

JOINT AVIATION AUTHORITIES

MASTER MINIMUM EQUIPMENT LIST

(SUPPLEMENT)

GULFSTREAM G-V/GV-SP (G550, G500)/GIV-X (G450, G350)

JOINT AVIATION AUTHORITIES
MASTER MINIMUM EQUIPMENT LIST
(SUPPLEMENT)

Revision: 01
Date: 31 March 2005

GULFSTREAM G-V/GV-SP (G550, G500)/GIV-X (G450, G350)

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Revision: 03

Date: 19 January 2007

GULFSTREAM G-V/GV-SP (G550, G500)/GIV-X (G450, G350)

Revision: 03

This Master Minimum Equipment List (MMEL) Supplement is issued by the Joint Aviation Authorities at the above revision level and is recommended for approval as the basis for the preparation and approval of individual operator's Minimum Equipment Lists (MELs) for aircraft of this type, as certified by and operated under the jurisdiction of JAA member States National Authorities.

This JAA MMEL Supplement must only be used in conjunction with the FAA Approved MMEL for the Gulfstream G-V/GV-SP (G550, G500)/GIV-X (G450, G350) at Revision 4b (dated 5 July 2006).

Signed By:

JOEB Chairman

Date:

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REVISION HIGHLIGHTS

Revision: 03

This supplement has been issued to incorporate information and align the JAA MMEL Revision 03 with JAA AMC OPS 1.245 (a) (2).

- Item 21-12 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 21-14 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 22-7 Revised to agree with JAA AMC OPS 1.245 (a) (2).
- Item 22-8 Revised to agree with JAA AMC OPS 1.245 (a) (2).
- Item 24-1 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 24-2 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 26-2 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 26-3 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 26-9 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 26-15 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 28-4 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 28-5 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 28-7 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 28-8 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 30-1 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 30-2 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

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REVISION HIGHLIGHTS (Cont'd)

- Item 30-3 Revised to agree with JAA AMC OPS 1.245 (a) (2).
- Item 30-7 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 30-10 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 34-3 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 34-4 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 36-1 Revised to agree with JAA AMC OPS 1.245 (a) (2).
- Item 36-2 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 49-1 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 49-2 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 49-3 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).
- Item 49-12 Revised to agree with JAA AMC OPS 1.245 (a) (2).
- Item 49-14 Added this item in compliance with JAA AMC OPS 1.245 (a) (2).

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PREAMBLE

The following is applicable for authorized certificate holders operating under Authorities Operating Requirements (JAR-OPS). The JAR requires that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Requirements must be operative. However, the requirements also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

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

The MMEL is the basis for development of the individual operator's MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator's MELs, may include items not contained in the MMEL, relief for these items must be authorized by the appropriate Authority. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved, permits operation of the aircraft with inoperative equipment.

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

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

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectification's can be accomplished. It is important that rectifications be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the aircraft for flight with inoperative equipment.

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PREAMBLE

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

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

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

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

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

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DEFINITIONS AND EXPLANATORY NOTES

The definition(s) presented here are additional to any which are otherwise applicable:

As required by National Authority: means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the National Authority operating rules. The number of items required by the National Authority must be operative. When National Authority does not require the listed item it may inoperative for time specified by repair category.

Extended Range (ER) Operations: As described in this MMEL and specifically in relation to the types covered herein, are those flights conducted in accordance with JAR-OPS 1.245 over a route that contains a point further than 120 minutes at the approved one engine inoperative cruise speed from an adequate aerodrome.

National Authority: means the applicable portions of the National Aviation Regulations.

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

As required by Operating Requirements: The associated item must comply with JAR-OPS 1 or any other legislation in force during the flight. Operators should refer to JAR-OPS 1 MEL Policy Document (Administrative and Guidance Material, Section Four: Operations, Part Three: Temporary Guidance Leaflet Number 26) for suitable alleviation's based upon the required equipment identified within JAR-OPS 1, subparts K and L.

Category II Required Equipment: The minimum equipment required to conduct Category II operations are not addressed in the MMEL. The JAA Category II AFM Supplement applicable to each model contains the information on the minimum equipment required to conduct Category II operations.

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DEFINITIONS AND EXPLANATORY NOTES

(Continued)

Rectification Intervals: The following definitions are used throughout this document.

Category A

No standard interval is specified; however, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (4) of the MMEL.

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

Category B

Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery.

Category C

Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery.

