours.	Flightcrew will make an entry in the Aircraft Discrepancy Log (ADL) containing the total flight time of the aircraft at the time of the failure for tracking total time since message displayed.
ENG Minor Fault, R (Cyan – Advisory)	A	(O) Airplane may be dispatched provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5). NOTE: The repair time for Short-Term Dispatch messages (cyan L-R Engine Minor Fault) is 125 hours.	Flightcrew will make an entry in the Aircraft Discrepancy Log (ADL) containing the total flight time of the aircraft at the time of the failure for tracking total time since message displayed.
ENG Minor Fault, L-R (Cyan – Advisory)	A	(O) Airplane may be dispatched provided repairs are made in accordance with the times established in the engine or aircraft manufacturer's FAA-approved document, whichever is more restrictive (AS907-S-1G Light Maintenance Manual Chapter 5). NOTE: The repair time for Short-Term Dispatch messages (cyan L-R Engine Minor Fault) is 125 hours.	Flightcrew will make an entry in the Aircraft Discrepancy Log (ADL) containing the total flight time of the aircraft at the time of the failure for tracking total time since message displayed.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-25 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
Flap Maintenance REQD (Cyan – Advisory)	A	Airplane may be dispatched provided flightcrew ensures that Primary and Alternate Flap control is operative before each flight.	None required.
FMS 1 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided FMS 2 and FMS 3 are operative.	None required.
	B	Airplane may be dispatched provided: a) Enroute operations or approach minimums do not require its use, b) Affected system is not required for AHS or IRS alignment, c) Long Range Navigation is not dependent on its use, d) Two systems are required for dispatch into NAT HLA or RNP-10 airspace. RNP RNAV including PRNAV and BRNAV only require a single FMS, e) Both Radio Tuning Controls on the DUs are operative, f) WAAS LPV approach is not authorized when only one FMS is operating or selected as NAV source. NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, require a single FMS.	None required.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-26 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
FMS 2 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided: a) FMS 3 is operative, and b) WAAS LPV approach is not authorized when only one FMS is operating or selected as NAV source. NOTE: Two systems are required for dispatch into NAT HLA or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, require a single FMS.	None required.
	B	Airplane may be dispatched provided: a) Enroute operations or approach minimums do not require its use, b) Affected system is not required for AHS or IRS alignment, c) Long Range Navigation is not dependent on its use, d) Procedures do not require its use, and e) Both Radio Tuning Controls on the DUs are operative.	None required.

TARGET CORPORATION MINIMUM EQUIPMENT LIST			
Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-27 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
FMS 3 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided FMS 1 and FMS 2 are operative.	None required.
	B	Airplane may be dispatched provided: a) Enroute operations or approach minimums do not require its use, b) Affected system is not required for AHS or IRS alignment, c) Long Range Navigation is not dependent on its use, d) Procedures do not require its use, and e) Both Radio Tuning Controls on the DUs are operative. NOTE 1: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, require a single FMS. NOTE 2: Performing WASS LPV approach is not authorized when only one FMS is operating or selected as NAV source.	None required.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-28 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
FMS 1-2 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided FMS 3 is operative. NOTE 1: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, require a single FMS. NOTE 2: Performing WASS LPV approach is not authorized when only one FMS is operating or selected as NAV source.	None required.
	B	Airplane may be dispatched provided: a) Enroute operations or approach minimums do not require its use, b) Affected system is not required for AHS or IRS alignment, c) Long Range Navigation is not dependent on its use, d) Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV including PRNAV and BRNAV only require a single FMS, and e) Both Radio Tuning Controls on the DUs are operative.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-29 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
FMS 1-3 Fail (Cyan – Advisory)	B	Airplane may be dispatched with message displayed provided FMS 2 is operative. NOTE 1: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, only require a single FMS. NOTE 2: Performing WASS LPV approach is not authorized when only one FMS is operating or selected as NAV source	None required.
	B	Airplane may be dispatched provided: a) Enroute operations or approach minimums do not require its use, b) Affected system is not required for AHS or IRS alignment, c) Long Range Navigation is not dependent on its use, d) Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV including PRNAV and BRNAV only require a single FMS, and e) Both Radio Tuning Controls on the DUs are operative.	None required.

TARGET CORPORATION MINIMUM EQUIPMENT LIST			
Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-30 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
FMS 2-3 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided FMS 1 is operative NOTE 1: Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV, including PRNAV and BRNAV, only require a single FMS. NOTE 2: Performing WASS LPV approach is not authorized when only one FMS is operating or selected as NAV source.	None required.
	B	Airplane may be dispatched provided: a) Enroute operations or approach minimums do not require its use, b) Affected system is not required for AHS or IRS alignment, c) Long Range Navigation is not dependent on its use, d) Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV including PRNAV and BRNAV only require a single FMS, and e) Both Radio Tuning Controls on the DUs are operative.	None required.
FMS 1-2-3 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided: a) Enroute operations or approach minimums do not require its use, b) Affected system is not required for AHS or IRS alignment, c) Long Range Navigation is not dependent on its use, d) Two systems are required for dispatch into MNPS or RNP-10 airspace. RNP RNAV including PRNAV and BRNAV only require a single FMS, and e) Both Radio Tuning Controls on the DUs are operative.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-31 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
FQMS Maintenance REQD (Cyan – Advisory)	B	Airplane may be dispatched.	None required.
Fuel QTY COMP Fail (Cyan – Advisory)	A	Airplane may be dispatched provided: a) All fuel tank quantity indications are operative, b) All other fuel components are operative, c) Total fuel quantity is verified before departure, d) Fuel reserves are increased by 10%, and e) Repairs are made within 2 flight days.	None required.
FWD EQUIP Fan Fail, R (Cyan – Advisory)	A	Airplane may be dispatched provided: a) CKPT TEMP CONTROL is selected to MAN, b) CKPT TEMP is selected FULL COLD, and c) Repairs are made within 2 flight days.	None required.
FWD Fuel QTY DGRAD (Cyan – Advisory)	B	Airplane may be dispatched provided: a) Aft and Center fuel quantity indicators are operative, b) Both Fuel Flow Indicating Systems are operative, c) Fuel reserves are increased by 10%, d) EICAS Fuel Total Indication is placarded inoperative, e) Total fuel quantity is verified before departure on Fuel Synoptic Page or Summary Page, f) Plan and record flight fuel usage during flight, g) Plan T/O speed according to what remained in previous flight and refueled fuel, and h) Plan landing speed as if FWD tank is full.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-32 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
GCU Fail, L (Amber – Caution)	A	(O) Airplane may be dispatched provided: a) APU is kept operating with its generator selected ON throughout the flight, b) Contingency planned flight time does not exceed 1 hour from a suitable airport, c) Left and right batteries and STBY battery are operative, d) Inoperative generator switch is selected OFF, e) Flightcrew pulls and collars L GEN GCU (A3) circuit breaker, f) Airplane is operated at or below FL 400, and g) Repairs are made within 1 flight day. NOTE: Observe APU altitude and electrical load limitations.	Flightcrew will pull and collar L GEN GCU (A3) circuit breaker.
GCU Fail, R (Amber – Caution)	A	(O) Airplane may be dispatched provided: a) APU is kept operating with its generator selected ON throughout the flight, b) Contingency planned flight time does not exceed 1 hour from a suitable airport, c) Left and right batteries and STBY battery are operative, d) Inoperative generator switch is selected OFF, e) Flightcrew pulls and collars RGEN GCU (A13) circuit breaker, f) Airplane is operated at or below FL 400, and g) Repairs are made within 1 flight day. NOTE: Observe APU altitude and electrical load limitations.	Flightcrew will pull and collar R GEN GCU (A13) circuit breaker.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-33 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
Gear BTL PRESS Low (Amber – Advisory)	C	(O) Airplane may be dispatched provided: a) LANDING GEAR EMERGENCY BOTTLE pressure is checked prior to each takeoff, and b) LANDING GEAR EMERGENCY BOTTLE is verified to be at minimum pressure of 2700 PSI, decreased by 25 PSI for each 10°F below 70°F. NOTE: For post flight bottle temperature, the mid-point between the temperature at cruise altitude and the ambient temperature at the airport may be used until 30 minutes after landing. Use ambient temperature at the airport if more than 30 minutes have elapsed since landing.	Prior to takeoff, flightcrew will verify Landing Gear Emergency Bottle is at minimum pressure of 2700 PSI, decreased by 25 PSI for each 10°F below 70°F.
GFCI Fault (Cyan – Advisory)	C	Airplane may be dispatched provided: a) 60 Hz switch is selected OFF, and b) 60 Hz Inv circuit breaker (B1) is pulled and collared.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-34 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
Ice Detector Fail, L (Amber – Caution)	B	(O) Airplane may be dispatched provided airplane is operated in accordance with AFM procedures for flight into icing conditions. NOTE: Wing Anti-Icing and Engine Anti-Ice should be activated according to visual cues (visible moisture and TAT).	Refer to AFM Section IV, Normal Operations. Cowl Anti-ice shall be selected ON anytime visible moisture is present and the SAT is +10 degrees or less on the ground or TAT is +10 degrees or less in flight. Wing Anti-Ice should be selected ON if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets or windshields.
Ice Detector Fail, R (Amber – Caution)	B	(O) Airplane may be dispatched provided airplane is operated in accordance with AFM procedures for flight into icing conditions. NOTE: Wing Anti-Icing and Engine Anti-Ice should be activated according to visual cues (visible moisture and TAT).	Refer to AFM Section IV, Normal Operations. Cowl Anti-ice shall be selected ON anytime visible moisture is present and the SAT is +10 degrees or less on the ground or TAT is +10 degrees or less in flight. Wing Anti-Ice should be selected ON if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets or windshields.
Ice Detector Fail, L-R (Amber – Caution)	B	(O) Airplane may be dispatched provided: a) Airplane is operated in accordance with AFM Limitations for flight into icing conditions, and b) Wing and Engine Anti-Ice switches are not selected to AUTO. NOTE: Wing Anti-Icing and Engine Anti-Ice should be activated according to visual cues (visible moisture and TAT).	Refer to AFM Section IV, Normal Operations. Cowl Anti-ice shall be selected ON anytime visible moisture is present and the SAT is +10 degrees or less on the ground or TAT is +10 degrees or less in flight. Wing Anti-Ice should be selected ON if icing conditions are imminent or immediately upon detection of ice formation on the wings, winglets or windshields.

