



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List (MMEL)

Revision: 09
Date: 06/11/2014

Cessna-335 **CE-335, 340, 340A**

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CESSNA MODELS 335/340

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HIGHLIGHTS OF CHANGE

NOTE: This revision is a reissue with numerous formatting changes. All relief should be considered changed. Items which have been added, removed, or moved are listed below. Updated all relief covered by policy letters. This revision also incorporates a new numbering system. Items may not be listed consecutively. This is intentional.

ATA 21 Cabin Altitude Warning System moved to ATA 31.

ATA 22

-10-01 Revised Item, Number Installed, Number Required, Remarks and Exceptions per PL-093.

ATA 23 Added relief.

ATA 24 Removed.

ATA 25

-62-01-04 Added relief for Remote Activation Switch.

ATA 28 Wing Locker Fuel Tank Vent Heater moved from ATA 30.

ATA 30 Wing Locker Fuel Tank Vent Heater moved to ATA 28.

ATA 34

-52-01-03 Added relief for Altitude encoder.

-61-01 Added relief for Navigation Database per Policy Letter PL-098, Revision 0.

ATA 52 Revised Item, Category, Number Installed, Number Required and Remarks and Exceptions.

ATA 57 Added relief.

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DEFINITIONS AND PREAMBLE		

DEFINITIONS

The required definitions listed are listed in Appendix B of MMEL Policy Letter 25. Additional definitions may be included in an operators MEL as desired. Revision of PL-025 does not require revision to the operator's MEL.

PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current FAA Policy Letter PL-34 or Policy Letter PL-36.

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GUIDELINES FOR (M) & (O) 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.

21-30-01	(M) Procedure to remove an outflow valve.
21-30-02-00A	(O) Procedure to operate unpressurized with cabin occupants.
21-30-02-00B	(O) Procedure to operate unpressurized without cabin occupants.
21-32-01-00A	(O) Procedure to convert differential pressure and aircraft altitude to cabin altitude.
21-32-02-00A	(O) Procedure to convert cabin and aircraft altitude to differential pressure.
21-40-02	(M) Procedure to deactivate the combustion heater.
21-40-02-02	(O) Procedure to track heater hours.
21-50-02	(M) Procedure to deactivate the vapor-cycle air conditioning system.
22-10-03	(M) Procedure to deactivate the autopilot system.
22-10-05	(M) Procedure to deactivate the yaw damper.
23-10-01-00B	(O) Procedure to utilize SATCOM voice, when acceptable and available, as a long-range communication system (LRCS).
25-20-06-02A	(M) Procedure to secure all controls on the affected seat in the position required for taxi, takeoff and landing.
25-62-01-02A	(M) Procedure to deactivate the ELT.
25-62-01-02B	(M) Procedure to deactivate the ELT.
25-62-04	(M) Procedure to disconnect the remote activation switch and verify the ELT is armed.
27-31-01	(M) Procedure to verify the manual elevator trim is working properly and is not affected by the electric trim being inoperative. (O) Procedure to visually verify the trim tab moves with the elevator trim control.
28-10-03	(M) Procedure to deactivate the vent heater and train the fuel tank.
28-41-01	(O) Procedure to monitor fuel quantity.
28-41-02-01	(O) Procedure to track fuel use.

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30-40-02	(M) Procedure to deactivate windshield electric anti-ice system.
30-40-03	(M) Procedure to deactivate windshield alcohol de-ice system.
30-60-01	(M) Procedure to deactivate prop anti-ice or de-ice.
31-20-04	(O) Procedure to track flight time.
32-40-01	(O) Procedure to make sure aircraft is chocked while parked or is attached to a tow vehicle.
33-20-02-00A	(O) Procedure to verify cabin emergency lighting is operative.
33-20-02-00B	(O) Procedure to verify cabin emergency lighting is operative.
33-20-04-00A	(O) Procedure to notify cabin occupants when to remain seated, when to use seat belts, and when smoking is not permitted.
34-44-01	(M) Procedure to deactivate radio altimeter.
34-45-01-00A	(M) Procedure to deactivate TCAS.
34-45-01-00B	(M) Procedure to deactivate TCAS.
34-45-01-01	(O) Procedure to make sure RA display and audio function are operative.
34-45-01-02B	(O) Procedure to make sure TA display and audio function are operative and TA mode is selected.
34-61-01	(O) Procedure to verify status and suitability of navigation facilities.
52-70-01	(O) Procedure to make sure all doors/windows are closed and latched prior to each flight.
57-20-01	(O) Procedure shall be developed based on STC holder's instructions.