Category D

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

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GUIDANCE FOR USE OF THIS SUPPLEMENT

1. Aircraft Model Applicability

This supplement is applicable to the following Gulfstream V variants only:

- Gulfstream G-V
- Gulfstream GV-SP (including the G550 and G500)
- Gulfstream GIV-X (including the G450 and G350)

2. Treatment of STCs

The FAA MMEL includes MMEL relief for some equipment and modifications, which have been approved as FAA Supplemental Type Certificates (STCs). The JAA review MMEL relief only for those STCs, which have been subject to approval in accordance with the JAA STC approval procedures (JAR 21). The STCs for which the JAA have completed an assessment are listed below:

JAA STCs for which the FAA MMEL relief has been reviewed and accepted by JAA:

STCs	Title	JAA Substantiation Report
ST00212LA-D (Provisional)	Head-Up Display	*GC51 135K003
ST00493LA (Inst.)	HUD 2020 Installation	*GC51 135K003
ST01399AT	Cockpit Lighting Mods	GC51 179K002
ST01397AT	Landing Light Mod (Pulselite)	GC51 188K002
ST01662AT-D	Lightning Sensor (LSZ-860)	GC51 225K003
ST01384AT-D	AFIS W/SAT Link	GC51 306K003
ST01390AT-D	FMS #3 (NZ-2000)	GC51 318K003
ST01398AT-D	Cockpit Arrangement	GC51 401K002
ST01663AT-D	Battery Temp Ind	GC51 445K002
ST01635AT-D	Baggage Comp Equip Relocation	GC51 488K002
ST01385AT-D	Emergency Lighting	GC51 486K002
ST02139AT-D	Cabin Interior	GC52 000K124
ST01382AT-D	Oxygen System	GC52 708K001
ST01383AT-D	Acoustic Liner	GC52 000K125
STC supportive mods Ref GC52 0000052	Mechanical Drawing List	GC52 000K130
STC supportive mods Ref GC51 496K001	AV/Elec Drawing List	GC51 496K001

*Note: GC51 135K003 references G-V-GER-5839.

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GUIDANCE FOR USE OF THIS SUPPLEMENT (Cont'd)

M MEL relief for STCs granted in the relevant FAA M MEL revision is not permitted by JAA unless the STC is included in the above list of STCs reviewed by JAA.

For FAA STCs which have been subject to National Approval(s) only, the Authority of the State of Registry may determine the applicability of the M MEL relief as defined in the FAA M MEL.

3. This supplement defines the standard of M MEL approved for the above aircraft type by the members of the Joint Aviation Authorities (JAA) by identifying the differences from the JAA M MEL and the latest revision.
4. The information presented in the FAA M MEL for the aircraft type is acceptable to JAA except where superseded by an item in this supplement.

Items within this supplement will use the same reference numbers as the corresponding item in the FAA M MEL. Where an item in this supplement does not appear in the FAA M MEL, the number will be preceded by "J" and the sequential reference will commence from "1" again (e.g. J52-8 would be the first JAA specific item in ATA chapter 52). Such items will be placed at the end of the related chapter.

5. Unless superseded by information within this supplement, where the FAA M MEL refers to an item "as required by FAR" it shall be interpreted as meaning, "as required by JAA and/or by applicable National Operating Regulations".
6. The Preamble and Definitions of the FAA M MEL, adjusted by use of JAA equivalents, should be applied to any MEL generated by use of this supplement in conjunction with the FAA M MEL.
7. This supplement is based upon the FAA approved Gulfstream G-V/GV-SP (G550, G500)/GIV-X (G450, G350) M MEL, up to Revision 4b dated 5 July 2006. Additional M MEL alleviation provided by later issues of the FAA M MEL must not be used until this JAA Supplement has been updated to confirm that issue as the base document.
8. The text presented in **bold** format within this document highlights parts of the JAA M MEL Supplement entry, which differ from the FAA M MEL entry.

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AIRCRAFT:		REVISION NO: 03		PAGE
GULFSTREAM G-V/GV-SP (G550, G500)/GIV-X (G450, G350)		DATE: 19 January 2007		S21-1
1. System & Sequence Numbers		2. Number installed		3. Number required for dispatch
				4. Remarks or Exceptions
21	AIR CONDITIONING			
12.	Environmental Control System (ECS) Packs			
	1) Pressurized Configuration C	2	1	<p>Except for ER operations, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Inoperative ECS Pack is selected OFF, b) Bleed Air Isolation Valve is CLOSED and operative, c) Right Main TRU is operative, d) Airplane is operated in accordance with AFM Limitations.
	2) Unpressurized Configuration C	2	0	<p>(O) Except for ER operations, both may be inoperative provided:</p> <ul style="list-style-type: none"> a) Outflow Valve is operative, and b) Airplane is operated at or below 10,000 feet MSL.
14.	Air Conditioning System Pack Inlet Valve C	2	1	<p>(M) Except for ER operations, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Affected Valve is CLOSED and deactivated electrically, b) Associated Air Conditioning Pack is selected OFF, and c) Airplane is operated in accordance with AFM Limitations.

