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Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List

Revision: 7b
Date: Nov 10, 2010

Cessna Aircraft Company

208, 208A, 208B

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AIRCRAFT:

CESSNA 208, 208A, 208B

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7	12/15/2008	GUIDELINES, PAGES 21-1 thru 80-1	
7a	03/30/2009	TABLE OF CONTENTS, LOG OF REVISIONS PAGE III	
7a	03/30/2009	CONTROL PAGES, HIGHLIGHTS OF CHANGE	
7a	03/30/2009	HIGHLIGHTS OF REV.,DEFINITIONS AND PREAMBLE	
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7b	11/10/2010	COVER PAGE, TABLE OF CONTENTS, LOG OF REVISIONS PAGE IV ADDED	
7b	11/10/2010	CONTROL PAGES, HIGHLIGHTS OF CHANGE PAGES	
7b	11/10/2010	DEFINITIONS AND PREAMBLE PAGE	
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HIGHLIGHTS OF CHANGE

Cover	Revised Cover Page.
Page I	Revised Table of Contents.
Page IV	Added Log of Revisions page.
Pages V, VI	Revised Control Pages.
Pages VII, VIII, IX	Revised Highlights of Change.
Page X	Revised page number of Definitions and Preamble.
Page XI	Revised page number, revised instructions for operator (O) & (M) Procedures, and added guidelines for STC modifications.
ATA 21	
-21-02	Revised relief title.
-21-03	Revised relief title.
-21-04	Revised relief title.
ATA 22	
-10-06	Added relief for GAD 43 adapter installed by STC SA02017SE-D.
-10-07	Added relief for HDG/GPSS switch installed by STC SA02017SE-D or SA02153LA-D.
ATA 23	
-50-04	Revised remarks and exceptions.
-50-05	Revised remarks and exceptions.
-50-07	Revised remarks and exceptions.
-50-08	Revised relief title.
-60-01	Reinstated for static wick relief.
ATA 24	
-10-01	Added ***, and revised remarks and exceptions.
-22-01	Revised relief title.
-22-02	Added relief for STC SA02017SE-D.
ATA 27	
-31-01	Revised remarks and exceptions.
-50-01	Revised remarks and exceptions.
ATA 28	
-41-01	Revised remarks and exceptions to clarify (O) procedure requirements.

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ATA 33	
-40-08	Revised remarks and exceptions to clarify (M) procedure requirements.
ATA 34	
-14-01	Revised relief title, number required, and remarks and exceptions.
-14-02	Revised relief title, number required, and remarks and exceptions.
-16-02	Revised relief title, number required, and remarks and exceptions.
-21-01	Revised relief title, number required, and remarks and exceptions.
-21-02	Added relief for STC SA02017SE-D.
-22-01	Revised item number, relief title, number installed, number required, and remarks and exceptions.
-24-01	Revised relief title.
-24-02	Revised relief title, number required, and remarks and exceptions.
-25-02	Revised relief title.
-25-03	Revised relief title, number installed, and number required.
-25-05	Added relief for STC SA02017SE-D or SA02153LA-D.
-25-06	Added relief for STC SA02017SE-D or SA02153LA-D.
-25-07	Added relief for STC SA02017SE-D or SA02153LA-D.
-25-08	Added relief for STC SA02017SE-D or SA02153LA-D.
-44-01	Moved for pagination with no change in relief.
-44-02	Moved for pagination with no change in relief.
-45-01	Moved for pagination with no change in relief.
-45-02	Moved for pagination with no change in relief.
-51-01	Moved for pagination with no change in relief.
-52-01	Moved for pagination with no change in relief.
-55-01	Moved for pagination with no change in relief.
-57-01	Moved for pagination, and revised relief title.
-57-02	Moved for pagination with no change in relief.
-60-01	Moved for pagination with no change in relief.

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FEDERAL AVIATION ADMINISTRATION

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HIGHLIGHTS OF CHANGE

ATA 52	
-10-01	Removed requirement for (O) Procedure, and revised remarks and exceptions.
-10-02	Removed requirement for (O) Procedure, and revised remarks and exceptions.
ATA 76	
-00-01	Revised relief title, and revised remarks and exceptions to clarify (M) procedure requirements.

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DEFINITIONS AND PREAMBLE		

DEFINITIONS

The definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS in accordance with current FAA MMEL Policy Letter PL-70, DEFINITIONS REQUIRED IN MELs.

