

**FALCON 900EX EASy
FALCON 900DX
FALCON 900LX**

**Operational
Suitability
Manual**

**Master Minimum
Equipment List**



OSM – MMEL

Original: January 14, 2004

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DGT 88389



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DASSAULT-AVIATION

OPERATIONAL SUITABILITY MANUAL – MASTER MINIMUM EQUIPMENT LIST

Approved by European Aviation Safety Agency

**This document, DGT88389, is the FALCON 900 OPERATIONAL SUITABILITY MANUAL -
MASTER MINIMUM EQUIPMENT LIST which is applicable to the following FALCON:**

FALCON 900EX EASy (F900EX EASy)
(F900EX with M3876 or SB F900EX-255)

FALCON 900DX (F900DX)
(F900EX with M4000)

FALCON 900LX (F900LX)
(F900EX with M5281)

This Master Minimum Equipment List (MMEL) is approved by the European Aviation Safety Agency (EASA) under the type certificate (EASA TC EASA.A.062) as part of the Operational Suitability Data (OSD) as per Regulation (EU) 748/2012 as amended by Regulation (EU) No 69/2014.

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The effective date, as referenced in the applicable MEL operational regulations, is the countdown start for the operator to incorporate this MMEL revision into his MEL.

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PREAMBLE**INTRODUCTION**

The following is applicable for operators under European air operations regulations (Regulation Air Operations). Paragraph 1.c.2 of Annex I to Article 5 (essential requirements for airworthiness) of Regulation (EC) No 2018/1139 (the 'Basic Regulation') requires that all equipment installed on an aircraft required for type certification or by operating rules shall be operative.

However, paragraph 2.a.3 of Annex IV to Article 8 (essential requirements for air operations) of the Basic Regulation also allows the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed items may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

PURPOSE AND LIMITATIONS

This Master Minimum Equipment List (MMEL) is developed by Dassault-Aviation and approved by the European Aviation Safety Agency to improve aircraft use and thereby providing more convenient and economic air transportation for the public. This MMEL includes those items related to airworthiness, air operations, airspace requirements and other items the Agency finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it only covers items approved as part of the Type Certificate; it does not contain obviously required items such as wings, flaps and rudders. In order to maintain an acceptable level of safety, the MMEL establishes limitations on the duration of and conditions for operation with inoperative items. Unless specifically allowed by this MMEL, an inoperative item may not be removed from the aircraft.

The MMEL is not intended to provide fault isolation guidance nor does it provide instructions to effect repair.

This MMEL includes items which have been based on European operational requirements using associated guidance developed by the Agency. These items are listed in Section 0 Chapter 0-06 List Of Items to be complied with, at operational requirements level. The dispatch conditions of the listed items must be complied with at the MEL level only for EU operators.

For non EU operators, these items could be adapted to their applicable operational requirements when these differ from the European operational requirements, if permitted by the State of the Operator, for the approval of the MEL. In this case the MEL content is still considered to be in conformity with the content of this MMEL.

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UTILISATION

The MMEL is the basis for the development of individual operator's MEL which takes into consideration the operator's particular aircraft equipment configuration and operational conditions. An operator's MEL may differ in format from the MMEL, but shall not be less restrictive than the MMEL. The individual operator's MEL, when approved, allows operation of the aircraft with inoperative items of equipment for a certain period of time until rectification can be accomplished.

Non-safety related equipment may be included in the MEL with appropriate conditions and limitations.

The MEL cannot deviate from Airworthiness Directives, or any other additional mandatory requirements. It is important to remember that all items related to the airworthiness and the operational regulations of the aircraft not listed on the MMEL shall be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as prescribed in this MMEL shall be specified in the MEL to ensure that an acceptable level of safety is maintained. It is important that rectifications be accomplished at the earliest opportunity.

A basic premise of a MEL deferral is that sufficient fault isolation has occurred prior to applying the dispatch relief potentially available via the MEL.