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1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		4. Remarks or Exceptions
22	AUTO FLIGHT			
4.	Autothrottle Disconnect Buttons (On Thrust Lever Handles) C	2	0	May be inoperative provided autothrottle is considered inoperative.
7.	Flight Guidance Computers (FGC) C	2	1	(M) (O) Except for ER operations or where enroute operations require its use, one may be inoperative provided airplane is operated in accordance with AFM Limitations. NOTE: One FGC is required for MNPS, RVSM, RNP and PRNAV operations.
8.	Yaw Damper Systems C	2	1	(O) Except for ER operations, one may be inoperative provided airplane is operated in accordance with AFM Limitations.

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1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		4. Remarks or Exceptions
23	COMMUNICATIONS			
	1. Radio Communication Systems (VHF, UHF)			
	1) VHF Communications	C	-	2
				Any in excess of two and not powered by an emergency bus may be inoperative.
***	a) Frequency Transfer Light	C	-	0
***	b) Frequency Transfer Switch	C	-	0
***	c) Frequency Selector Knob	C	-	2
***	d) Frequency Indication	C	-	2
	2. Cockpit Voice Recorder System			
***	1) CVR	A	-	0
				One or more may be inoperative provided:
				a) Not more than 72 hours have elapsed since the cockpit voice recorder was found to be unserviceable, and
				b) The airplane does not exceed 8 further consecutive flights with the cockpit voice recorder unserviceable,
				c) Any flight data recorder required to be carried is operative.
				NOTE 1: This alleviation is not applicable to combined CVR/FDR. For those combined systems refer to JAR OPS 1 MEL Policy Document.

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1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		4. Remarks or Exceptions
23	COMMUNICATIONS			
5. Crewmember				
***	Interphone System			
1)	Passenger Configuration			
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-
				(O) May be inoperative provided: a) Alternate procedures are established and used for communications with the flight deck, and b) The PA system is operative. NOTE: Any station function(s) that is operative may be used.
b)	Cabin to Cabin Function	C	-	0
				(O) May be inoperative provided: a) Alternate, normal and emergency procedures are established and used, and b) The PA system is operative. NOTE: Any station function(s) that is operative may be used.
c)	Flight Deck to Ground	C	-	0
				May be inoperative provided alternate, normal and emergency procedures are established and used.
		D	-	0
				May be inoperative provided procedures do not require its use.
12.	Boom Microphone	-	-	-
				One boom microphone must be operative for each required member on flight deck duty.

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1. System & Sequence		2. Number installed			
Numbers		3. Number required for dispatch		4. Remarks or Exceptions	
23	COMMUNICATIONS				
15.	Alerting System	C	-	-	Visual signal may be inoperative on the flight deck.
***	(Audio/Visual)	C	-	-	
					Both visual and aural signals may be inoperative in the cabin provided the PA system is operative from the flight deck.
					NOTE: Any station function(s) that is operative may be used.
16.	Handset Systems	C	-	-	Handsets at non required stations may be inoperative.
		C	-	-	(O) One handset may be inoperative provided alternate procedures are established and used to compensate for the loss of PA and interphone function at the affected station.
					NOTE: Any handset in excess of that required at each station may be inoperative.
18.	HF Communications				The FAA MMEL at Revision 4b is now acceptable.

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1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		4. Remarks or Exceptions
24	ELECTRICAL POWER			
1.	Engine Generators B	2	1	<p>Except for ER operations, one may be inoperative provided:</p> <p>a) APU Generator is used for takeoff, enroute and landing,</p> <p>b) Airplane is operated at or below FL 450, and</p> <p>c) Standby Electrical System is operative.</p>
2.	APU Generator B	1	0	<p>(M) (O) Except for ER operations, may be inoperative provided:</p> <p>a) Both Engine Generators are operative, and</p> <p>b) Standby Electrical System is operative.</p>
	C	1	0	<p>(M) Except for ER operations, may be inoperative provided APU is not utilized.</p>

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GULFSTREAM G-V/GV-SP (G550, G500)/GIV-X (G450, G350)

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1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		4. Remarks or Exceptions
25 EQUIPMENT/FURNISHINGS				
3. Passenger Seats	D	-	-	May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative or missing seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
1) Recline Mechanism	D	-	-	May be inoperative and seat occupied provided seat is secured in the upright position.
2) Underseat Baggage Restraining Bars	D	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bars.
3) Armrests	D	-	-	May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict passenger from access to the main airplane aisle, and c) Seat with a recline mechanism is secured in the upright position.