TARGET CORPORATION MINIMUM EQUIPMENT LIST			
Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-35 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
IMS Fail (Cyan – Advisory)	D	Airplane may be dispatched.	None required.
INBD Brake ACCUM Low (Amber – Caution)	A	(O) Airplane may be dispatched provided: a) Accumulator pressure is within normal hydraulic system limits with either the EMPs or engines operating and verified on the EICAS Summary Page, Ground Maintenance Page, or Hydraulics Page synoptic, b) OUTBD Brake ACCUM Low message is not displayed, and c) Repairs are made within 1 flight day.	Crewmember will select appropriate synoptic and check accumulator pressure with EMP or engines operating before each flight.
Internal Baggage Door (Cyan – Advisory)	C	Airplane may be dispatched provided passengers will be briefed and advised inflight by the crew when baggage compartment may be entered.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-36 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
Lavatory Flush Open (Amber – Caution)	C	(O) Airplane may be dispatched provided: a) No Environmental Control System (ECS) components are inoperative, and b) Aircraft is not operated above 25000 feet MSL.	Flightcrew will close Manual Shutoff Valve and check water system for leaks.
Lavatory Rinse Open (Amber – Caution)	C	(O) Airplane may be dispatched provided: a) Flightcrew closes Manual Shutoff Valve, b) Associated system components are verified not to have leaks, and c) Flightcrew does not open Manual Shutoff Valve until repairs are made. NOTE: Any portion of the system which operates normally may be used.	Flightcrew will close Manual Shutoff Valve and check water system for leaks.
Mach Trim Fail (Amber – Caution)	B	Airplane may be dispatched provided airplane is operated in accordance with AFM Limitations.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-37 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
NAV 1 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided only navigation systems in excess of those required are inoperative. (One navigation system appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. An operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in a Class B airspace.)	None required.
NAV 2 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided only navigation systems in excess of those required are inoperative. (One navigation system appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. An operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in a Class B airspace.)	None required.
NAV 3 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided only navigation systems in excess of those required are inoperative. (One navigation system appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. An operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in a Class B airspace.)	None required.

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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-38 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
NAV 1-2 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided only navigation systems in excess of those required are inoperative. (One navigation system appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. An operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in a Class B airspace.)	None required.
NAV 1-3 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided only navigation systems in excess of those required are inoperative. (One navigation system appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. An operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in a Class B airspace.)	None required.
NAV 2-3 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided only navigation systems in excess of those required are inoperative. (One navigation system appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. An operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in a Class B airspace.)	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-39 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
NAV 1-2-3 Fail (Cyan – Advisory)	B	Airplane may be dispatched provided only navigation systems in excess of those required are inoperative. (One navigation system appropriate to the ground facilities to-be-used when operations are conducted: VFR Over-the-Top, VFR Night, or where IFR is mandatory. An operable VOR or TACAN receiver or an operable and suitable RNAV system for operations under IFR in a Class B airspace.)	None required.
No DU X / FMS Y GFP (Cyan – Advisory)	B	Airplane may be dispatched provided interface with the indicated FMS is available through any CDU.	None required.
Nose Fan Fail, L (Cyan – Advisory)	B	(O) Airplane may be dispatched provided AFM time limits are observed on the ground for compartment temperatures above normal.	Flightcrew will monitor CAS for Nose Temperature High CAS message and comply with advisory procedures for dispatch.
Nose Fan Fail, R (Cyan – Advisory)	B	(O) Airplane may be dispatched provided AFM time limits are observed on the ground for compartment temperatures above normal.	Flightcrew will monitor CAS for Nose Temperature High CAS message and comply with procedures for dispatch.
Nose Temperature High (Cyan – Advisory)	B	(O) Airplane may be dispatched provided: a) Nose blowers are checked, and b) Airplane is climbed to 20,000 feet within 30 minutes of message appearance.	Flightcrew will comply with AFM procedures for dispatch.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-40 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
Obstacle Fail (Cyan – Advisory)	B	Airplane may be dispatched.	None required.
OUTBD Brake ACCUM Low (Amber – Caution)	A	(O) Airplane may be dispatched provided: a) Accumulator pressure is within normal hydraulic system limits with either the EMPs or engines operating and verified on the EICAS Summary Page, Ground Maintenance Page, or Hydraulics Page synoptic, b) INBD Brake ACCUM Low message is not displayed, and c) Repairs are made within 1 flight day.	Crewmember will select appropriate synoptic and check accumulator pressure with EMP or engines operating before each flight.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-41 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
Pack Bleed Leak (Amber – Caution)	A	(O) Airplane may be dispatched provided: a) Automatic Cabin Pressurization System is operative, b) Airplane is operated at or below FL 250, c) ALTN PRESS is selected ON d) PACK switch selected OFF, e) “Pack Bleed Leak” CAS message is not displayed, and f) Repairs are made within one flight. NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.	Flightcrew will ensure Automatic Cabin Pressurization System is operative, airplane is operated at or below FL 250, ALTN PRESS is selected ON, PACK switch is selected OFF, and airplane is repaired after one flight.
	A	(O) Airplane may be dispatched provided: a) Airplane is operated unpressurized as follows: 1) Select CPCS MAN Mode, 2) Slew Outflow Valve full open, 3) Both Engine Bleeds ON, 4) PACK switch OFF, 5) “Pack Bleed Leak” CAS message is not displayed, and 6) If heat is desired select ALTN PRESS. b) Monitor cabin differential to be nominally zero PSID, and c) Repairs are made within 1 flight day. NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.	To operate the airplane unpressurized, select CPCS MAN Mode and slew outflow valve to full open position with both engine bleeds selected ON if available. Select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-42 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
Pack Bleed Loop Fail (Amber – Caution)	A	(O) Airplane may be dispatched provided: a) Automatic Cabin Pressurization System is operative, b) Airplane is operated at or below FL 250, c) ALTN PRESS is selected ON d) PACK switch selected OFF, e) “Pack Bleed Loop Fail” CAS message is not displayed, and f) Repairs are made within one flight. NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.	Flightcrew will ensure Automatic Cabin Pressurization System is operative, airplane is operated at or below FL 250, ALTN PRESS is selected ON, PACK switch is selected OFF, and airplane is repaired after one flight.
	A	(O) Airplane may be dispatched provided: a) Airplane is operated unpressurized as follows: 1) Select CPCS MAN Mode, 2) Slew Outflow Valve full open, 3) Both Engine Bleeds ON, 4) PACK switch OFF, 5) “Pack Bleed Loop Fail” CAS message is not displayed, and 6) If heat is desired select ALTN PRESS. b) Monitor cabin differential to be nominally zero PSID, and c) Repairs are made within 1 flight day. NOTE: Air conditioning will not be available. Heat is available through ALTN PRESS and temperature is adjusted by throttle position.	To operate the airplane unpressurized, select CPCS MAN Mode and slew outflow valve to full open position with both engine bleeds selected ON if available. Select PACK switch to OFF. Monitor cabin differential pressure to be nominally zero psid during the flight.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-43 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
POL Boundaries Fail (Cyan – Advisory)	C	Airplane may be dispatched.	None required.
PRED Windshear Fail (Cyan – Advisory)	D	Airplane may be dispatched.	None required.
Printer Fault (Cyan – Advisory)	D	Airplane may be dispatched.	None required.
RAD ALT 1 Fail (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Approach minimums are not dependent on its use, and b) Repairs are made within 2 flight days. NOTE: Inoperative Radio Altimeter will affect the Terrain Awareness and Warning System (TAWS), Traffic Collision and Avoidance System (TCAS) and Autothrottle RETARD function during landing with failure of remaining operative Radio Altimeter.	None required.
RAD ALT 2 Fail (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Approach minimums are not dependent on its use, and b) Repairs are made within 2 flight days. NOTE: Inoperative Radio Altimeter will affect the Terrain Awareness and Warning System (TAWS), Traffic Collision and Avoidance System (TCAS) and Autothrottle RETARD function during landing with failure of remaining operative Radio Altimeter.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-44 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
RAD ALT 1-2 Fail (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Approach minimums are not dependent on its use, and b) Repairs are made within 2 flight days. NOTE: Inoperative Radio Altimeter will affect the Terrain Awareness and Warning System (TAWS), Traffic Collision and Avoidance System (TCAS) and Autothrottle RETARD function during landing.	None required.
RAD ALT Fail (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Approach minimums are not dependent on its use, and b) Repairs are made within 2 flight days. NOTE: Inoperative Radio Altimeter will affect the Terrain Awareness and Warning System (TAWS), Traffic Collision and Avoidance System (TCAS) and Autothrottle RETARD function during landing with failure of remaining operative Radio Altimeter.	None required.
RSE Heading Fail (Amber – Caution)	C	Airplane may be dispatched provided both Heading Reference Systems are operative.	None required.
RSE SSEC Disabled (Amber – Caution)	A	Airplane may be dispatched provided: a) Flightcrew reviews Section 5 of the AFM, Pitot-Static Position Error Calibration, for familiarity of the amount of standby altimeter error expected in flight, b) Operations are not conducted in RVSM airspace and c) Repairs are made within 1 flight day.	None required.