NOTE: Operators are helped in their action to identify the defective equipment by using the Fault Guide Dispatch Assistance (FGDA) manual before using the MEL.

When an item is discovered to be inoperative, it is reported by making an entry in the continuing airworthiness record system or the operator's technical log, as applicable. Following sufficient fault identification, the item is then either rectified or deferred following the MEL or other approved means of compliance acceptable to the competent authority and the Agency prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items inoperative.

Prior to operation with any item inoperative, acceptance by the crew is required in accordance with the continuing airworthiness management procedures.

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

Operators should include guidance in the MEL to deal with any failures which occur between the commencement of the flight and the start of the take-off.

When developing the MEL, compliance with the stated intent of the preamble, definitions and the conditions and limitations specified in this MMEL is required.

MULTIPLE INOPERATIVE ITEMS

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

REPAIR INTERVAL EXTENSION

The operator may be permitted, by its competent authority, to extend the repair intervals of the MEL (ORO.MLR.105).

This MMEL has been evaluated taking into account a one-time extension of the repair intervals of category B, C and D.

DEFINITIONS AND EXPLANATORY NOTES

1. The item number is composed in the following format: WW-XX-YY-ZZ-A
 - The first four digits (corresponding to WW-XX) of an item number are based on the Air Transport Association (ATA) Specification (iSpec 2200),
 - The following two digits (corresponding to YY) correspond to the item level,
 - A further two digits (corresponding to ZZ) correspond to the sub-item level,
 - The suffix A/B/C etc. corresponds to the dispatch case.

2. The MMEL-related Dispatch Assistance information consists of:
 - The Fault Guide Dispatch Assistance (FGDA), reference DGT 118445.
 - This approved MMEL, and
 - The associated Operational and Maintenance Procedures, gathered in the “Maintenance and Operating procedures” document, reference DGT 88390.

3. The MMEL Item List provides the list of component, instrument, equipment, system, or function which may be inoperative prior to dispatch. Items are gathered by ATA chapter and provided under a table format. The structure of the MMEL item list table is as follows:
 - 3.1. **System, Sequence Numbers and Items** – Column (1) – details the component, instrument, equipment, system or function listed.
 - 3.2. **Repair Interval** – Column (2) - Inoperative items, deferred in accordance with the MEL, must be rectified at or prior to the repair intervals established by the following letter designators:
 - 3.2.1. **Category A** – No standard interval is specified. However, items in this category shall be rectified in accordance with the conditions stated in “Remarks or Exceptions” column (5):
 - (i) Where a time period is specified in calendar days or flight days, the interval excludes the day of discovery.
 - (ii) Where a time period is specified other than in calendar days or flight days, it shall start at the point when the defect is deferred in accordance with the operator’s MMEL.
 - 3.2.2. **Category B** – Items in this category shall be rectified within three (3) calendar days, excluding the day of discovery.
 - 3.2.3. **Category C** – Items in this category shall be rectified within ten (10) calendar days, excluding the day of discovery.
 - 3.2.4. **Category D** – Items in this category shall be rectified within one hundred and twenty (120) calendar days, excluding the day of discovery.

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3.2.5. **Category #** - Items in this category shall be rectified according to the most restrictive of repair interval(s) of the referenced item(s) of the referenced item(s) in column (5), which already has(have) its(their) own repair interval.

3.3. **Number Installed** – Column (3) - is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. If the number is variable (e.g. passenger cabin items), a number is not required in which case '-' is then inserted. If the number installed is not applicable, a number is not required in which case a blank space is then inserted.

NOTE: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed, as far as practical.

3.4. **Number Required for Dispatch** – Column (4) - is the minimum number (quantity) of items required for operation provided the conditions specified in Column (5) are met. If the number is variable (e.g. passenger cabin items), a number is not required in which case '-' is then inserted. If the number installed is not applicable, a number is not required in which case a blank space is then inserted.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL should reflect the actual number required for dispatch, as far as practical, or an alternate means of configuration control approved by the competent authority.