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Numbers		4. Remarks or Exceptions	
25	EQUIPMENT/FURNISHINGS		
3.	Passenger Seats (continued)		
*** 4)	Swivel Mechanism D	-	-
			May be inoperative 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.
*** 5)	Divan High Backs D	-	-
			May be inoperative 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.
*** 6)	Electrical/ Electronic Systems/ Components D	-	-
			(M)May be inoperative and seat occupied provided associated component(s) is deactivated.
7.	Observer Seat(s) D	-	-
			One or more may be inoperative provided the seat is not required and is correctly stowed.

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1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		4. Remarks or Exceptions
25	EQUIPMENT/FURNISHINGS			
13.	Flight Attendant B	1	0	(M) (O) May be inoperative provided:
***	Seat Assembly			<p>a) Affected seat or seat assembly is not occupied,</p> <p>b) Flight Attendant displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat,</p> <p>c) Alternate procedures are established and used as published in crewmember manuals,</p> <p>d) Folding type seat is stowed or secured in the retracted position, and</p> <p>e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT ONLY".</p> <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint is considered inoperative.</p> <p>NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable JAR are met.</p>
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Numbers		3. Number required for dispatch		4. Remarks or Exceptions
25	EQUIPMENT/FURNISHINGS			
13.	Flight Attendant			
***	Seat Assembly (continued)			
2)	Excess Flight Attendant Seats	C	-	-
***				(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint is considered inoperative.
3)	All Cargo Configuration	D	-	-
***				May be inoperative provided affected seat or seat assembly is not occupied.

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1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		4. Remarks or Exceptions
25 EQUIPMENT/FURNISHINGS				
18. Pilot Seat(s)				
1) Vertical Adjustment	B	-	-	(M) (O) May be inoperative provided: a) Seat is secured at the individual crewmember's requirements, and b) Fore-aft adjustment is operative.
2) Armrest	C	-	-	(M) (O) May be inoperative provided: a) Affected armrest is in the up position or removed, and b) Seat is acceptable to the affected crewmember.
3) Recline Adjustment	B	-	-	(M) (O) May be inoperative provided: a) Seat is secured at a position acceptable to the affected crewmember, and b) Seat is able to move full Fore and Aft on its track.
25. Passenger Convenience/NEF Items				Not applicable.
27. Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within two (2) calendar days.
	D	-	-	Any in excess of those required may be incomplete, missing or inoperative.

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1. System &		2. Number installed		
Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
25	EQUIPMENT/FURNISHINGS			
28.	First Aid Kit A (FAK) and/or Associated Equipment	-	-	<p>(O) If more than one is required, only one of the required first aid kits may be incomplete, missing or inoperative provided:</p> <p>a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and</p> <p>b) Repairs are made within two (2) calendar days.</p>
	D	-	-	<p>Any in excess of those required may be incomplete, missing or inoperative.</p>

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1. System & Sequence Numbers			2. Number installed		3. Number required for dispatch	
					4. Remarks or Exceptions	
26	FIRE PROTECTION					
2.	Wing Overheat Warning System	C	2	0	Except for ER operations , may be inoperative provided: <ul style="list-style-type: none"> a) Wing Anti-Ice is not used, and b) Airplane is not operated in known or forecast icing conditions. 	
3.	APU Fire Detection System	C	1	0	(M) (O) Except for ER operations , may be inoperative provided: <ul style="list-style-type: none"> a) APU is not used, and b) APU CONT #1 and APU CONT #2 circuit breakers are pulled and collared. 	
9.	Engine Fire Detection System	C	2	1	Except for ER Operations , one may be inoperative provided the Fault Switch/Light is pressed to isolate the faulty loop and illuminate the OFF portion of the switch light.	
15. ***	APU Fire Bottle	C	1	0	(M) (O) Except for ER operations , may be inoperative provided: <ul style="list-style-type: none"> a) APU is considered inoperative, b) Both Engine Generators are operative c) Standby electrical system is operative, and d) APU CONT #1 and #2 circuit breakers are pulled and collared. 	

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1. System & Sequence		2. Number installed	
Numbers		3. Number required for dispatch	
		4. Remarks or Exceptions	
27	FLIGHT CONTROLS		
8. ***	Elevator Trim B Actuator Heater System	2	0
			(M) (O) May be inoperative provided affected circuit breaker(s) are pulled and collared.