TARGET CORPORATION
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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-45 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
Rudder TCM Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched provided Rudder TCM switch is selected to OVRD.	Flightcrew will discuss engine failure procedures prior to every takeoff and ensure that the pilot flying is aware that manual rudder input will be required should engine failure occurring during takeoff or any time during flight.
Rudder Trim SW Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched.	Flightcrew will verify that the Rudder Trim Indicator is within green band and the TO box is indicated by the trim readouts prior to dispatch.
SATCOM Fail (Cyan – Advisory)	C	Airplane may be dispatched provided procedures are established and used by performing VHF Datalink, VHF and HF radio checks prior to departure as required.	None required.
	D	Airplane may be dispatched provided route to be flown does not require its use for CPDLC or ADS-C operations.	None required.

TARGET CORPORATION
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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-46 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
Service Door (Cyan – Advisory)	B	Airplane may be dispatched provided a crewmember verifies by visual inspection before each departure that associated system door(s) are CLOSED, LATCHED, and LOCKED (if lockable). NOTE: The following doors, if not secured, will cause the Service Door EICAS message to display: 1) L/R Avionics Bay, 2) Refuel Access/Control, 3) Hydraulic Service, 4) R BATT/Water Service, 5) Lavatory Service, 6) ATS Access, 7) Tail Compartment, 8) L BATT/EXT Power, and 9) APU Service Door.	None required.
SMS Fail (Cyan – Advisory)	C	Airplane may be dispatched.	None required.
SUA Fail (Cyan – Advisory)	C	Airplane may be dispatched.	None required.
SVS Altitude Fail (Cyan – Advisory)	D	Airplane may be dispatched.	None required.
SVS Fail (Cyan – Advisory)	C	Airplane may be dispatched.	None required.
SVS Obstacle Fail (Cyan – Advisory)	D	Airplane may be dispatched.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-47 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
SVS Runways Fail (Cyan – Advisory)	D	Airplane may be dispatched.	None required.
SXM GWX Fail (Cyan – Advisory)	D	Airplane may be dispatched.	None required.
TAWS Fail (Cyan – Advisory)	A	Airplane may be dispatched provided: a) Pilot Monitoring (PM) monitors flight progress with reference to radio altimeter data and situational awareness, b) PM advises Pilot Flying (PF) of adverse situations, c) Airplane is operated in accordance with AFM limitations, and d) Repairs are made within 2 flight days.	None required.
TERM Charts Fail (Cyan – Advisory)	C	(O) Airplane may be dispatched provided current aeronautical charts are carried onboard and are available to the crew. NOTE: Any function, program, or document which operates normally may be used.	Flightcrew will carry either current paper charts and/or EFBs with current database.
TERM Charts 1 Fail (Cyan – Advisory)	C	(O) Airplane may be dispatched provided current aeronautical charts are carried onboard and are available to the crew. NOTE: Any function, program, or document which operates normally may be used.	Flightcrew will carry either current paper charts and/or EFBs with current database.

TARGET CORPORATION
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Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-48 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
TERM Charts 2 Fail (Cyan – Advisory)	C	(O) Airplane may be dispatched provided current aeronautical charts are carried onboard and are available to the crew. NOTE: Any function, program, or document which operates normally may be used.	Flightcrew will carry either current paper charts and/or EFBs with current database.
TERM Charts 1-2 Fail (Cyan – Advisory)	C	(O) Airplane may be dispatched provided current aeronautical charts are carried onboard and are available to the crew. NOTE: Any function, program, or document which operates normally may be used.	Flightcrew will carry either current paper charts and/or EFBs with current database.
Terrain Fail (Cyan – Advisory)	B	(O) Airplane may be dispatched provided flightcrew reviews Terminal and Enroute Aeronautical Charts.	Flightcrew will review Terminal and Enroute Aeronautical Charts.
TFR Fail (Cyan – Advisory)	C	Airplane may be dispatched provided Pilot Monitoring (PM) will monitor flight progress with reference to radio altimeter data and situational awareness and advise Pilot-Flying (PF) of adverse situations and flightcrew reviews NOTAMS and checking with ATC.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-49 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
WAI Loop Fail, L (Amber – Caution)	B	Airplane may be dispatched provided: a) Wing Anti-Ice is not used, and b) Airplane is not operated in known or forecast icing conditions.	None required.
WAI Loop Fail, R (Amber – Caution)	B	Airplane may be dispatched provided: a) Wing Anti-Ice is not used, and b) Airplane is not operated in known or forecast icing conditions.	None required.
WAI Loop Fail, L-R (Amber – Caution)	B	Airplane may be dispatched provided: a) Wing Anti-Ice is not used, and b) Airplane is not operated in known or forecast icing conditions.	None required.
WAI System Fail, L (Amber – Caution)	B	Airplane may be dispatched provided airplane is not operated in known or forecast icing conditions.	None required.
WAI System Fail, R (Amber – Caution)	B	Airplane may be dispatched provided airplane is not operated in known or forecast icing conditions.	None required.
WAI System Fail, L-R (Amber – Caution)	B	Airplane may be dispatched provided airplane is not operated in known or forecast icing conditions.	None required.

TARGET CORPORATION
MINIMUM EQUIPMENT LIST

Aircraft: Gulfstream G280		Revision No.: 2 Based on MMEL Revision No.: 4	Page No.: 2-50 Date: 12/22/21
CAS Message	1. REPAIR CATEGORY		OPERATIONAL (O), PROCEDURES
	2. LIMITATIONS and/or PROCEDURES		
Wing TEMP Low, L (Amber – Caution)	A	Airplane may be dispatched provided: a) Wing Anti-Ice is not used, b) Airplane is not operated in known or forecast icing conditions, and c) Repairs are made within 2 flight days.	None required.
Wing TEMP Low, R (Amber – Caution)	A	Airplane may be dispatched provided: a) Wing Anti-Ice is not used, b) Airplane is not operated in known or forecast icing conditions, and c) Repairs are made within 2 flight days.	None required.
Wing TEMP Low, L-R (Amber – Caution)	A	Airplane may be dispatched provided: a) Wing Anti-Ice is not used, b) Airplane is not operated in known or forecast icing conditions, and c) Repairs are made within 2 flight days.	None required.
Yaw Damper 1 Fail (Amber – Caution)	A	Airplane may be dispatched provided repairs are made within 2 flight days.	None required.
Yaw Damper 2 Fail (Amber – Caution)	A	Airplane may be dispatched provided repairs are made within 2 flight days.	None required.
Yaw Damper 1-2 Fail (Amber – Caution)	A	Airplane may be dispatched provided: a) Airplane is operated in accordance with AFM Limitations, and b) Repairs are made within 2 flight days. NOTE: One Autopilot is required for NAT HLA, RVSM, RNP, and PRNAV operations.	None required.