PREAMBLE

The applicable preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE or FAA MMEL Policy Letter PL-36, FAR PART 91 MEL APPROVAL.

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GUIDELINES FOR (O) & (M) PROCEDURES		

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures.

Operator (O) & (M) Procedures should be based on the Master Minimum Equipment List Operational and Maintenance Procedures Manual for the Cessna 208, 208A, 208B, (P/N 208MELCL-XX as amended), published by Cessna Aircraft Company. For items not listed in Master Minimum Equipment List Operational and Maintenance Procedures Manual published by Cessna Aircraft Company, the following guidelines are provided to help establish required operator procedures.

22-10-06 (O) Operations procedure for operating radar with manual tilt adjustment, and loss of roll stabilization.

24-22-02 (O) Operations procedure for operating radar with manual tilt adjustment, and loss of roll stabilization.

33-40-08 (M) Maintenance procedure to pull and secure circuit breaker.

34-25-02 (O) (all) Operations procedure to ensure crew awareness of inoperative systems or functions and alternate procedures for inoperative functions. NOTE: Procedures must ensure that erroneous or misleading information is not displayed.

76-00-01 (M) Maintenance procedure to deactivate lock assembly in accordance with STC SA01296SE instructions and aircraft maintenance manual guidance.

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	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

21 AIR CONDITIONING				
-21-01 VENT AIR Fan (Aircraft not equipped with Freon/R134A Air Conditioner)	C	2	0	
-21-02 PFD Fan (G1000 Only)	C	2	0	May be inoperative provided: a) GIA 1 or 2 COOLING is not displayed, b) PFD 1 or 2 COOLING is not displayed, and c) MFD COOLING is not displayed.
-21-03 MFD Fan (G1000 Only)	C	1	0	May be inoperative provided: a) GIA 1 or 2 COOLING is not displayed, b) PFD 1 or 2 COOLING is not displayed, and c) MFD COOLING is not displayed.
-21-04 Deck Skin Fan (G1000 Only)	C	2	1	
	C	2	0	(O) May be inoperative provided: a) Aircraft is operated at ambient temperatures less than 38 degrees C, b) Aircraft is operated in ambient temperatures above 38 but not greater than 46 degrees C for more than 30 minutes, c) GIA 1 or 2 COOLING is not displayed, d) PFD 1 or 2 COOLING is not displayed, and e) MFD COOLING is not displayed.
-22-01 Aft/Fwd Cabin Distribution Valve	C	1	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions.

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21 AIR CONDITIONING -22-02 Defrost/Fwd Cabin Air Distribution Valve -41-01 Mixing Air Valve -50-01 Freon/134A Air Conditioning System ***	C C C	1 1 1	0 0 0	(M) May be inoperative provided: a) It is secured in the DEFROST position, and b) Aircraft is not operated in known or forecast icing conditions. (M) May be inoperative provided: a) It is secured in the flight mode, and b) Aircraft is not operated in known or forecast icing conditions. (M)
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22 AUTO FLIGHT				
-10-01 Autopilot ***	C	1	0	(M) (O) May be inoperative except where approach minimums or enroute operations require its use.
-10-02 Yaw Damper ***	C	1	0	(M) May be inoperative provided the autopilot is considered inoperative.
-10-03 Autopilot Disconnect *** Functions (Quick Release Controls)	C	-	1	(O) May be inoperative provided: a) Pitch trim is verified operative, b) Flying pilot must have the operative autopilot disengage switch, c) Approach minimums do not require the use of the autopilot, and d) Autopilot is not used below 1,500 feet AGL.
	B	-	0	May be inoperative provided: a) Autopilot is considered inoperative, b) Yaw Damper is considered inoperative, and c) Electric Trim is considered inoperative.
-10-04 Control Wheel Steering *** (CWS)	C	-	0	
-10-05 Go Around Button ***	C	1	0	May be inoperative provided: a) The flight director is not used during a go around, and b) Autopilot is disconnected for go around.
				NOTE: Missed approach guidance must be activated manually.