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1. System & Sequence			2. Number installed			
Numbers			3. Number required for dispatch		4. Remarks or Exceptions	
28	FUEL					
4.	Fuel Boost Pumps	C	4	3	(O) Except for ER operations, one may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, c) Both Fuel Low Quantity Warning Systems are operative, and d) Airplane is operated in accordance with AFM Limitations.	
5.	Fuel Intertank Valve	C	1	0	(M) Except for ER operations, may be inoperative provided: a) All fuel boost pumps are operative, b) Fuel crossflow valve is operative, c) Fuel Quantity Indicating System is operative, and d) Intertank Valve is verified CLOSED and electrically deactivated. NOTE: With Fuel Intertank Valve CLOSED and fuel temperature below 0 degrees C, fuel balancing capabilities may be affected.	
7.	Fuel Boost Pump Warning Systems	C	4	3	(O) Except for ER Operations, one may be inoperative provided: a) Fuel Crossflow Valve is operative, b) Fuel Intertank Valve is operative, and c) Airplane is operated in accordance with AFM Limitations.	

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1. System & Sequence			2. Number installed			
Numbers			3. Number required for dispatch		4. Remarks or Exceptions	
28	FUEL					
8.	Fuel Crossflow Valve					
	1) Failed CLOSED	C	1	0	(0) Except for ER operations , may be inoperative provided:	
					a) All Fuel Boost Pumps are operative,	
					b) Fuel Intertank Valve is operative,	
					c) Fuel Quantity Indicating System is operative,	
					d) Fuel Intertank Valve is OPEN when either wing tank contains 2,000 pounds or less fuel, and	
					e) Airplane is operated in accordance with AFM Limitations.	
					NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.	
	2) Failed OPEN	C	1	0	(0) Except for ER operations , may be inoperative provided:	
					a) All Fuel Boost Pumps are operative,	
					b) Fuel Intertank Valve is operative,	
					c) Fuel Quantity Indicating System is operative,	
					d) Airplane is operated in accordance with AFM Limitations, and	
					e) Fuel tank temperature system must be operative.	
					NOTE: Avoid uncoordinated maneuvers when Fuel Intertank Valve is OPEN.	
12.	Fuel Caps (Chains)				The FAA MMEL at Revision 4 is now acceptable.	

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Numbers		3. Number required for dispatch		4. Remarks or Exceptions	
28	FUEL				
J28-1 ***	Mid Wing Ejector (MWE) System (GV, GV-SP only)	C	2	0	(O) One or both may be inoperative provided the maximum fuel load for dispatch is limited to 9,000 lb per tank for a total fuel load of 18,000 lb.
		C	2	0	OR (O) May be inoperative provided: a) The maximum zero fuel gross weight is limited to 52,000 lb, and b) The zero fuel gross weight forward center of gravity is limited to 37.5% MAC.

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1. System & Sequence		2. Number installed			
Numbers		3. Number required for dispatch		4. Remarks or Exceptions	
30	ICE AND RAIN PROTECTION				
1.	Cowl Anti-Ice Pressure Indication System	B	2	0	Both may be inoperative provided both EICAS Cowl Anti-Ice Indications are operative.
		B	2	0	Except for ER operations, both may be inoperative provided airplane is operated at greater than +8 deg. C SAT.
		B	2	0	Except for ER operations, both may be inoperative provided: a) Flight is made in VMC, and b) Airplane is not operated in visible moisture.
2.	Wing Anti-Ice Systems	C	2	0	Except for ER operations, both may be inoperative provided airplane is not operated in known or forecast icing conditions.
1)	Automatic Functions	C	2	0	Both may be inoperative provided airplane is operated in accordance with alternate AFM procedures.
3.	Windshield Heat Systems	C	2	1	Except for ER operations, one may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Both side window heat systems are operative.
1)	Windshield Heat Sensors	C	4	2	One sensor may be inoperative for each Windshield Heat System.

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1. System & Sequence		2. Number installed			
Numbers		3. Number required for dispatch		4. Remarks or Exceptions	
30	ICE AND RAIN PROTECTION				
4.	Side Window Heat Systems	C	2	1	May be inoperative provided airplane is not operated into known or forecast icing conditions.
	1) Side Window Heat Sensors	C	4	2	
7.	Pitot Heaters (GV, GV-SP)	B	4	3	Except for ER operations, one may be inoperative provided airplane is not operated in visible moisture or known or forecast icing conditions.
	Pitot Heaters (GIV-X)	B	3	2	Except for ER operations, one may be inoperative provided airplane is not operated in visible moisture or known or forecast icing conditions.