3.5. **Remarks or Exceptions** – Column (5) - includes statements either prohibiting or allowing operation with a specific number of items inoperative, provisos (conditions and limitations), notes, (M) and/or (O) symbols, as appropriate for such operation.

NOTE: The (M) and (O) symbols are required in the operator's MEL.

3.5.1. **(M)** – Indicates a requirement for a **specific maintenance procedure** which must be accomplished prior to operation with the listed item inoperative, unless otherwise specified in MMEL. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the Operator's Manual or MEL.

3.5.2. **(O)** – Indicates a requirement for a **specific operational procedure** which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility the operator. Appropriate procedures are required to be published as a part of the Operator's Manual or MEL.

3.5.3. **Placarding** - Each inoperative item must be placarded, as applicable, to inform and remind the crew members and maintenance personnel of the item's condition. These placards do not relieve the operator from the obligation of writing an inoperative item entry into the appropriate document, such as logbook.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

4. A vertical bar (change bar) in the margin indicates a modification in the adjacent text for the current revision of that chapter only. The change bar is dropped at the next revision of the chapter.
5. Definitions for the purpose of this MMEL:
 - 5.1. **AFM (Airplane Flight Manual)** means the document required for type certification and approved by the Agency. The AFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
 - 5.2. **Alternate Procedures are established and used** or similar statement, means that alternate procedures (if applicable), to the affected process, must be drawn up by the operator as part of the MEL approval process, so that they have been established before the MEL document has been approved. Such alternate procedures are normally included in the associated operations (O) procedure.
 - 5.3. **Any in excess of those required by regulations** means that the listed item is required by applicable legislation (e.g. Part OPS, Single European Sky legislation or the applicable airspace requirements) must be operative and only excess items may be inoperative. When the item is not required, it may be inoperative for the time specified by its repair interval category. Whenever this condition is used in the MMEL, the applicable regulations for the intended flight routes and the resulting dispatch restrictions need to be clarified at the operator's MEL level.
 - 5.4. **Any in excess of One / Two / ... [Number Required for Dispatch]** indicates the minimum number (quantity) of items required for operation provided the conditions specified in Column (5) are met. It is used where the MMEL shows a variable number installed, to remind that only excess items may be inoperative. When the item is not required, it may be inoperative for the time specified by its repair interval category.
 - 5.5. **As required by (operational) regulations** means that the listed item of equipment is subject to certain provisions (restrictive or permissive) expressed in the applicable legislation (e.g. regulation Air Operations, Single European Sky legislation or the applicable airspace requirements). When the equipment is not required, it may be inoperative for the time specified by its repair interval category.

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- 5.6. **Calendar day** means a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator. All calendar days are considered to run consecutively.
- 5.7. **CAT** means Commercial Air Transport Operations as defined in (EC) n° 965/2012.
- 5.8. **Combustible Material** means the material which is capable of catching fire and burning. In particular: if a MEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except the following:
- 5.8.1. Cargo handling equipment (unloaded, empty or with ballast);
- 5.8.2. Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.);
- NOTE: If serviceable tires are included, they should only be inflated to a minimum pressure that preserves their serviceability; and
- 5.8.3. In-flight service material (return catering — only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).
- 5.9. **Commencement of flight is the point when an aircraft begins to move under its own power for the purpose of preparing for take-off.**
- 5.10. **Considered inoperative**, as used in the dispatch conditions, means that item must be treated for dispatch, taxiing and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair interval.
- 5.11. **Daylight** means the period between the beginning of morning civil twilight and the end of evening civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate authority.
- 5.12. **Day of discovery** means the calendar day that a malfunction was recorded in the aircraft maintenance record/log book.
- 5.13. **Deactivated** and/or **Secured** means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
- 5.14. **Deleted**, when appearing in the Remarks or Exceptions column for an MMEL item, means that the item was previously listed but is now required to be operative if installed in the airplane.
- 5.15. **Flight** for the purposes of this MMEL, means the period of time between the moment when an aircraft begins to move under its own power, for the purpose of preparing for take-off, until the moment the aircraft comes to a complete stop on its parking area, after the first landing.