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		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-30-01	Cabin Dump Function (Unpressurized) (CE-340)	C	1	0	(M) May be inoperative provided: a) One outflow valve is removed, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-30-02	Cabin Pressurization System (CE-340)				
-00A	(Unpressurized with cabin occupants)	C	1	0	(O) May be inoperative provided: a) CABIN DE-PRESSURIZE is selected ON, b) Aircraft is operated below 15,000 feet MSL, and c) Flight crew oxygen system is used as required by 14 CFR. NOTE: CABIN ALT amber annunciator will illuminate. Altitude varies depending on configuration.
-00B	(Unpressurized without cabin occupants)	C	1	0	(O) May be inoperative provided: a) CABIN DE-PRESSURIZE is selected ON, b) No cabin occupants are carried, c) Aircraft is operated at FL250 or below, and d) Flight crew oxygen system is used as required by operating rule. NOTE: CABIN ALT amber annunciator will illuminate. Altitude varies depending on configuration.
-31-01	Altitude Selector (CE-340)	C	1	0	May be inoperative or knob missing provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).

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21	AIR CONDITIONING				
-32-01	Cabin Altitude Gauge/Indication (CE-340)				
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin differential pressure gauge/indication is operative, and c) A chart is provided to convert differential pressure and aircraft altitude to cabin altitude.
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-32-02	Cabin Differential Pressure Gauge/Indication (CE-340)				
-00A	(Pressurized)	C	1	0	(O) May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, b) Cabin altitude gauge/indication is operative, and c) A chart is provided to convert cabin and aircraft altitude to differential pressure.
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).

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21	AIR CONDITIONING				
-32-03	Cabin Vertical Speed Gauge/Indication (CE-340)				
-00A	(Pressurized)	C	1	0	May be inoperative provided: a) Cabin pressurization system automatic schedule mode is operative and used, and b) Cabin altitude gauge/indication is operative.
-00B	(Unpressurized)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-40-02	Combustion Heater	C	1	0	(M) May be inoperative provided heater is deactivated.
-01	Heater Fan	C	1	0	May be inoperative provided: a) Heater or windshield defog is not required on ground, b) CABIN FAN is selected OFF, and c) CABIN HEATER is selected OFF on ground and prior to landing.
-02 ***	Heater Hour Meter	C	1	0	(O) May be inoperative provided heater hours are tracked by alternate means.
-50-02 ***	Vapor-cycle Air Conditioning System	C	1	0	(M) May be inoperative provided air conditioning system is deactivated.
-60-02	Wemac Blower	C	1	0	

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22	AUTOFLIGHT				
-10-01	Autopilot Disconnect Functions (Quick Release Controls)	C	-	0	One may be inoperative provided: a) Autopilot is not used below 1500 feet AGL, and b) Approach minimums do not require the use of the autopilot.
		B	-	0	May be inoperative provided autopilot is not used.
-10-03	Autopilot System	C	1	0	(M) Any in excess of those required by 14 CFR may be inoperative provided: a) Autopilot system is deactivated, and b) Enroute procedures and approach minimums do not require use of autopilot system. NOTE: Refer to appropriate AFM supplement for possible flap use limitations.
-10-05	Yaw Damper (Integrated with autopilot)	C	1	0	(M) May be inoperative provided: a) Yaw damper is deactivated, and b) Autopilot system is considered inoperative. NOTE: Refer to appropriate AFM supplement for possible yaw damper and autopilot limitations.
-10-05	Yaw Damper (Stand-alone system)	C	1	0	(M) May be inoperative provided yaw damper is deactivated.