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1. System &		2. Number installed			
Sequence		3. Number required for dispatch			
Numbers		4. Remarks or Exceptions			
30	ICE AND RAIN PROTECTION				
10.	Cowl Anti-Ice System	C	2	0	<p>Except for ER operations, both may be inoperative provided:</p> <p>a) Affected Valve(s) are secured CLOSED, and</p> <p>b) Airplane is not operated in known or forecast icing conditions.</p>
		C	2	1	<p>One may be inoperative provided:</p> <p>a) Affected Valve is secured OPEN,</p> <p>b) All components of both HP Bleed Air Systems are operative,</p> <p>c) Both Environmental Control Systems (ECS) Packs are operative,</p> <p>d) Performance Computer is initialized with COWL ANTI-ICE selected ON for either takeoff or landing when COWL ANTI-ICE valve is pressurized, and</p> <p>e) Airplane is operated in accordance with AFM Limitations.</p>
	1) Automatic Functions	C	2	0	<p>Both may be inoperative provided airplane is operated in accordance with alternate AFM procedures.</p>

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1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		4. Remarks or Exceptions
31	INDICATING/RECORDING SYSTEMS			
	3. Flight Data Recorder			

	1) FDR	A	- 0	<p>One or more may be inoperative provided:</p> <ul style="list-style-type: none"> a) The airplane does not exceed 8 further consecutive flights with the flight data recorder unserviceable, b) Not more than 72 hours have elapsed since the flight data recorder was found to be unserviceable, and c) Any cockpit voice recorder required to be carried is operative. <p>NOTE 1: This alleviation is not applicable to combined CVR/FDR. For those combined systems see paragraph JAR OPS 1.727 below.</p> <p>NOTE 2: The flight data recorder is considered to be inoperative when any of the following conditions exist:</p> <ul style="list-style-type: none"> a) Loss of the flight recording function is evident to the flight crew during the pre-flight check e.g. by means of a system status monitor, b) The need for maintenance has been identified by the system monitors, where available, with the setting of an indicator and the cause of that setting has not been determined, or

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1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
31 INDICATING/RECORDING SYSTEMS a) Flight Data Recorder *** (cont'd)			<p>c) Analyses of recorded data or maintenance actions have shown that more than 5% of the total number of individual parameters (variable and discrete), required to be recorded for the particular aircraft, are not being recorded properly.</p> <p>NOTE 3: Where improper recording affects 5% of the parameters or less, timely corrective action will need to be taken by the airplane operator in accordance with approved maintenance procedures.</p>
12. Plastic Guard Switch Covers	C	-	<p>May be inoperative provided APU fire bottle switch cover is installed and operative.</p>

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1. System & Sequence		2. Number installed			
Numbers		3. Number required for dispatch		4. Remarks or Exceptions	
33	LIGHTS				
1.	Cockpit/Flight Deck/Flight Compartment Instrument Lighting System (Excluding EFIS and EICAS)	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls and other devised for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Emergency flight deck lighting is operative.
11. ***	Floor Proximity Emergency Escape Path Marking System Lights	B	-	-	A limited number of individual lights may be inoperative if allowed by the applicable Operating Requirements.

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1. System & Sequence		2. Number installed		3. Number required for dispatch	
Numbers				4. Remarks or Exceptions	
34	NAVIGATION				
3.	Standby Flight Displays	C	-	0	Except for ER operations, may be inoperative provided it is not required by Operating Requirements.
***	1) Standby Attitude Indicator (Electro-Mechanical Gyro Horizon)	B	-	0	May be inoperative provided Operations are conducted in Day VMC only
***	a) Glideslope/ Localizer Indicator	C	1	0	
***	2) Standby Altimeter/ Airspeed Indicator (combined unit)	C	1	0	May be inoperative provided airplane is operated in day VMC only.
***	3) 3-in-1 Standby Attitude, Altitude and Airspeed Indicator (Color Video Display)	C	-	0	Except for ER operations, the Attitude position indicator may be inoperative provided not required by Operating Requirements.
		B	-	0	The Attitude Position indicator may be inoperative provided Operations are conducted in Day VMC only
***	a) Standby Air Data Unit (Altitude and Airspeed Function)	C	1	0	The Standby Air Data Unit may be inoperative provided the airplane is operated in day VMC only.
***	b) Standby Heading Display	C	1	0	The Standby Heading Display may be inoperative provided all three (3) Heading Reference Systems are operative.
***	c) Glideslope/ Localizer Function	C	1	0	
***	d) DME Displays	C	-	0	
***	e) FMS Navigation	C	0	0	