AIRCRAFT DISCREPANCY LOG SHEET (ADLS)

AIRCRAFT REGISTRATION # _____		
Location:	Date Discovered:	Discovered By:
Discrepancy:		
Corrective Action:		
This aircraft was repaired in accordance with manufacturer's service instructions and current regulations and is approved for return to service.		
Corrected By:	Certificate #:	Date:

AIRCRAFT DISCREPANCY LOG SHEET (ADLS)

AIRCRAFT REGISTRATION # _____		
Location:	Date Discovered:	Discovered By:
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AIRCRAFT DISCREPANCY LOG SHEET (ADLS)

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Corrective Action:		
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Corrected By:	Certificate #:	Date:

AIRCRAFT DISCREPANCY LOG SHEET (ADLS)

AIRCRAFT REGISTRATION # _____		
Location:	Date Discovered:	Discovered By:
Discrepancy:		
Corrective Action:		
This aircraft was repaired in accordance with manufacturer's service instructions and current regulations and is approved for return to service.		
Corrected By:	Certificate #:	Date:



TARGET®

Target Corporation

NEF

(NONESSENTIAL EQUIPMENT and FURNISHINGS)

Revision 1

January 28, 2020

Gulfstream G280

Registration No. N484EM / N585PL / N686BE

Serial No. 2156 / 2164 / 2192

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NONESSENTIAL EQUIPMENT AND FURNISHINGS PROGRAM

Nonessential Equipment and Furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. The operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

The NEF Program for Target Corporation is as follows:

- A. An NEF List has been developed and NEF Items are tracked through the use of the aircraft's Aircraft Discrepancy Log Sheet (ADLS).
- B. The NEF List includes the following procedures for each NEF item:
 - Maintenance (M) Procedure
 - Operation (O) Procedure
 - Placarding (P) Procedure
- C. The NEF Item evaluation process will include the following items:
 - Is the item required for the operational rules in which the aircraft is operated?
 - Does it create the potential for fire/smoke or other hazardous conditions?
 - Could it have an adverse effect on other required systems or components?
 - Does its condition potentially affect the safety of crew, passengers, or service personnel?
 - Could it have a negative impact on emergency or abnormal procedures?
 - Does it create additional workload for the crew at critical times of flight or flight preparation?
 - Crewmembers may need to evaluate the deferred NEF on a flight-by-flight basis.

Note: The above evaluation process must be accomplished for the damaged, inoperative, or missing items at its face value, and also for the underlying cause of the discrepancy.

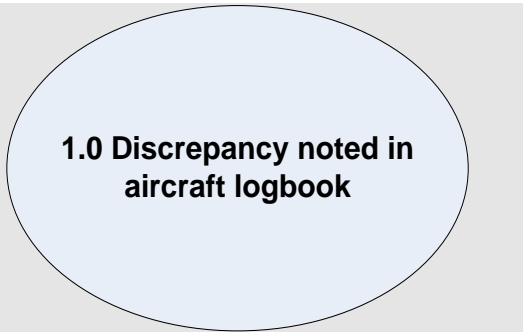
NONESSENTIAL EQUIPMENT AND FURNISHINGS PROGRAM

- D. Repair and/or replacement of items listed in the NEF List are required within 120 calendar days from the date of discovery.
- E. The NEF List and program description will be kept in the aircraft specific Minimum Equipment List (MEL) Binder.
- F. The aircraft's MEL has incorporated the requirements of MMEL Global Change GC-138 (PL116) in ATA chapter 25.
- G. If a discrepancy is discovered that is not covered by the aircraft's Configuration Deviation List (CDL), MEL or NEF List. The Flight Crew, with the assistance of the Maintenance Department, may perform the NEF Item Process to determine if the discrepancy can be added to the NEF List. The discrepancy must meet the intent of the NEF Item Process or it will require the issue to be resolved before further flight.

NONESSENTIAL EQUIPMENT AND FURNISHINGS PROGRAM

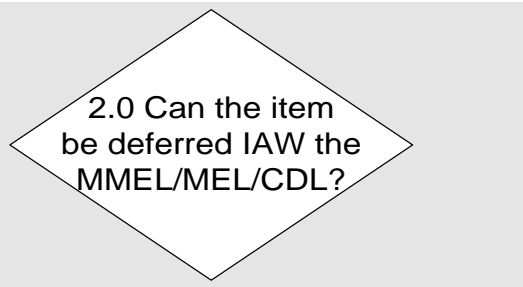
NEF DECISION TREE DISCUSSION

1.0 Discrepancy noted in aircraft logbook. The inoperative, damaged or missing item must be identified and documented in the aircraft logbook (or other approved location) by:



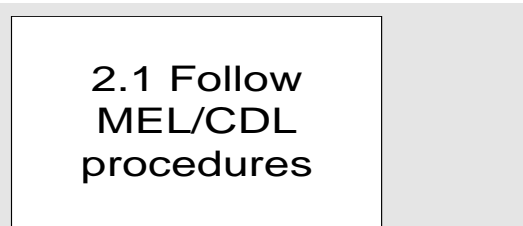
1. Flight Crew; or
2. Company maintenance personnel; or
3. Personnel authorized and approved to perform such functions as outlined in the maintenance program.

2.0 Can the item be deferred in accordance with (IAW) the MMEL, CDL, or the MEL?



1. If the inoperative, damaged, or missing item is listed in the MMEL, CDL, or the MEL, then the deferral procedures for that item must be followed. If the item is a subcomponent of a primary system identified in the MMEL/MEL/CDL, where no previous relief was authorized, the subcomponent **may not be deferred** in accordance with the NEF procedures outlined in chapter 25 of the MMEL or MEL.

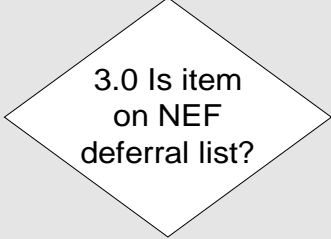
2.1 Follow MEL/CDL procedures.



1. If the item is identified in another part of the MEL/CDL, then the procedures approved for the deferral of such item must be followed.

NONESSENTIAL EQUIPMENT AND FURNISHINGS PROGRAM

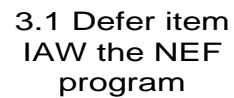
3.0 Is item on the NEF deferral list?



3.0 Is item
on NEF
deferral list?

1. Is the item on the NEF list? If yes, then follow the NEF deferral procedures in step 3.1. (Items that are not previously on the NEF list should proceed to step 4.0.)

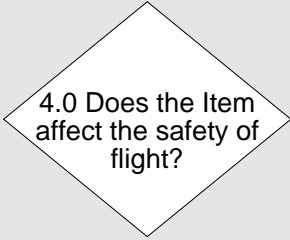
3.1 Defer item IAW the NEF deferral program.



3.1 Defer item
IAW the NEF
program

1. If the item is identified in the NEF deferral list, then the procedures approved for the deferral of such item shall be followed.

4.0 Does the item affect the safety of flight?



4.0 Does the Item
affect the safety of
flight?

1. Is it obvious from a maintenance or operational perspective that the item, in and of itself, could have an adverse effect on the safe conduct of flight? If there is an obvious safety-of-flight issue, then the inoperative, damaged, or missing item may not be deferred and step 4.1 shall be followed.

NONESSENTIAL EQUIPMENT AND FURNISHINGS PROGRAM

4.1 Repair item prior to flight.

4.1 Repair Item Prior to flight.

1. The item may not be deferred and must be repaired prior to flight.

5.0 Can source (underlying cause) of the discrepancy be identified? (If applicable)

5.0 Can
Source
(underlying
cause) of the
discrepancy be
identified?

1. Can the source of the discrepancy be identified? This step may or may not apply to the item under consideration. If the source can be identified, then proceed to step 6.0, otherwise proceed to step 4.1.

6.0 Can source (underlying cause) of discrepancy affect equivalent levels of safety?

6.0 Can source (underlying cause) of the discrepancy affect equivalent levels of safety? **

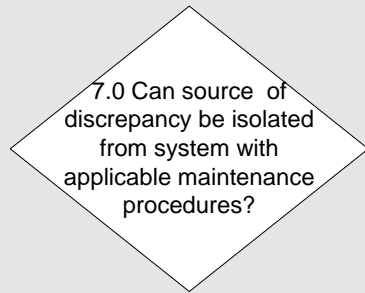
1. If the source (underlying cause) of the discrepancy affect equivalent levels of safety, then it must be determined if it can be isolated from all other systems so as to alleviate any safety concern.