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	4. REMARKS AND EXCEPTIONS		

22 AUTO FLIGHT -10-06 GAD 43 Adapter (Installed by STC SA02017SE-D Only) Radar Equipped Aircraft	C	1	0	(O) May be inoperative provided: a) Autopilot and yaw damper are considered inoperative, b) Radar stabilization is select off (STAB-OFF), and c) Alternate procedures are established and used for operating radar without pitch and roll stabilization.
Non Radar Equipped Aircraft	C	1	0	May be inoperative provided autopilot and yaw damper are considered inoperative.
-10-07 HDG/GPSS Switch (Installed by STC SA02017SE-D or SA02153LA-D Only) HDG Mode	C	1	0	May be inoperative provided: a) HDG/GPSS switch remains in GPSS position, and b) Autopilot coupling to heading bug is not attempted.
GPSS Mode	C	1	0	May be inoperative provided: a) HDG/GPSS switch remains in HDG position, and b) Autopilot coupling to GPS flight plan is not attempted.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY			4. REMARKS AND EXCEPTIONS
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	3. NUMBER REQUIRED FOR DISPATCH			

23 COMMUNICATIONS				
-00-01 Communications System (VHF and UHF)	C	-	-	Any in excess of those required by FAR may be inoperative provided it is: a) Not powered by any aircraft emergency power system bus, and b) Not required for emergency procedures.
-00-02 Flight Phone System ***	D	-	0	
1) Cockpit Handset	D	1	0	
2) Cabin Handset	D	-	0	
-00-03 Control Yoke Press To Talk Switches	C	2	0	May be inoperative provided hand mike is operative.
-10-01 High Frequency (HF) Communication System ***	D	-	-	Any in excess of those required by FAR may be inoperative.
-40-01 Passenger Address (PA) System				
1) Passenger Configuration	C	1	0	(O) May be inoperative provided alternate normal, and emergency procedures, and/or operating restrictions are established and used.
2) Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.

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23	COMMUNICATIONS				
-50-01	Cockpit Voice Recorder (CVR)				

1)	With Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
2)	Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.
3)	For Operators Other Than Air Carriers And Commercial Operators	A	1	0	May be inoperative provided repairs are made in accordance with applicable FARs.
-50-02	Boom Microphones (Including Headset Mic)				
	Cockpit Voice Recorder with Flight Data Recorder Installed				
1)	Cockpit Voice Recorder Equipped To Record Boom Microphone Per FAR 135.151(d)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
2)	Cockpit Voice Recorder Not Equipped To Record Boom Microphone	D	-	0	Any in excess of those required by FAR may be inoperative.

	Cockpit Voice Recorder Without Flight Data Recorder Installed				
1)	Cockpit Voice Recorder Equipped To Record Boom Microphone Per FAR 135.151(d)	A	-	0	May be inoperative provided repairs are made within three flight days.
2)	Cockpit Voice Recorder Not Equipped To Record Boom Microphones	D	-	0	Any in excess of those required by FAR may be inoperative.

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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23 COMMUNICATIONS				
-50-03 Headset Audio	C	-	0	May be inoperative provided associated cockpit speaker is operative.
-50-04 Hand Microphone	C	1	0	May be inoperative provided an operative boom/headset microphone(s) is available.
-50-05 Hand Microphone Jack	C	1	0	May be inoperative provided an operative boom/headset microphone(s) is available.
-50-06 Hand Microphone Holder	C	1	0	(O) May be inoperative provided microphone is secured by alternate means.
-50-07 Cockpit Overhead Communication Speaker	C	2	1	One may be inoperative provided: a) Affected speaker is not required for procedures, and b) An operative headset is available to the flight crew for associated inoperative speaker.
-50-08 KMA-24 Audio Amplifier	C	1	0	May be inoperative provided two operative headsets are available to the flight crew.
-60-01 Static Wicks				
1) Left Aileron	C	4	3	One may be inoperative or missing provided outermost wick is operative.
2) Right Aileron	C	4	3	One may be inoperative or missing provided outermost wick is operative.
3) Left Elevator	C	4	3	One may be inoperative or missing provided outermost wick is operative.
4) Right Elevator	C	4	3	One may be inoperative or missing provided outermost wick is operative.
5) Rudder	C	5	4	One may be inoperative or missing provided uppermost wick is operative.

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	4. REMARKS AND EXCEPTIONS			

24 ELECTRICAL POWER				
-10-01 Standby Alternator ***	B	1	0	(M) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Flight is not a 14 CFR 135 IFR passenger carrying flight.
-22-01 Avionics Inverter *** (Non G1000 Only)	B	2	1	One may be inoperative provided: a) Aircraft is operated VFR only, and b) Aircraft is not operated at night.
-22-02 Avionics Inverter (Aircraft modified by STC SA02017SE-D Only)	C	2	1	One may be inoperative provided operative inverter is selected.
Radar Equipped Aircraft	C	2	0	(O) May be inoperative provided: a) Autopilot and yaw damper are considered inoperative, b) Radar stabilization is select off (STAB-OFF), and c) Alternate procedures are established and used for operating radar without pitch and roll stabilization.
Non Radar Equipped Aircraft	C	2	0	May be inoperative provided autopilot and yaw damper are considered inoperative.
-32-01 On Board Battery Charger *** System (STC Number SA2536SO)	C	1	0	May be inoperative provided: a) The on board battery charger over-ride control switch is placed in the OFF position, and d) The aircraft charging system is operating normally.