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Numbers		3. Number required for dispatch		
		4. Remarks or Exceptions		
34	NAVIGATION			
4.	Weather Radar	C	-	-
				<p>Except for ER operations, one or more system(s) may be inoperative provided the weather reports or forecasts available to the commander indicate that cumuli-nimbus clouds or other potentially hazardous weather conditions, which could be detected by the system(s) when in working order, are unlikely to be encountered on the intended route of any planned diversion therefrom.</p>

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1. System & Sequence		2. Number installed			
Numbers		3. Number required for dispatch		4. Remarks or Exceptions	
34	NAVIGATION				
8.	ATC Mode S Transponder System	D	-	0	<p>Any in excess of those required for the intended route may be inoperative.</p> <p>NOTE 1: An operative ATC Mode S transponder is defined as a transponder which can provide at least Elementary Surveillance capability.</p>
		C	-	0	<p>One or more may be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended route.</p> <p>NOTE 1: An operative ATC Mode S transponder is defined as a transponder which can provide at least Elementary Surveillance capability.</p> <p>NOTE 2: Altitude reporting provided by an ATC Mode S Transponder is required for ACAS II operation. Refer to 34-19 for flight with ACAS II inoperative.</p> <p>NOTE 3: Altitude reporting provided by an ATC Mode S Transponder is required for flight into RVSM airspace. Refer to flight into RVSM airspace.</p>
	Enhanced Surveillance Capability (if installed)	D	-	0	<p>One or more Downlink Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when not required for the intended route.</p>
		C	-	0	<p>One or more Downlink Aircraft Parameters (DAP's), which provide Enhanced Surveillance, may be inoperative when required for the intended route.</p>

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Numbers		3. Number required for dispatch		
34	NAVIGATION			
13. ***	Ground Proximity Warning Systems	A	- 0	May be inoperative provided repairs are replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first. NOTE: If any of the Terrain Avoidance Modes 1-4 or the Test Mode are inoperative, then the GPWS is considered inoperative.
	1) Glideslope Deviation (Mode 5)	B	- 0	May be inoperative.
		C	- 0	May be inoperative for day VMC only.
***	2) Advisory Callouts	C	- 0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Check Flight Manual limitations for approach minimums.
***	3) Windshear Mode	C	- 0	(O) May be inoperative provided alternate procedures are established and used.
	4) Terrain Awareness & Warning System (TAWS) (when required)	A	- 0	May be inoperative provided: a) The GPWS functions are operative, and b) Repairs or replacements are carried out within 10 calendar days.
***	5) Runway Awareness and Advisory System (RAAS)	C	1 0	
***	6) Windshear Mode (Reactive)	D	- 0	(O) May be inoperative provided alternate procedures are established and used.

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1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		4. Remarks or Exceptions
34	NAVIGATION			
19.	Airborne Collision			
***	Avoidance System (ACAS)			
1) ACAS System	A	-	0	(O) (M) May be inoperative provided the system is deactivated and secured. a) It is not reasonably practicable to repair before the commencement of the flight, and b) If the airplane is intended to be flown in airspace in which ACAS operation is required it may not fly for more than 10 calendar days with the equipment completely inoperative. NOTE: Local airspace requirement may impose a more restrictive rectification interval.
2) Combined TA and RA Dual Displays	C	-	1	(O) May be inoperative on the non-flying pilot side provided: a) TA and RA elements and audio functions are operative on flying pilot side, and b) TA and TA display indications are visible to the non-flying pilot.
3) Resolution Advisory (RA) Display System(s)	C	-	1	(O) One may be inoperative on the non-flying pilot side.
	C	-	0	(O) One or more may be inoperative provided: a) All Traffic Alert (TA) display elements and voice command audio functions are operative, and b) TA only mode is selected by the crew.

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1. System & Sequence Numbers	2. Number installed	3. Number required for dispatch	4. Remarks or Exceptions
34 NAVIGATION			
19. Airborne Collision *** Avoidance System (ACAS) (continued)			
4) Traffic Alert (TA) Display System(s)	C	-	0
			(O) One or more may be inoperative provided all installed RA display and audio functions are operative.
42. Terrain Server Function (GV-SP, GIV-X)	A	-	0
			May be inoperative provided: a) The GPWS functions are operative, and b) Repairs or replacements are carried out within 10 Calendar days.

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1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		4. Remarks or Exceptions
35	OXYGEN			
6.	Protective Breathing Equipment (PBE)	D	-	-
				(M) Any in excess of that required may be inoperative or missing provided the inoperative PBE is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.