**** Note:** In making this determination, very close coordination between Flight Crew, maintenance and operations personnel may be required.

2. If, after review, the source of the discrepancy could be considered a safety-of-flight concern, the item must be repaired prior to flight (step 4.1). If the source of the discrepancy is not a safety-of-flight concern then defer the item in accordance with the approved NEF procedures in step 8.0. If it cannot be determined, or is uncertain, that the source of the discrepancy is a safety-of-flight concern then proceed to 7.0.

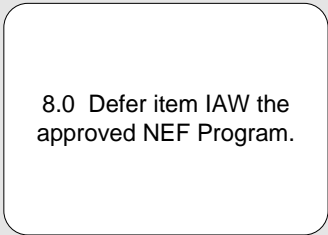
NONESSENTIAL EQUIPMENT AND FURNISHINGS PROGRAM

7.0 Can source (underlying cause) of discrepancy be isolated from the system with applicable maintenance procedures?



1. If applicable, the source (underlying cause) of the discrepancy must be isolated from all other systems so as to alleviate the safety-of-flight concern.
2. If the item cannot be safely isolated then the item must be repaired prior to flight (step 4.1).
3. If isolated, the isolation of the source must pass the entire test identified in the evaluative process (steps 4.0-7.0) for the item.
4. If source can be isolated then proceed to step 8.0.

8.0 Defer Item IAW the approved NEF program.



8.0 Defer item IAW the approved NEF Program.

1. Defer the item if, after completing the previous 8 steps, the item can be deferred IAW the NEF program.

Note: Before an item can be deferred as an NEF item, the NEF program evaluation process for determining shall be followed if an item can be considered a NEF. Although NEF items are not safety-of-flight items, they have not been evaluated through the normal AEG review process and therefore require the concurrence of the Flight Crew, Maintenance, and Operational personnel, if applicable. NEF items are **not** deferred under the authority of an airframe and powerplant certificate but rather the item is deferred under the NEF program.

NONESSENTIAL EQUIPMENT AND FURNISHINGS PROGRAM

9.0 Update NEF deferral list as required.

9.0 Update NEF
Deferral List as required.

1. Target Corporation will continually add items to the NEF list as they see fit.

10.0 Provide NEF Items to CHDO.

10.0 Provide NEF items
to CHDO.

1. Target Corporation will provide the items placed in the NEF program to the CHDO for review. This review is not to be conceived as a requirement to approve the NEF items. It is merely a means to provide oversight to ensure the program is effective.

MMEL Chapter 25 Equipment and Furnishings Nonessential Equipment and Furnishings (NEF)

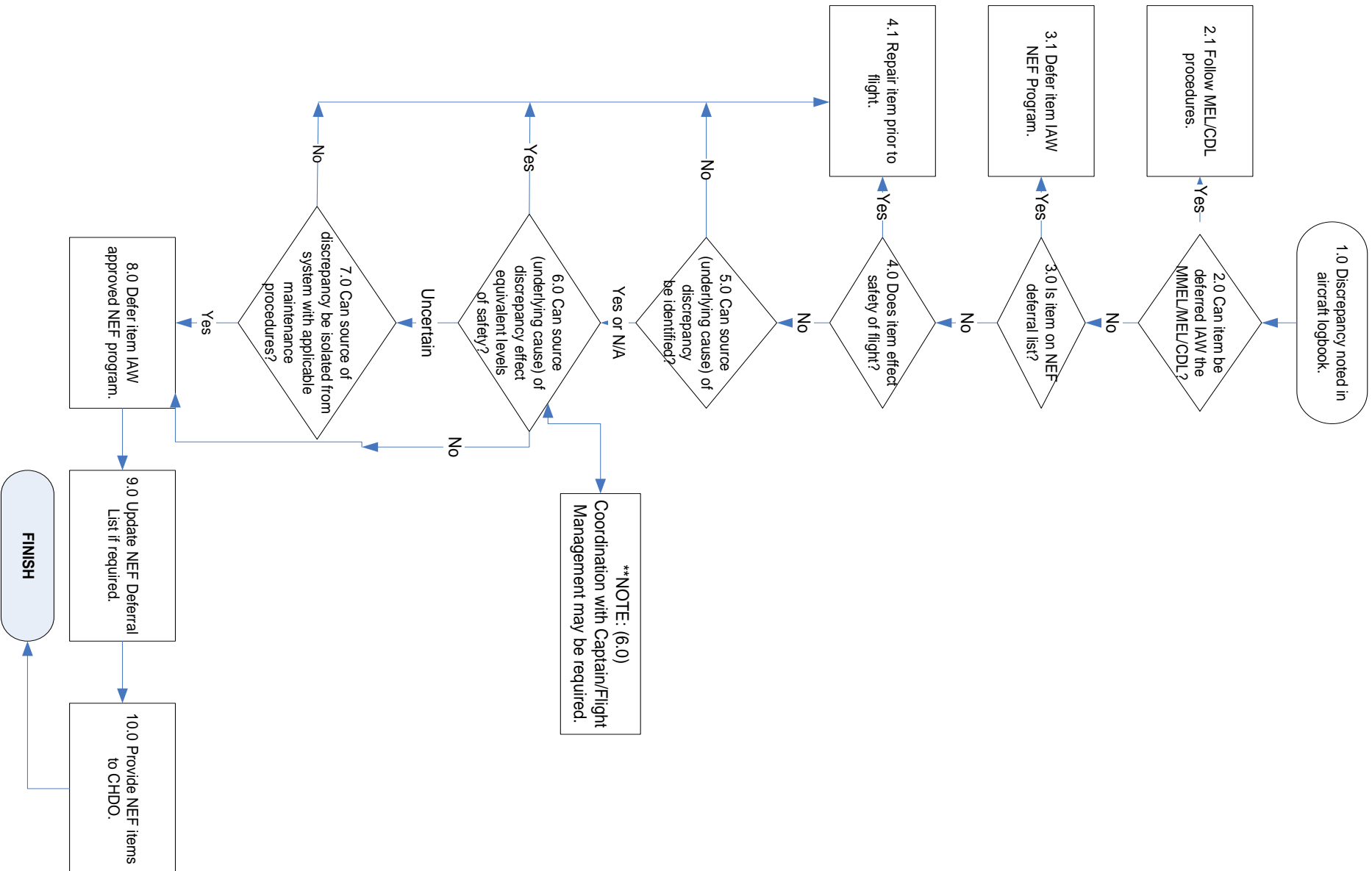


Figure 1: NEF Decision Tree

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COCKPIT		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-100-01	Access Compartment Latches	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near latch(es) to be seen by Flight Crew and note it on ADLS.
25-100-02	Carpet	May be worn, torn, frayed or stained as long as item is otherwise serviceable as determined by Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position to be seen by Flight Crew and note it on ADLS.
25-100-03	Compartment Doors	May be inoperative or missing. (M) Procedure – Maintenance will secure door closed. Flight Crew may perform task if Maintenance is not available. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected door(s) to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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COCKPIT		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-100-04	Crash Axe	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard on or next to Crash Axe holder in a prominent position to be seen by Flight Crew and note it on ADLS.
25-100-05	Cup Holders	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard on or next to Cup Holder and note it on ADLS.
25-100-06	Cushions	May be worn, torn, frayed or stained as long as item is otherwise serviceable as determined by Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard on or near cushions and note it on ADLS.

The repair interval is Category D (120 days).

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COCKPIT		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-100-07	Electrical Outlets and Covers	Outlets may be inoperative or missing. Covers may be damaged or missing. (M) Procedure – If required, Maintenance will electrically isolate affected outlet by pulling and collaring appropriate circuit breaker. Flight Crew may perform task if Maintenance is not available. If cover is damaged or missing, no maintenance action is required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near outlet to be seen by Flight Crew and note it on ADLS.
25-100-08	Foot Rests	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near foot rest to be seen by Flight Crew and note it on ADLS.
25-100-09	Foot Warmer Handles and Vents	May be inoperative or missing as long as air flow through foot warmer is acceptable to Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near handle(s) to be seen by Flight Crew and note it on ADLS.

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COCKPIT		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-100-10	Gaspers	May be inoperative as long as air flow through gasper is acceptable to Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard on or near gasper and note it on ADLS.
25-100-11	Hand Microphone Holders / Headset Holders	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard on holder to be seen by Flight Crew and note it on ADLS.
25-100-12	HUD Protection Cover	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position to be seen by Flight Crew and note it on ADLS.
25-100-13	Logbook Holder	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near logbook holder to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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COCKPIT		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-100-14	Observer's Foot Rest / Foot Holder	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near foot rest to be seen by Flight Crew and note it on ADLS.
25-100-15	Observer's Storage Compartment	May be inoperative or missing. (M) Procedure – Maintenance will secure compartment closed. Flight Crew may perform task if Maintenance is not available. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near compartment to be seen by Flight Crew and note it on ADLS.
25-100-16	Pens / Pencils and Holders	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near holder to be seen by Flight Crew and note it on ADLS.
25-100-17	Seat Belt Tidy Clips	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position to be seen by Flight Crew and note it on ADLS.