- 5.16. **Flight day**, a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator, during which at least one flight is initiated for the affected aircraft.
- 5.17. **Icing conditions** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s) as defined in the AFM. Definition is given in AFM section 1 - LIMITATIONS: 1-200-05 - ICING CONDITIONS.
- 5.18. **Inoperative** means that the item does not accomplish its intended purpose or is not consistently functioning within its approved operating limits or tolerances. Unless otherwise specified, this excludes any physical damage to the item. In some circumstances, Inoperative may be replaced by an appropriate failure mode (such as Damaged, and Jammed).
- 5.19. **Intended flight route** corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.
- 5.20. **Is operative** in the provisions, remarks or exceptions for an MMEL item means that the item must accomplish its intended purpose and is consistently functioning within its approved operating limits or tolerances. It does not mean that its operational status must be verified (unless specified); it is to be considered operative unless reported in the Aircraft Maintenance Record/Logbook or known to be malfunctioning.
- 5.21. **Is not used** in the provisions, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used". In such cases, crew members should not activate, actuate, or otherwise use that item under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operations-related provisions, (O) procedures must be complied with. An additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crew members that an item is not to be used under normal operations.
- 5.22. **Is verified operative**, in the provisions, remarks or exceptions for an MMEL item means that the item must be checked and confirmed able to accomplish its intended purpose and is consistently functioning normally within its approved operating limits or tolerances. Means of verification are normally included in the associated (O) or (M) procedures. When no interval for verification is specified, verification is required only at the time of deferral.
- 5.23. **Item** means component, instrument, equipment, system or function.
- 5.24. **Master Minimum Equipment List** means an approved document that establishes the aircraft equipment allowed to be inoperative under conditions specified therein for a specific type of aircraft.
- 5.25. **Minimum Equipment List** means a document established as specified under 8.a.3. of Annex IV to Regulation (EC) No 2018/1139 and approved by the competent authority, in accordance with ORO.MLR.105, that authorizes an operator to dispatch an aircraft with

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aircraft equipment inoperative as per CAT.IDE.A/H.105 or NCC.IDE.A/H.105 under the conditions specified therein.

5.26. **Notes** provide additional information for flight crew or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the dispatch conditions.

5.27. **One / Both / One or more**, when appearing in the Remarks or Exceptions column for an MMEL item means the number (quantity) of items that may be inoperative, as follows:

5.27.1. **One** is used when the item number (quantity) installed (column 3) is two or more and only one item is inoperative.

5.27.2. **Both** is used when the item number (quantity) installed (column 3) is two and both are inoperative. This does not cover the case where only one is inoperative.

NOTE: Usually, "One and Both" is used to indicate different cases of dispatch for a same MMEL item when the number (quantity) installed (column 3) is two.

5.27.3. **One or more** is used when the item number (quantity) installed (column 3) is two or more and the same dispatch condition applies whatever the number (quantity) of items failed provided the minimum number (quantity) of items required for dispatch (column 4) is complied with.

One / Both / One or more are not used when the item number (quantity) installed (column 3) is one.

5.28. **Operating minima** means the set of requirements associated to operations requiring a specific approval (refer to Part-SPA).

5.29. **System** means a combination of inter-related items to perform a specific function.

5.30. **TTOL** Taxi Take Off and Landing

5.31. **Visible moisture** means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example clouds, fog, mist, rain, sleet, hail or snow.