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AIRCRAFT:		REVISION NO: 03		PAGE
GULFSTREAM G-V/GV-SP (G550, G500)/GIV-X (G450, G350)		DATE: 19 January 2007		S36-1
1. System & Sequence		2. Number installed		
Numbers		3. Number required for dispatch		4. Remarks or Exceptions
36	PNEUMATIC			
1.	Bleed Air Systems			
1)	Pressurized Configuration	B	2	1
				(M) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Inoperative Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is determined to be operative and selected OPEN, and d) Airplane is operated in accordance with AFM Limitations. NOTE: Autothrottle will be inoperative for takeoff with Isolation Valve Open.
2)	Unpressurized Configuration	C	2	0
				(M) (O) Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Both Bleed Air valves are CLOSED and deactivated electrically, b) Airplane is not operated in forecast or known icing conditions, c) Airplane is operated at or below 10,000 feet NSL, and d) Airplane is operated in accordance with AFM Limitations.

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AIRCRAFT:		REVISION NO: 03		PAGE
GULFSTEAM G-V/GV-SP (G550, G500)/GIV-X (G450, G350)		DATE: 19 January 2007		S36-2
1. System &		2. Number installed		
Sequence		3. Number required for dispatch		
Numbers		4. Remarks or Exceptions		
36	PNEUMATIC			
2.	Bleed Air Hot Warning System			
1)	Pressurized Configuration	B	2	1
				(M) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Associated Bleed Control Valve is CLOSED and deactivated electrically when associated Engine Bleed Air System is selected OFF, b) Opposite Engine Bleed Air System is operative, c) Isolation Valve is verified operative and selected OPEN, and d) Airplane is operated in accordance with AFM Limitations. <p>NOTE: Autothrottle will be inoperative for takeoff with Isolation Valve Open.</p>
2)	Unpressurized Configuration	C	2	0
				(M) (O) Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Both Bleed Air valves are CLOSED and deactivated electrically, b) Airplane is not operated in forecast or known icing conditions, c) Airplane is operated at or below 10,000 feet NSL, and d) Airplane is operated in accordance with AFM Limitations.

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1. System & Sequence		2. Number installed			
Numbers		3. Number required for dispatch			4. Remarks or Exceptions
49	AIRBORNE AUXILIARY POWER				
1.	Auxiliary Power Unit (APU) C	1	0		(0) Except for ER operations , may be inoperative provided: a) Both Engine Driven generators are operative, and b) Standby Electrical System is operative.
2.	APU EGT Indicators (EICAS and Overhead) C	2	0		Except for ER operations, both may be inoperative provided: a) APU is not operated, b) Both Engine Driven generators are operative, and c) Standby Electrical System is operative.
3.	APU Tachometers (EICAS and Overhead) C	2	0		Except for ER operations, both may be inoperative provided: a) APU is not operated, b) Both Engine Driven generators are operative, and c) Standby Electrical System is operative.

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1. System &		2. Number installed			
Sequence		3. Number required for dispatch			
Numbers		4. Remarks or Exceptions			
49	AIRBORNE AUXILIARY POWER				
12.	APU Air Inlet Door Actuator	C	1	0	(M) Except for ER operations , may be inoperative provided APU Air Inlet door is secured fully CLOSED.
		C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) APU Air Inlet Door is fully OPEN, b) APU is operated throughout entire flight, c) Airplane speed remains below 300 KIAS/M.80, and d) Airplane is operated in accordance with AFM Limitations.
14.	Surge Control Valve	C	1	0	(O) Except for ER operations , may be inoperative provided: <ul style="list-style-type: none"> a) APU is restricted to ground use only at pressure altitude of 8000 ft or below, b) Both Engine Driven generators are operative, and c) Standby Electrical System is operative.

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1. System & Sequence		2. Number installed			
Numbers		3. Number required for dispatch		4. Remarks or Exceptions	
80	STARTING				
1.	Engine Starting System	C	2	1	(M) (O) One may be inoperative provided: a) Airstart Ignition System is operative, b) Start Valve has not failed in OPEN position, c) Start Valve is manually OPENED and CLOSED for engine starting, d) Airstart 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 Engine Start Valve Fails to Open Procedure.
3.	Start Valve Position Indication	C	2	1	(M) One may be inoperative provided: a) Start Valve has not failed in OPEN position as verified by visual means through an access panel, b) Ignition ON indication is operative during engine start, and c) Start Valve is verified CLOSED following engine start by visual means.
		C	2	1	(M) One may be inoperative provided: a) Start Valve is manually OPENED and CLOSED for engine starting in accordance with AFM Start Valve Failure Procedure, and b) Airstart Ignition, Engine Selector and Start Switches are switched to OFF when engine has reached self-sustaining speed.

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