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COCKPIT		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-100-18	Side Panel Map Cases	May be inoperative or missing as long as the crew has an alternate location for map storage. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near map case and note it on ADLS.
25-100-19	Side View Mirrors	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard on mirror(s) and note it on ADLS.
25-100-20	Side Window Pull Out Shades	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard on affected shade retainer(s) and note it on ADLS.

The repair interval is Category D (120 days).

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COCKPIT

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-100-21	Smoke Goggle Stowage Bags	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard on the affected bag(s) and note it on ADLS.
25-100-22	Spare Bulb Kit and Contents	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near kit location to be seen by Flight Crew and note it on ADLS.
25-100-23	Spare Headsets	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position to be seen by Flight Crew and note it on ADLS.
25-100-24	Spring Clip Chart Holders	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near spring clip chart holder(s) to be seen by Flight Crew and note it on ADLS.

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25-100-25	Step Well Storage Box and Latch	May be inoperative or missing. (M) Procedure – Maintenance will secure cover closed. Flight Crew may perform task if Maintenance is not available. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near storage box to be seen by Flight Crew and note it on ADLS.
25-100-26	Sunshades	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position to be seen by Flight Crew and note it on ADLS.
25-100-27	Upholstery	May be worn, torn, or stained as long as the item is otherwise serviceable as determined by Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near upholstery to be seen by Flight Crew and note it on ADLS.
25-100-28	Yoke Clips	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near clip and note it on ADLS.

The repair interval is Category D (120 days).

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Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 200-1
GALLEY		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-200-01	Chillers	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected chiller(s) to be seen by Flight Crew and note it on ADLS.
25-200-02	Coat Hanger Clips	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected clips to be seen by Flight Crew and note it on ADLS.
25-200-03	Coffee Makers	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected coffee maker(s) to be seen by Flight Crew and note it on ADLS.
25-200-04	Coffee / Tea / Brewing Pots	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected pot(s) to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
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GALLEY		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-200-05	Convection Oven and Controls	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected oven(s) to be seen by Flight Crew and note it on ADLS.
25-200-06	Electrical Outlets / Power Supplies Including Covers	Outlets / power supplies may be inoperative. Covers may be damaged or missing. (M) Procedure – If required, Maintenance will electrically isolate affected outlet / power supply by pulling and collaring appropriate circuit breaker. Flight crew may perform task if Maintenance is not available. If cover is damaged or missing, no maintenance action is required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected outlet(s) to be seen by Flight Crew and note it on ADLS.
25-200-07	Espresso Machine and Controls	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected machine to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 200-3
GALLEY		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-200-08	Galley Floor Heater	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected heater to be seen by Flight Crew and note it on ADLS.
25-200-09	Galley Sinks and Drains	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected sink/drain to be seen by Flight Crew and note it on ADLS.
25-200-10	Gaspers	May be inoperative as long as the air flow through the gasper is acceptable to Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected gasper(s) to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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GALLEY		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-200-11	Hot Water Dispenser	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected dispenser to be seen by Flight Crew and note it on ADLS.
25-200-12	Ice Container(s)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected container(s) to be seen by Flight Crew and note it on ADLS.
25-200-13	Microwave Oven and Controls	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected oven(s) to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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GALLEY		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-200-14	Mirrors	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected mirror(s) to be seen by Flight Crew and note it on ADLS.
25-200-15	Pots, Pans, Utensils	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected storage area to be seen by Flight Crew and note it on ADLS.
25-200-16	Refrigeration System	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected refrigeration system to be seen by Flight Crew and note it on ADLS.

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NEF 200-6

GALLEY

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-200-17	Sink Drain and Handle	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected drain handle to be seen by Flight Crew and note it on ADLS.
25-200-18	Waste Containers	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected containers to be seen by Flight Crew and note it on ADLS.
25-200-19	Water Heater	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected water heater to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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NEF 200-7

GALLEY

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-200-20	Water System	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near water system controls to be seen by Flight Crew and note it on ADLS.
25-200-21	Work Lights	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected lights to be seen by Flight Crew and note it on ADLS.
25-200-22	Galley Master Switch Panel	May be inoperative. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected panel to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Aircraft: Gulfstream G280

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NEF 300-1

CABIN

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-300-01	Acoustic Doors / Curtains	May be inoperative or missing. (M) Procedure – Maintenance will secure doors or curtains in open position. Flight Crew may perform task if Maintenance is not available. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected door / curtain to be seen by Flight Crew and note it on ADLS.
25-300-02	Airfone / Flitephone	Individual handsets may be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected handset(s) to be seen by Flight Crew and note it on ADLS.
25-300-03	Appearance Items a) Cabin Interior Trim b) Carpet / Floor Coverings c) Curtains / Tiebacks d) Wall Coverings (including sidewall panels; excluding sidewall return air grilles)	May be worn, soiled, frayed, torn, damaged, loose or missing (must not present hazards to pax/crew or impeded emergency egress.) (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected items to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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CABIN		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-300-04	Ashtrays	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected ashtrays to be seen by Flight Crew and note it on ADLS.
25-300-05	Bulkhead Video Screens	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected screen(s) to be seen by Flight Crew and note it on ADLS.
25-300-06	Cabin / Galley Handset Cradle (handset fully operational)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected cradle to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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NEF 300-3

CABIN

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-300-07	Cabin Lighting / Signs (only items not covered by MEL ATA 33)	May be inoperative or missing: a) Reading Lights b) Table Lights c) Indirect / Overhead Lights d) Floor Illumination Lights e) Light / Lens / Covers (including emergency light): Loose, damaged but light functions properly. f) Lavatory Occupied Lights g) Over Wing Exits Unlocked Indications (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position to be seen by Flight Crew and note it on ADLS.
25-300-08	Cabin Interior Window Heating Element Panels (Cracks)	May be cracked with no limitation on cabin pressurization as pane is not a structural part of window. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected window(s) to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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CABIN		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-300-09	Cabin Mirrors	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected mirror(s) to be seen by Flight Crew and note it on ADLS.
25-300-10	Cabin Speakers	Static but operational. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected speaker(s) to be seen by Flight Crew and note it on ADLS.
25-300-11	Cabin Windows	May be crazed and have moisture between panels. Interior panels may be damaged and need cleaning. Shades may be damaged or inoperative. Window trim may be loose, damaged or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected window(s) to be seen by Flight Crew and note it on ADLS.

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CABIN		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-300-12	Cushions / Upholstery / Carpets	May be worn, torn, frayed or stained as long as they are determined to be serviceable by Flight Crew, cabin crew or maintenance. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected area to be seen by Flight Crew and note it on ADLS.
25-300-13	Electrical Outlets and Covers	Outlets may be inoperative. Covers may be damaged or missing. (M) Procedure – If required, Maintenance will electrically isolate affected outlet by pulling and collaring appropriate circuit breaker. Flight crew may perform task if Maintenance is not available. No maintenance action is required for covers. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected outlet(s) to be seen by Flight Crew and note it on ADLS.
25-300-14	Emergency Floor Light Covers	May be damaged. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected light cover to be seen by Flight Crew and note it on ADLS.

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CABIN		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-300-15	Entertainment Controllers	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected controller location to be seen by Flight Crew and note it on ADLS.
25-300-16	Facsimile (Fax) Machine	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected machine to be seen by Flight Crew and note it on ADLS.
25-300-17	Fire Extinguisher Seals (safety pin intact and fire extinguisher otherwise fully serviceable)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected seal(s) to be seen by Flight Crew and note it on ADLS.
25-300-18	Gaspers	May be inoperative as long as air flow through gasper is acceptable to Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard on affected gasper(s) to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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CABIN		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-300-19	Headphones / Headphone Outlets	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected outlet(s) to be seen by Flight Crew and note it on ADLS.
25-300-20	High Speed Data Link Communication System	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected equipment to be seen by Flight Crew and note it on ADLS.
25-300-21	Individual Video Screens	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected screen(s) to be seen by Flight Crew and note it on ADLS.
25-300-22	Main Door Acoustic Cover	May be inoperative or missing. (M) Procedure – Maintenance will secure door in open position. Flight crew may perform task if Maintenance is not available. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position to be seen by Flight Crew and note it on ADLS.