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25 EQUIPMENT/FURNISHINGS				
-10-01 Pilot and/or Copilot Seat				
1) Recline	C	2	0	May to be inoperative provided: a) Affected seat has failed in a latched position that permits normal pilot visibility, b) Full, unobstructed flight control movement is available, and c) Crewmember can reach all necessary controls and equipment.
2) Armrest	C	-	0	May be inoperative provided affected armrest is stowed in the retracted position.
	C	-	0	(M) May be inoperative provided armrest is removed.
-10-02 Cockpit Shoulder Harness	C	-	-	Right side may be inoperative provided seat remains unoccupied.
-10-03 Crew Seat Restraint Buckle Protective Padding	C	-	-	May be missing or inoperative.
-10-04 Flight Deck Sunvisors and/or Sunvisor Track	D	-	0	May be inoperative or missing provided sunvisor does not obstruct either pilot's field of vision.

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25 EQUIPMENT/FURNISHINGS				
-20-01 Passengers Seat(s) ***	D	-	-	<p>May be inoperative provided:</p> <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 aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Affected seat(s) may include the seat behind an inoperative seat.</p>
1) Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied, provided seat is secured in full upright position.
	D	-	-	May be inoperative and seat occupied, provided seat back is immovable in the full upright position.
2) Tracking Mechanism	C	-	-	May be inoperative and seat occupied provided seat is failed immovable in placarded taxi, takeoff and landing position.
3) Armrest				
a) Armrest with Recline Mechanism	D	-	-	<p>(M) May be inoperative or missing and seat occupied provided:</p> <ul style="list-style-type: none"> a) Armrest does not block an emergency exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
				(continued)

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<p>25 EQUIPMENT/FURNISHINGS</p> <p>-20-01 Passenger Seat (Continued)</p> <p>3) Armrest (Continued)</p> <p style="padding-left: 20px;">b) Armrest without Recline Mechanism</p> <p>4) Headrest</p> <p>-20-02 Non-Essential Equipment & Furnishings (NEF)</p>	<p>D</p> <p>C</p> <p>C</p> <p>-</p>	<p>-</p> <p>-</p> <p>-</p> <p>0</p>	<p>May be inoperative or missing and seat occupied provided:</p> <p style="padding-left: 20px;">a) Armrest does not block an emergency exit, and</p> <p style="padding-left: 20px;">b) Armrest does not restrict any passenger from access to the main aircraft aisle.</p> <p>May be inoperative and seat occupied provided headrest is failed in placarded taxi, takeoff and landing position.</p> <p>May be inoperative or missing provided affected seat is blocked and placarded "DO NOT OCCUPY".</p> <p>May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.</p> <p>NOTE: Exterior lavatory ash trays are not considered passenger convenience items.</p>
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25 EQUIPMENT/FURNISHINGS -50-01 Cargo Restraint Systems	C	-	-	(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
-60-01 Emergency Locator Transmitter (ELT)				
1) Survival Type ELTs ***	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
2) Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.
3) Remote ELT Switch	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
-60-02 Emergency Medical Equipment ***				
1) Automatic External Defibrillator (AED) and/or Associated Equipment	D	-	0	
2) Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	0	
3) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) May be incomplete, missing or inoperative provided: 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 b) Repairs or replacements are made within three flight cycles.
-60-02 Emergency Medical Equipment ***	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.

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25 EQUIPMENT/FURNISHINGS -60-03 Emergency Vision Assurance *** System (EVAS)	D	-	0	May be inoperative or missing provided: a) Removal is as directed by the EVAS Operator's Guide, and b) Procedures do not require its use.

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		4. REMARKS AND EXCEPTIONS			
26	FIRE PROTECTION				
-10-01	Engine Fire Detect Warning Horn	C	1	0	May be inoperative provided fire warning light is operative.
-22-01	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided inoperative fire extinguisher is tagged inoperative, removed from the installed location and placed out of sight so it can not be mistaken for a functional unit.

