1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	(M) MAINTENANCE AND (O) OPERATIONAL PROCEDURES
21	AIR CONDITIONING					
10-1	Engine Main Air Valves	C	2	1	(M) (O) One may be inoperative for pressurized flight provided; a) Valve is secured closed, and b) Flight Deck Heat Valve System is operative.	**MAINTENANCE PROCEDURE** 1. Verify affected valve mechanical indicator arm is secured closed. 2. Pull and collar the affected MAIN AIR VLV circuit breaker. 3. Disconnect electrical connector from valve, bag, and stow. **OPERATIONAL PROCEDURE** 1. With engines running, select AUX HEAT (F/DK VLV) and confirm that airflow is present.

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21	AIR CONDITIONING					
10-1	Engine Main Air Valves (continued)	C	2	0	(M) (O) May be inoperative provided: a) Both valves are secured closed, b) Ram Air and Dump/Vent Valves are verified operative before the first flight of the day, c) DUMP VLV / VENT VALVE is selected OPEN, d) Flight is conducted in an unpressurized configuration, e) Aircraft is operated at or below 15,000 feet MSL, and f) Applicable Oxygen requirements are established and complied with per AFM Oxygen table.	**MAINTENANCE PROCEDURE** 1. Visually confirm valve mechanical indicator arms are in the closed position. 2. Pull and collar the affected MAIN AIR VLV circuit breaker. 3. Disconnect electrical connectors from valves, bag, and stow. **OPERATIONAL PROCEDURE** 1. Prior to the first flight of the day and before engine and APU start, confirm Ram Air and Dump Valves are operative. Ram Air Valve movement can be heard from Rear Equipment Bay when DUMP VALVE OPEN is selected. 2. Configure the aircraft for unpressurized flight: a) Select DUMP VLV fully OPEN. b) F/DK VLV positioned as required. 3. Operate at or below 15,000 feet MSL. NOTE - The Passenger Supply Valve may be selected closed to prevent passenger oxygen mask deployment, provided the aircraft is operated at or below 10,000 feet MSL or the passenger cabin has no occupants. Special attention should be given to planning low altitude flights.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	(M) MAINTENANCE AND (O) OPERATIONAL PROCEDURES
21	AIR CONDITIONING					
10-2	Engine Main Air Valve Position Indicators	C	2	1	(O) One may be inoperative provided both engine main air valves are operative.	**OPERATIONAL PROCEDURE** With engines running and APU OFF, 1. Sequentially select L & R Main Air Valves OPEN and CLOSED. 2. Confirm that airflow is present with valve OPEN and that flow stops when valve is closed.
		C	2	1	(O) One may be inoperative provided indicator associated with the operative engine main air valve is operative.	**OPERATIONAL PROCEDURE** With engines running and APU OFF, 1. Select operative Main Air Valve OPEN and CLOSED. 2. Confirm that airflow is present with valve OPEN, associated indicator illuminates while valve is OPEN, and that flow stops when valve is closed.

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21	AIR CONDITIONING					
10-2	Engine Main Air Valve Position Indicators (continued)	C	2	0	(M) (O) May be inoperative provided: a) Both valves are secured closed, b) Ram Air and Dump/Vent Valves are verified operative before the first flight of the day, c) DUMP VLV / VENT VALVE is selected OPEN, d) Flight is conducted in an unpressurized configuration, e) Aircraft is operated at or below 15,000 feet MSL, and f) Applicable Oxygen requirements are established and complied with per AFM oxygen table.	**MAINTENANCE PROCEDURE** 1. Visually confirm both valve mechanical indicator arms are in the closed position. 2. Pull and collar the affected MAIN AIR VLV circuit breaker 3. Disconnect electrical connectors from both valves, bag, and stow. **OPERATIONAL PROCEDURE** 1. Prior to the first flight of the day and before engine and APU start, confirm Ram Air and Dump Valves are operative. Ram Air Valve movement can be heard from Rear Equipment Bay when DUMP VALVE OPEN is selected. 2. Configure the aircraft for unpressurized flight: a) Select DUMP VLV fully OPEN. b) F/DK VLV positioned as required. 3. Operate at or below 15,000 feet MSL. NOTE - The Passenger Supply Valve may be selected closed to prevent passenger oxygen mask deployment, provided the aircraft is operated at or below 10,000 feet MSL or the passenger cabin has no occupants. Special attention should be given to planning low altitude flights.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	(M) MAINTENANCE AND (O) OPERATIONAL PROCEDURES
21	AIR CONDITIONING					
10-3	Air Cycle Machine / Cold Air Unit	C	1	0	(O) May be inoperative provided: a) Ram Air and Dump/Vent Valves are verified operative before the first flight of the day, b) Both MAIN AIR VALVES are selected CLOSED, c) DUMP VLV / VENT VALVE is selected OPEN, d) Flight is conducted in an unpressurized configuration, e) Aircraft is operated at or below 15,000 feet MSL, and f) Applicable Oxygen requirements are established and complied with per AFM oxygen table.	**OPERATIONAL PROCEDURE** 1. Prior to the first flight of the day and before engine and APU start, confirm Ram Air and Dump Valves are operative. Ram Air Valve movement can be heard from Rear Equipment Bay when DUMP VALVE OPEN is selected. 2. Configure the aircraft for unpressurized flight: a) Select DUMP VLV fully OPEN. b) F/DK VLV positioned as required. 3. Operate at or below 15,000 feet MSL. NOTE - The Passenger Supply Valve may be selected closed to prevent passenger oxygen mask deployment, provided the aircraft is operated at or below 10,000 feet MSL or the passenger cabin has no occupants. Special attention should be given to planning low altitude flights.

1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	(M) MAINTENANCE AND (O) OPERATIONAL PROCEDURES
23	COMMUNICATIONS					
05-1	Radio management Units (RMU'S) / Radio Tuning Units (RTU's)	C	2	1	(O) One may be inoperative provided: a) Inoperative Unit is not powered by an Emergency Bus, or equivalent, and is not required to accomplish Emergency Procedures, b) Remaining RMU/RTU operates normally, and a) Alternate procedures are established and used.	**OPERATIONAL PROCEDURE** 1. Confirm that inoperative RMU ss not powered by PE Bus. 2. Turn ON the remaining RMU, 3. Check to make sure all functions work with the remaining RMU, 4. Check COMM with a radio check 5. Check NAV either with a VOR or VOT check. 6. If any function of the remaining RMU does not work properly, repairs or replacements must be made prior to flight.
10-1	Communications System (VHF)	D	2	1	Per 14 CFR 91.205, 1 required for IFR. 14 CFR 91. 507, 1 required for VFR night and VFR over the top. 14 CFR 91.511 & 135.165, 2 required for overwater operations in excess of 30 minutes flying time or 100 nautical miles from the nearest shore. 14 CFR 135.161, 1 required for VFR. Additional units may be inoperative provided they are not powered by the Emergency AC Bus (XE), or Emergency DC Bus (PE), and are not required for emergency procedures.	