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CABIN		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-300-23	Miscellaneous Cabin Forms	May be missing or needs replenishing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near cabin log to be seen by Flight Crew and note it on ADLS.
25-300-24	Movie Projectors (includes VCRs, DVD players, Video Games)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected projector(s) to be seen by Flight Crew and note it on ADLS.
25-300-25	Printer	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected printer(s) to be seen by Flight Crew and note it on ADLS.
25-300-26	Safety Demo Equipment a) Demo Tape / CD (notify flight attendant, physical demo may be required.) b) Demo Equipment: Safety belt, life vest, O2 mask (consider availability of safety video.)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected equipment storage location to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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NEF 300-9

CABIN

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-300-27	Seat Belt Extension	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected seat belt extension storage area to be seen by Flight Crew and note it on ADLS.
25-300-28	Spare Life Vests	May be missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected storage area for spare life vests to be seen by Flight Crew and note it on ADLS.
25-300-29	Stereo Equipment	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected equipment to be seen by Flight Crew and note it on ADLS.
25-300-30	Therapeutic O2 Mounting Anchor	May be missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected anchor to be seen by Flight Crew and note it on ADLS.

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CABIN		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-300-31	Therapeutic Oxygen Fittings	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected fitting to be seen by Flight Crew and note it on ADLS.
25-300-32	Under Carpet Heater Pads	May be inoperative or missing. (M) Procedure – Maintenance will pull and collar affected circuit breakers. Flight Crew may perform task if Maintenance is not available. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected circuit breakers to be seen by Flight Crew and note it on ADLS.
25-300-33	Wireless / Wired Lan	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected equipment to be seen by Flight Crew and note it on ADLS.

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CABIN		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-300-34	Fixed Cabin Pedestal Table	May be inoperative or missing. (M) Procedure – Maintenance will ensure table is secured in the “Up” position. Flight Crew may perform task if Maintenance is not available. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected equipment to be seen by Flight Crew and note it on ADLS.
25-300-35	Folding Cabin Console Tables	May be inoperative or missing. (M) Procedure – Maintenance will ensure table is secured in the “Stowed” position. Flight Crew may perform task if Maintenance is not available. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected equipment to be seen by Flight Crew and note it on ADLS.

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LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
FORWARD / AFT LAVATORIES		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-400-01	Assist Handles	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected handle(s) to be seen by Flight Crew and note it on ADLS.
25-400-02	Coat Hangers	May be missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected area to be seen by Flight Crew and note it on ADLS.
25-400-03	Coat Hooks	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected hook to be seen by Flight Crew and note it on ADLS.
25-400-04	Coat Rods	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected coat rod to be seen by Flight Crew and note it on ADLS.

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LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
FORWARD / AFT LAVATORIES		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-400-05	Cup Holders	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected cup holder to be seen by Flight Crew and note it on ADLS.
25-400-06	Deodorizer Holder	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected holder to be seen by Flight Crew and note it on ADLS.
25-400-07	Door Spring	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected spring to be seen by Flight Crew and note it on ADLS.

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LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
FORWARD / AFT LAVATORIES		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-400-08	Electrical Outlets and Covers	Outlets may be inoperative. Covers may be damaged or missing. (M) Procedure – If required, Maintenance will electrically isolate affected outlet by pulling and collaring appropriate circuit breaker. Flight crew may perform task if Maintenance is not available. If covers are damaged or missing, no maintenance action is required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected outlet(s) to be seen by Flight Crew and note it on ADLS.
25-400-09	Faucet Aerator	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected faucet to be seen by Flight Crew and note it on ADLS.
25-400-10	Hot and Cold Faucet Indicators	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected faucet(s) to be seen by Flight Crew and note it on ADLS.

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LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
FORWARD / AFT LAVATORIES		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-400-11	Inside Door Ashtrays *NOTE: Exterior Lavatory Door Ashtrays are not considered NEF items.	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected ashtray(s) to be seen by Flight Crew and note it on ADLS.
25-400-12	Lavatory Seat Cover Holder	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected holder to be seen by Flight Crew and note it on ADLS.
25-400-13	Lights	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected light(s) to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 400-5
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
FORWARD / AFT LAVATORIES		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-400-14	Mirror Lights	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected light(s) to be seen by Flight Crew and note it on ADLS.
25-400-15	Paper Towels / Holder	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected door to be seen by Flight Crew and note it on ADLS.
25-400-16	Pressure Pad	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected sink to be seen by Flight Crew and note it on ADLS.
25-400-17	Privacy Stop on Lavatory Door	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected stop to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 400-6
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
FORWARD / AFT LAVATORIES		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-400-18	Sanitizer Dispenser	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected dispenser to be seen by Flight Crew and note it on ADLS.
25-400-19	Sink Drain Screen	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected sink to be seen by Flight Crew and note it on ADLS.
25-400-20	Soap Holder / Soap Dispenser	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected holder/dispenser to be seen by Flight Crew and note it on ADLS.
25-400-21	Tissue Dispenser	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected dispenser to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 400-7
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
FORWARD / AFT LAVATORIES		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-400-22	Toilet	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected toilet to be seen by Flight Crew and note it on ADLS.
25-400-23	Toilet Paper / Roller	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected roller to be seen by Flight Crew and note it on ADLS.
25-400-24	Toilet Seat	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected seat location to be seen by Flight Crew and note it on ADLS.
25-400-25	Toilet Seat Lid	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected lid to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 400-8
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
FORWARD / AFT LAVATORIES		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-400-26	Towel Rods / Towels	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected towel rod to be seen by Flight Crew and note it on ADLS.
25-400-27	Upholstery	May be worn, torn, frayed or stained as long as item is otherwise serviceable as determined by Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected area to be seen by Flight Crew and note it on ADLS.
25-400-28	Vanity Lights	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected light(s) to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 400-9
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
FORWARD / AFT LAVATORIES		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-400-29	Vanity Mirror	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected mirror to be seen by Flight Crew and note it on ADLS.
25-400-30	Waste Container	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected waste container to be seen by Flight Crew and note it on ADLS.
25-400-31	Water System / Water Heater	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected water system / heater to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 401-1
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
FORWARD / AFT CLOSETS		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-401-01	Carpet / Floor Liner	May be worn, torn, frayed or stained as long as item is otherwise serviceable as determined by Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected area to be seen by Flight Crew and note it on ADLS.
25-401-02	Closet Doors / Curtains	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected door / curtain to be seen by Flight Crew and note it on ADLS.
25-401-03	Coat Rods / Hangers	May be missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected area to be seen by Flight Crew and note it on ADLS.
25-401-04	Lights	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected light(s) to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 401-2
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
FORWARD / AFT CLOSETS		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-401-05	Manual Storage Compartments	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected compartment to be seen by Flight Crew and note it on ADLS.
25-401-06	Umbrellas	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected umbrella storage area to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 402-1
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
VESTIBULE		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-402-01	Carpet / Floor Liner	May be worn, torn, frayed or stained as long as item is otherwise serviceable as determined by Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected area to be seen by Flight Crew and note it on ADLS.
25-402-02	Crew Name Plaque	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected plaque location to be seen by Flight Crew and note it on ADLS.
25-402-03	Overhead Lights (excluding Emergency Lights)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected light(s) to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 402-2
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
VESTIBULE		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-402-04	Radio Rack Decorative Closeouts	May be inoperative, damaged or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected rack cover to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 403-1
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
CREW REST AREAS		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-403-01	Ashtrays	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected ashtray(s) to be seen by Flight Crew and note it on ADLS.
25-403-02	Carpet / Floor Liner	May be worn, torn, frayed or stained as long as item is otherwise serviceable as determined by Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected area to be seen by Flight Crew and note it on ADLS.
25-403-03	Coat Rod / Hangers	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected coat rod to be seen by Flight Crew and note it on ADLS.
25-403-04	Door Latches	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected door to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 403-2
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
CREW REST AREAS		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-403-05	Electrical Outlets and Covers	Outlets may be inoperative and / or covers may be damaged or missing. (M) Procedure – If required, Maintenance will electrically isolate affected outlet by pulling and collaring appropriate circuit breaker. Flight Crew may perform task if Maintenance is not available. If cover is damaged or missing, no maintenance action is required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected outlet(s) to be seen by Flight Crew and note it on ADLS.
25-403-06	Gasper	May be inoperative as long as air flow through gasper is acceptable to Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected gasper to be seen by Flight Crew and note it on ADLS.
25-403-07	Mirror (damage must not pose any safety hazard to passengers or crew)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected mirror to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 403-3
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
CREW REST AREAS		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-403-08	Phone Holder	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected phone holder to be seen by Flight Crew and note it on ADLS.
25-403-09	Pillow / Blankets / Sheets	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected mat location to be seen by Flight Crew and note it on ADLS.
25-403-10	Reading Lights	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected light(s) or light switch to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 403-4
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
CREW REST AREAS		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-403-11	Stowage Compartment	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected compartment to be seen by Flight Crew and note it on ADLS.
25-403-12	Video Screen	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near video screen to be seen by Flight Crew and note it on ADLS.
25-403-13	Crew Rest Area Seat / Bed	May be inoperative or missing including the seatbelt, shoulder harness (if installed), recline mechanism, berthing mechanism, armrests, swivel mechanism, oxygen mask, and electrical/electronic systems/components. (M) Procedure – If required, Maintenance will secure the seat/bed in a position acceptable to the crew member(s) who will occupy the crew rest area. (O) Procedure – Flight crew will review the seat/bed to be acceptable for use as a resting place when not acting as a cockpit crew member. If not acceptable, flight crew will occupy other available seat in the cabin. (P) Procedure – Display an Inoperative Placard in a prominent position on or near crew rest area to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 404-1
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
AFT BAGGAGE COMPARTMENT		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-404-01	Carpet / Floor Liner	May be worn, torn, frayed or stained as long as item is otherwise serviceable as determined by Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected area to be seen by Flight Crew and note it on ADLS.
25-404-02	Coat Rod / Hangers	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected coat rod to be seen by Flight Crew and note it on ADLS.
25-404-03	Exterior Door Protective Mat	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected mat location to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 404-2
LAVATORIES, CLOSETS, VESTIBULE and CREW REST AREAS		
AFT BAGGAGE COMPARTMENT		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-404-04	Lights	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected light(s) or light switch to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 500-1
SERVICE BAYS		
EXTERNAL POWER CONNECTIONS		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-500-01	Compartment Lighting Switches	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected switch to be seen by Flight Crew and note it on ADLS.
25-500-02	Hold Open Rods or Lanyards	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected access door to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 501-1
SERVICE BAYS		
POTABLE WATER SERVICE BAY		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-501-01	Compartment Lighting Lenses	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected lenses to be seen by Flight Crew and note it on ADLS.
25-501-02	Compartment Lighting Switches	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected switches to be seen by Flight Crew and note it on ADLS.
25-501-03	Dust Cover Cap Chains or Lanyards	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected dust cover area to be seen by Flight Crew and note it on ADLS.
25-501-04	Dust Cover Caps for Service Ports	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected dust cover to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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SERVICE BAYS