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27 FLIGHT CONTROLS				
-00-01 Trim Tab Position Indicators (Aileron, Rudder & Elevator)	C	3	0	(M) (O) May be inoperative provided: a) Tab is checked for full range of travel, b) Tab operation is not affected, and c) Tab is positioned to neutral prior to each departure.
-10-01 Control Yoke Press To Talk Switches				Moved to ATA Chapter 23 in revision 7a.
-31-01 Electric Elevator Trim	C	1	0	(M) May be inoperative provided: a) Manual trim is operative and unaffected, and b) Autopilot is considered inoperative.
-50-01 Flap Position Indicator	C	1	0	May be inoperative provided a) Flap position is verified using flap handle position, and b) Primary flap system is operative.
-50-02 Primary Flap System	C	1	0	(M) May be inoperative provided: a) Standby flap system is operative, and b) Flap position indicator is operative.
	A	1	0	(M) (O) May be inoperative provided: a) Aircraft is operated in accordance with the procedures and for the time interval specified in Airworthiness Directive 2004-17-01, or as superseded by future ADs, and b) Aircraft is not operated in known or forecast icing.

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27 FLIGHT CONTROLS -50-03 Standby Flap System	C	1	0	May be inoperative provided the primary flap system is operative.
	A	1	0	(M) (O) May be inoperative provided: a) Aircraft is operated in accordance with the procedures and for the time interval specified in Airworthiness Directive 2004-17-01, or as superseded by future ADs, and b) Aircraft is not operated in known or forecast icing.
-70-01 Rudder Gust Lock	C	1	0	(M) May be inoperative provided gust lock is secured unlocked.

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28 FUEL -00-01 Single Point Refueling System *** -41-01 Left/Right Fuel low Annunciators (Amber Lights) -41-02 Fuel Flow Indicator	 C B C	 1 2 1	 0 1 0	 (O) One may be inoperative provided: a) Alternate procedures for fuel level monitoring are established and used, and b) Fuel flow indicator is operative. May be inoperative provided the Left and Right Fuel Low annunciators are operative.

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30	ICE AND RAIN PROTECTION				
-00-01 ***	TKS Ice Protection System	C	1	0	May be inoperative provided the aircraft is not operated into known or forecast icing conditions.
-10-01	Pneumatic De-ice System (Wing, Wing Strut, Horizontal and Vertical Stabilizer, Cargo Pod Nose, and Main Gear Legs) (Non TKS Aircraft Only)	C	1	0	(M) May be inoperative provided: a) Pneumatic boot vacuum system is verified operative, and b) Aircraft is not operated in known or forecast icing conditions.
-30-01	Pitot Heater	A	-	0	May be inoperative provided: a) Aircraft is not operated at night, b) Aircraft is operated in VMC conditions, c) Aircraft is not operated in known or forecast icing conditions, and d) Repairs are made within 3 flight days.
		A	2	1	Right pitot heat may be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Repairs are made within 3 flight days.
-30-02	Stall Vane Heat	A	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, and b) Repairs are made within 3 flight days.
-40-01 ***	Windshield Anti-Ice (Non TKS Aircraft Only)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-60-01	Propeller Anti-Ice System (Non TKS Aircraft Only)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-80-01 ***	Ice Detector System	C	1	0	

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY				2. NUMBER INSTALLED				3. NUMBER REQUIRED FOR DISPATCH				4. REMARKS AND EXCEPTIONS			
31 INDICATING/RECORDING SYSTEMS																
-20-01 Clock with Sweep Second Hand or Electric Digital Clock.	C	1	0													May be inoperative for VFR.
-20-02 Flight Hour Meter	C	1	0													(O) May be inoperative provided flight time is tracked by alternate means.
-30-01 Power Analyzer and Recorder *** (PAR)																
1) STC SA00020NY	D	1	0													
2) STC SA628NE	D	1	0													
-30-02 Engine Trend Monitoring *** System	D	1	0													
-30-03 Flight Data Recorder (FDR) *** System	C	-	0													
-50-04 De-Ice Pressure Annunciator (Non TKS Aircraft Only)	C	1	0													May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-50-05 Windshield Anti-Ice Annunciator (Non TKS Aircraft Only)	C	1	0													May be inoperative provided the aircraft is not operated in known or forecast icing conditions.

DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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32 LANDING GEAR -42-01 Parking Brake	C	1	0 (O)

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33	LIGHTS				
-10-01	Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
-10-02	Windshield Ice Detector Light ***	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
-10-03	Wing Courtesy Light	C	2	0	
-20-01	Cabin Interior Lighting System				
1)	Passenger Configuration	C	-	0	May be inoperative provided flight is not conducted at night.
		C	-	2	(O) Individual lights may be inoperative for night operation provided: a) Sufficient lighting is operative for passenger carrying operations at night, b) Sufficient lighting is operative for the crew to perform required duties, and c) Cabin lights by the cabin door and emergency exit are operable.
2)	Cargo Only Configuration	D	-	0	
-40-01	Beacon Light (Upper)	C	1	0	

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	C	I	M	

33 LIGHTS -40-02 Belly Mounted Anti-Collision *** Light (STC SA01239AT)	C	1	0	
-40-03 Anti-Collision Strobe Light	B	2	0	May be inoperative provided the aircraft is not operated at night.
-40-04 Landing Light	C	2	0	May be inoperative provided aircraft is not operated at night.
	C	2	1	One may be inoperative for night operations provided one taxi light is operative.
-40-05 Position (Navigation) Light	C	3	0	May be inoperative provided the aircraft is not operated at night.
-40-06 Taxi/Recognition Light	C	2	0	
-40-07 Wing Ice Light	C	1	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions.
-40-08 Pulse Light System *** (STC No. SA4005NM)	C	1	0	(M) May be inoperative provided: a) Normal landing lights function is not impaired, b) Pulse light system is turned off, and c) Pulse light system circuit breaker is pulled and secured.

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34 NAVIGATION	C	-	-	As required by FAR.
-00-01 VHF Navigation Systems				
1) VOR	C	-	-	As required by FAR.
2) ILS				
a) Localizer	C	-	-	May be inoperative provided approach or departure procedures do not require its use. NOTE: Associated glideslope must be considered inoperative.
b) Glideslope	C	-	-	May be inoperative provided approach procedures do not require its use.
-14-01 Copilot Side Analog Airspeed Indicator (Non G1000 Only)	C	-	-	May be inoperative provided: a) Operations do not require a second in command, and b) Where a servoed electric airspeed is installed, a functioning pneumatic indicator is required.
-14-02 Analog Vertical Speed Indicator (Non G1000 Only)	B	-	-	Left side must be operative for 14 CFR 135 IFR passenger carrying operations.
-16-01 Altitude Alerter/Pre-select ***	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
-16-02 Copilot Side Analog Altimeter (Non G1000 Only)	B	-	-	May be inoperative provided: a) Operations do not require a second in command, and b) Where a servoed electric altimeter is installed, a functioning pneumatic indicator is required.
-18-01 Stall Vane Heat				Moved to ATA Chapter 30 in revision 7a.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
34 NAVIGATION				
-18-02 Low Airspeed Awareness System (LAA) ***	A	1	0	May be inoperative provided: a) The aircraft is not operated in known or forecast icing conditions, b) If icing conditions are inadvertently encountered, disconnect the autopilot, maintain at or above 120 KIAS and exit icing conditions, and c) Repairs are made within three flight days.
-20-01 Auxiliary Dry Air Pump (Any *** STC installation)	C	1	0	As required by FAR.
-21-01 Copilot Side Gyroscopic Pitch & Bank Indicator System (Non G1000 Only)	B	-	-	May be inoperative for operations not requiring a second in command.
-21-02 GRS 77 AHRS (Installed by STC SA02017SE-D Only)	C	2	1	One may be inoperative provided operative AHRS is selected.
-22-01 Copilot Side Directional Gyroscopic Indicator (Non G1000 Only)	B	-	-	May be inoperative for operations not requiring a second in command.
-24-01 Gyroscopic Rate of Turn Indicator (Non G1000 Only)	B	-	1	Must be operative on left side for IFR.
	B	-	0	May be inoperative provided the aircraft is operated VMC only.
-24-02 Copilot Side Analog Slip Skid Indicator (Non G1000 Only)	B	-	-	May be inoperative for operations not requiring a second in command.
-25-01 Flight Director ***	C	1	0	May be inoperative provided: a) Approach procedures do not require its use, and b) Autopilot is considered inoperative.