6. Optional items are indicated by *** under the item number.

1. SYSTEM, SEQUENCE NUMBERS & ITEMS		2. REPAIR INTERVAL CATEGORY			5. REMARKS OR EXCEPTIONS
		3. NUMBER INSTALLED			
		4. NUMBER REQUIRED FOR DISPATCH			
21	AIR CONDITIONING				
21-20-05	Cockpit Gasper	C	2	0	One or more may be inoperative provided at least one Cockpit Gasper remains in open position.
21-20-10	Cold Air Pressure Control Valve	C	1	0	May be inoperative provided all DUs are operative.
21-20-16	Air Conditioning Distribution Lever	C	2	0	One or more may be inoperative provided affected lever is set to windshield position.
21-20-20	CREW / PASSENGER Air Supply Interconnection System	C	1	0	May be inoperative provided: a) CABIN and CREW Air Conditioning Valves AUTO Modes are operative, and b) CABIN and CREW Air Conditioning Valves MANUAL Modes are operative.
21-30-00	Cabin Temperature Indicator	C	1	0	May be inoperative.
21-30-05	UP-DN Manual Controller	C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are operative.
21-30-09	Triple Cabin Indication				
21-30-09-01	Cabin Altitude Indication	C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) All DUs are operative.

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1. SYSTEM, SEQUENCE NUMBERS & ITEMS		2. REPAIR INTERVAL CATEGORY			5. REMARKS OR EXCEPTIONS
		3. NUMBER INSTALLED			
		4. NUMBER REQUIRED FOR DISPATCH			
24 ELECTRICAL POWER					
24-31-01	Electrical Generator Function	B	3	2	(O) GEN 1 or GEN 3 may be inoperative provided: a) Approaches are not predicated on the use of HUD System, and b) Load is shed per the AFM procedure.
24-32-05	Battery Fan				
24-32-05-A	(A/C without M5233 or M5168)	C	1	0	(O) May be inoperative provided: a) BAT... TEMP INOP amber CAS message is not displayed, b) Battery temperatures are monitored on ELEC synoptic page, and c) Batteries are switched OFF if batteries temperature are above 120°F.
24-32-05-B ***	(A/C with M5233 or M5168)	D	1	0	May be inoperative.
24-40-05	EXT PWR Switch				
24-40-05-10	Light Bulb	C	4	2	One or more may be inoperative.
24-60-10 ***	Load Shed Override Function (A/C with M5084)	D	1	0	(O) May be inoperative provided: a) Optional Galley Loads are not used, and b) Associated Galley C/B (blue extension) are pulled and collared.

1. SYSTEM, SEQUENCE NUMBERS & ITEMS		2. REPAIR INTERVAL CATEGORY			5. REMARKS OR EXCEPTIONS
		3. NUMBER INSTALLED			
		4. NUMBER REQUIRED FOR DISPATCH			
28	FUEL				
28-21-01	Booster Pump				
28-21-01-20	Engine #1 and Engine #3 Booster Pumps	A	2	1	(O) One may be inoperative provided: a) Flight altitude is limited to 17,000 ft if JP4 or JET B fuel are used, b) Flight altitude is limited to 29,000 ft if JET A or JET A1 fuel are used, c) Crossfeed System is used at engine start, d) Fuel Quantity Indications are operative, e) Fuel Tank Pressurization is verified adequate, f) Associated C/B is pulled and collared, g) Fuel balance is maintained during flight, h) Crossfeed System is closed for takeoff, approach and landing, i) Crossfeed System is switched on above 1,500 ft AGL, and j) Repairs are made within three calendar days.
28-21-01-21	Normal Booster Pump 1 and 3 Automatic Setting	C	2	0	(O) One or more may be inoperative provided the associated normal mode is verified operative and used.
28-21-01-30	Engine #2 and ST-BY Booster Pumps				
28-21-01-30-A	(A/C below S/N 601)	C	2	1	(O) One may be inoperative provided: a) Flight altitude is limited to 17,000 ft if JP4 or JET B fuel are used, b) Flight altitude is limited to 29,000 ft if JET A or JET A1 fuel are used, c) Fuel Quantity Indications are operative, d) Engine #1 and Engine #3 Booster Pumps are operative, e) Fuel Tank Pressurization is verified adequate, and f) Associated C/B is pulled and collared.