POTABLE WATER SERVICE BAY

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-501-05	Hold Open Rods or Lanyards	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected access door to be seen by Flight Crew and note it on ADLS.
25-501-06	Water Quantity Indication	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected gauge / indicator to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 502-1
SERVICE BAYS		
TOILET SERVICE		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-502-01	Compartment Lighting Lenses	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected lenses to be seen by Flight Crew and note it on ADLS.
25-502-02	Compartment Lighting Switches	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected switches to be seen by Flight Crew and note it on ADLS.
25-502-03	Dust Cover Cap Chains or Lanyards	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected dust cover area to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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SERVICE BAYS

TOILET SERVICE

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-502-04	Dust Cover Caps for Service Ports	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected dust cover area to be seen by Flight Crew and note it on ADLS.
25-502-05	Hold Open Rods or Lanyards	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected access door to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Target Corporation NONESSENTIAL EQUIPMENT AND FURNISHINGS		
Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 503-1
SERVICE BAYS		
HYDRAULIC SERVICE BAY		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-503-01	Compartment Lighting Lenses	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected lenses to be seen by Flight Crew and note it on ADLS.
25-503-02	Compartment Lighting Switches	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected switches to be seen by Flight Crew and note it on ADLS.
25-503-03	Dust Cover Cap Chains or Lanyards	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected dust cover area to be seen by Flight Crew and note it on ADLS.
25-503-04	Dust Cover Caps for Service Ports	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected dust cover area to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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SERVICE BAYS

HYDRAULIC SERVICE BAY

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-503-05	Hold Open Rods or Lanyards	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected access door to be seen by Flight Crew and note it on ADLS.
25-503-06	Manual Service Hoses	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected hose connection area to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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SERVICE BAYS		
AFT FUSELAGE / TAIL ACCESS		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-504-01	Compartment Lighting Lenses	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected lenses to be seen by Flight Crew and note it on ADLS.
25-504-02	Compartment Lighting Switches	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected switches to be seen by Flight Crew and note it on ADLS.
25-504-03	Hold Open Rods	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected access door to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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NEF 505-1

SERVICE BAYS

FUEL SERVICE BAY

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-505-01	Compartment Lighting Lenses	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected lenses to be seen by Flight Crew and note it on ADLS.
25-505-02	Compartment Lighting Switches	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected switches to be seen by Flight Crew and note it on ADLS.
25-505-03	Hold Open Rods or Lanyards	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected access door to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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NEF 506-1

SERVICE BAYS

OXYGEN SERVICE BAY

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-506-01	Compartment Lighting Lenses	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected lenses to be seen by Flight Crew and note it on ADLS.
25-506-02	Compartment Lighting Switches	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected switches to be seen by Flight Crew and note it on ADLS.
25-506-03	Hold Open Rods or Lanyards	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected access door to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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Aircraft: Gulfstream G280	Revision No: 1 DATE: 01/28/20	Page No: NEF 600-1
PASSENGER SEATS		
PASSENGER VIDEO SYSTEM		
NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-600-01	Electrical Outlets and Covers	Outlets may be inoperative. Covers may be damaged or missing. (M) Procedure – If required, Maintenance will electrically isolate affected outlet by pulling and collaring appropriate circuit breaker. Flight crew may perform task if Maintenance is not available. If covers are damaged or missing, no maintenance action is required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected outlet(s) to be seen by Flight Crew and note it on ADLS.
25-600-02	Individual Seat(s) Video	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected video controls to be seen by Flight Crew and note it on ADLS.
25-600-03	Video Monitor(s) (wall or overhead mounted units)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected screen to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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NEF 601-1

PASSENGER SEATS

PASSENGER PHONE

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-601-01	Complete System(s)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected system control panel to be seen by Flight Crew and note it on ADLS.
25-601-02	Individual Unit(s)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected phone to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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NEF 602-1

PASSENGER SEATS

PASSENGER AUDIO ENTERTAINMENT

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-602-01	Jack(s)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected jack(s) to be seen by Flight Crew and note it on ADLS.
25-602-02	Passenger Seat Volume Control	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected volume control to be seen by Flight Crew and note it on ADLS.
25-602-03	Speakers(s)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected speaker to be seen by Flight Crew and note it on ADLS.
25-602-04	System(s)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected system control panel to be seen by Flight Crew and note it on ADLS.

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NEF 603-1

PASSENGER SEATS

PASSENGER CALL

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-603-01	Passenger Seat Call Button(s)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected seat call button to be seen by Flight Crew and note it on ADLS.
25-603-02	Passenger Seat Call Light(s)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected seat call light to be seen by Flight Crew and note it on ADLS.
25-603-03	VIP Panel	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected VIP panel to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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NEF 604-1

PASSENGER SEATS

LIGHTING

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-604-01	Passenger Reading Light(s)	May be inoperative or missing. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected light(s) to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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NEF 605-1

PASSENGER SEATS

MISCELLANEOUS

NEF SEQUENCE NUMBERS	NEF ITEM	MAINTENANCE (M), OPERATIONAL (O), AND PLACARDING (P) PROCEDURES
25-605-01	Passenger Seat Cushion(s)	May be worn, torn, frayed or stained as long as the item is otherwise serviceable as determined by the Flight Crew. (M) Procedure – None Required. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected area to be seen by Flight Crew and note it on ADLS.
25-605-02	Passenger Seat Foot Rest(s)	May be inoperative or missing. (M) Procedure – Maintenance will secure the footrest in stowed position. Flight crew may perform task if Maintenance is not available. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected foot rest to be seen by Flight Crew and note it on ADLS.
25-605-03	Passenger Seat Headrest(s)	May be inoperative or missing. (M) Procedure – Maintenance will secure the headrest in stowed position. Flight crew may perform task if Maintenance is not available. (O) Procedure – None Required. (P) Procedure – Display an Inoperative Placard in a prominent position on or near affected headrest to be seen by Flight Crew and note it on ADLS.

The repair interval is Category D (120 days).

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