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34 NAVIGATION	D	1	0	May be inoperative provided display is not used to display TCAS or TAWS information.
-25-02 Multi Function Display *** (GMX-200 STC Only)	C	1	0	(O) NOTE: Refer to system sub items 1) through 6) for applicable affected aircraft systems.
1) Map (MAP) ***	D	1	0	(O) May be inoperative or out of currency. NOTE: Comply with AFM limitations.
2) Airborne Weather *** Radar/Thunderstorm Detection Equipment Display (RADAR)	D	1	0	As required by FAR.
3) Terrain Awareness *** (internal) (TER)	D	1	0	(O)
Terrain Awareness(external) (TER)	C	1	0	(O) May be inoperative in accordance with existing TAWS MMEL relief.
4) Traffic Awareness *** (TRAF)	D	1	0	(O) May be inoperative provided traffic display is not used for TCAS I or TCAS II traffic display.
	C	1	0	May be inoperative in accordance with existing TCAS MMEL relief.
5) Weather Information *** Datalink (FIS)	D	1	0	(O)
6) Chartview *** (CHART)	D	1	0	May be inoperative or out of currency. NOTE: Comply with AFM Limitations.
-25-03 Copilot Side Primary Flight Display (PFD) (G1000 or STC SA02153LA-D Only)	B	-	-	May be inoperative for operations not requiring a second in command.
-25-04 RMI	C	-	0	

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34 NAVIGATION

-25-05 Aviation Database for G600
(Aircraft modified by STC
SA02017SE-D or
SA02153LA-D Only)

C

1

0

May be expired provided airport,
airspace, and navaid information are
derived from current aeronautical data
sources.-25-06 Obstacle Database for G600
(Aircraft modified by STC
SA02017SE-D or
SA02153LA-D Only)

C

1

0

May be expired provided obstacle
information is derived from current
aeronautical data sources.-25-07 Safe Taxi Database for G600
(Aircraft modified by STC
SA02017SE-D or
SA02153LA-D Only)

C

1

0

May be expired provided airport
diagrams are derived from current
aeronautical data sources.-25-08 Chart Database for G600
(Aircraft modified by STC
SA02017SE-D or
SA02153LA-D Only)

C

1

0

May be expired provided aeronautical
data is derived from current aeronautical
data sources.

-34-01 Marker Beacon

C

1

0

May be inoperative provided approach
procedures do not require its use.-42-01 Weather Radar/Thunderstorm
Detection Equipment

C

1

0

As required by FAR.

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34 NAVIGATION				
-44-01 Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS)				
Class A TAWS Equipment Required				
1) Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
c) Glideslope Deviation(s) (Mode 5)	C	-	1	
	B	-	0	
				(continued)

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY		
	2. NUMBER INSTALLED		
	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

34	NAVIGATION				
-44-01	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Continued)				
	Class A TAWS Equipment Required (Continued)				
	Ground Proximity Warning System (GPWS) (Continued)				
	d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
	e) Windshear Mode *** (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures shall include reviewing windshear avoidance and windshear recovery procedures.
2)	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
3)	Terrain Displays	C	-	1	
		B	-	0	
4) ***	Runway Awareness and Advisory System (RAAS)	C	1	0	
(continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY		
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	4. REMARKS AND EXCEPTIONS		

34	NAVIGATION				
-44-01	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Continued)				
	Class B TAWS Equipment Required				
1)	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	c) Modes 2, 4 & 5 ***	C	3	0	
	d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory Callouts not required by FAR, and b) Alternate procedures are established and used.
	e) Windshear Mode (Reactive) ***	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
(continued)					

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY		
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	3. NUMBER REQUIRED FOR DISPATCH		
	4. REMARKS AND EXCEPTIONS		

34	NAVIGATION				
-44-01	Terrain Awareness Warning System (TAWS)/Ground Proximity Warning System (GPWS) (Continued) Class B TAWS Equipment Required (Continued)				
2)	Terrain System- Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	
3) ***	Terrain Displays	C	-	0	
4) ***	Runway Awareness & Advisory System (RAAS)	C	1	0	
***	Class C TAWS/GPWS Equipment	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Any Mode that operates normally may be used.
-44-02	Radio Altimeter	C	1	0	May be inoperative provided approach procedures do not require its use.

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY		
	2. NUMBER INSTALLED		
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	4. REMARKS AND EXCEPTIONS		

<p>34 NAVIGATION</p> <p>-45-01 Traffic Alert and Collision *** Avoidance System</p> <p>Traffic Alert and Collision Avoidance System (TCAS I)</p> <p>Traffic Alert and Collision Avoidance System (TCAS II)</p> <p>1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)</p>	<p>B</p> <p>C</p> <p>B</p> <p>C</p> <p>C</p>	<p>-</p> <p>-</p> <p>-</p> <p>-</p>	<p>0</p> <p>0</p> <p>0</p> <p>0</p> <p>2</p>	<p>0</p> <p>0</p> <p>0</p> <p>1</p>	<p>(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.</p> <p>(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.</p> <p>(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.</p> <p>(M) May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.</p> <p>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.</p> <p style="text-align: right;">(continued)</p>
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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY			
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	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION				
-45-01 Traffic Alert and Collision Avoidance System (Continued)				

Traffic Alert and Collision Avoidance System (TCAS II) (Continued)				
2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.
	C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
3) Traffic Alert (TA) Display System(s)	C	-	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.
4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
5) Airspace Selection Function	C	-	0	

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	4. REMARKS AND EXCEPTIONS			

34 NAVIGATION					
-45-02 *** Traffic Collision Avoidance Device (TCAD)	C	1	0		
-51-01 Distance Measuring Equipment	D	-	0		Any in excess of those required by FAR may be inoperative.
-52-01 ATC Transponders and Automatic Altitude Reporting Systems	B	-	0		May be inoperative provided: a) Enroute 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.
	D	-	1		Any in excess of those required by FAR may be inoperative.
1) Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR	D	-	0		May be inoperative provided operations do not require its use.
2) *** ADS-B Squitter Transmissions	D	-	0		May be inoperative provided operations do not require its use.
-55-01 ADF	C	-	-		Any in excess of those required by FAR may be inoperative.
-57-01 *** Right Course Select Knob (CRS2) (G1000 Only)	C	1	0		

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SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY		
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	4. REMARKS AND EXCEPTIONS		

34	NAVIGATION				
-57-02	Long Range Navigation Systems (GPS, VOR-DME AREA NAVIGATION, LORAN)	C	-	-	As required by FAR.
1)	Navigation Databases	C	-	-	(O) May be out of currency provided: a) RNAV Departures, RNAV arrivals, and instrument approaches based on GPS guidance are not conducted, b) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, c) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and d) Approach Navigation Radios are manually tuned and identified.
-60-01	ARNAV WX Link System ***	D	-	0	

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	4. REMARKS AND EXCEPTIONS			

35 OXYGEN -10-01 Copilot Oxygen Mask *** -20-01 Oxygen System (Passenger *** Only) -30-01 Protective Breathing *** Equipment (PBE)	C D D	1 1 -	0 0 -	May be inoperative for operations not requiring a second in command. May be inoperative provided: a) It is not required by FAR, and b) Procedures do not require its use. May be inoperative provided it is stowed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit. NOTE: Some PBEs may be considered hazardous material if they are inoperative, and contain oxygen generators or compressed gas.
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38 WATER/WASTE -30-01 Pilot Relief Tube ***	C	1	0	

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	4. REMARKS AND EXCEPTIONS			
52 DOORS				
-10-01 Cockpit Door Key Lock	C	2	0	May be inoperative in the unlocked position.
-10-02 Passenger Door Key Lock	C	-	0	May be inoperative in the unlocked position.
-30-01 Cargo Door Key Lock	C	-	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.
-40-01 Nose Cowl Door Key Lock ***	C	2	0	May be inoperative in the unlocked position provided door is verified closed and latched prior to flight.
-70-01 Door Warning Annunciator	B	1	0	(O) May be inoperative provided: a) A crew member confirms by visual inspection that the cargo door and the passenger door (if installed) are latched and secured in the CLOSED position and that the doors are not reopened again prior to departure, and b) The fasten seat belt sign remains on or the passengers are briefed prior to departure to remain seated with their seat belts fastened.

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	4. REMARKS AND EXCEPTIONS		
71 POWERPLANT -60-01 Inertial Separator System	C	1	0 (M) May be inoperative provided: a) Separator bypass doors are secured in BY-PASS, and b) Aircraft is operated in accordance with performance section of POH/AFM.

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	4. REMARKS AND EXCEPTIONS			
76 ENGINE CONTROLS -00-01 Fuel Condition Lever Low-Idle Lock Assembly (STC SA01296SE)	C	1	0	(M) May be inoperative provided lock assembly is deactivated.

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		4. REMARKS AND EXCEPTIONS		
80 STARTING -00-01 Starter/Generator Speed Sensor	A	1	0	(O) May be inoperative for up to ten starts provided: a) Starter switch is turned OFF when Ng obtains a minimum of 52% Ng, and b) STARTER ENERGIZED annunciator is monitored in accordance with the AFM Starting Engine normal procedures.