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23	COMMUNICATIONS				
-10-01 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	-	1	(O) May be inoperative while conducting operations which require two Long-Range Communication Systems (LRCS) provided: a) SATCOM voice or data link operates normally, b) Alternate procedures are established and used, c) SATCOM Voice coverage is available over intended route of flight, and d) If SATCOM voice is to be used over intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be available. If not available, prior coordination with appropriate ATS (FIR) facility is required. NOTE: SATCOM Voice is to be used only as a backup to normal HF communications.
-11-01 ***	Ultra High Frequency (UHF) Communication System	D	-	0	May be inoperative provided procedures do not require its use.
-12-01	Very High Frequency (VHF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided procedures do not require its use.
-40-03 ***	Passenger Address (PA) System	D	1	0	

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23	COMMUNICATIONS				
-50-03	Cockpit Overhead Communication Speaker	C	1	0	May be inoperative provided: a) Speaker is not required for procedures, and b) A headset is used including during emergency procedures.

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25	EQUIPMENT / FURNISHINGS				
-10-05 ***	Flight Crew Seat Copilot Seat Belt / Shoulder Harness	C	1	0	May be inoperative provided seat remains unoccupied.
-20-05	Non-essential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged or missing provided that item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
-20-06	Passenger Seat (Including side-facing seats, folding seats and couches) (Per seat)	D	-	0	May be inoperative provided: a) Seat does not block an emergency exit, b) Seat does not restrict any cabin occupant access to aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: Affected seat(s) may include seats near inoperative seat(s).
-02A	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	(M) May be inoperative and seat occupied provided seat is secured in taxi, takeoff and landing position.
-02B	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	May be inoperative and seat occupied provided control is failed in taxi, takeoff and landing position.
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25	EQUIPMENT / FURNISHINGS				
-20-06	Passenger Seat (Continued)				
-02C	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	D	-	0	May be missing or inoperative in other than taxi, takeoff, and landing position provided affected seat is considered inoperative (Refer to item 25-20-06).
-03	Seat Belt / Shoulder Harness	D	-	0	May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".
-04 ***	Seat Belt / Shoulder Harness Keeper	D	1	0	
-05 ***	Lumbar Support	D	1	0	
-60-03	Emergency Medical Equipment				
-01 ***	Automatic External Defibrillator (AED) (Includes associated equipment)	D	-	0	
-02 ***	Emergency Medical Kit (EMK) (Includes associated equipment)	D	-	0	
-03 ***	First Aid Kit (FAK) (Includes associated equipment)	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.

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25 EQUIPMENT / FURNISHINGS					
-61-01 ***	Life Preserver (Crew and passenger)	D	-	-	Any in excess of those required by 14 CFR may be missing, or inoperative provided affected preserver is placarded "INOPERATIVE" or removed.
-62-01	Emergency Locator Transmitter (ELT)				
-01 ***	Survival Type	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
-02A	Fixed, Automatic	A	-	0	(M) May be inoperative provided: a) System is deactivated or removed, and b) Repairs are made within 90 calendar days.
-02B	Fixed, Automatic	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated or removed.
-04 ***	Remote Activation Switch	C	1	0	(M) May be inoperative provided: a) Remote switch is disconnected, and b) ELT is verified to be armed.
-64-01 ***	Life Raft	D	-	-	Any in excess of those required by 14 CFR may be missing, or inoperative provided affected raft is placarded "INOPERATIVE" or removed.

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26	FIRE PROTECTION				
-22-01	Portable Fire Extinguisher	D	-	-	<p>Any in excess of those required by 14 CFR may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) Inoperative fire extinguisher is placarded "INOPERATIVE", removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

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27 FLIGHT CONTROLS					
-11-01	Aileron Trim Tab Position Indicator / Indication	C	1	0	May be inoperative provided: a) Trim tab operation and full travel is verified, and b) Tab is visually verified neutral prior to each departure.
-21-01	Rudder Trim Tab Position Indicator / Indication	C	1	0	May be inoperative provided: a) Trim tab operation and full travel is verified, and b) Tab is visually verified neutral prior to each departure.
-31-01 ***	Electric Elevator Trim	C	1	0	(M) (O) May be inoperative provided: a) Manual trim is verified to operate normally, and b) Autopilot system is considered inoperative (Refer to item 22-10-03).
-31-02	Elevator Trim Tab Position Indicator / Indication	C	1	0	May be inoperative provided: a) Trim tab operation and full travel is verified, and b) Tab is visually verified in required setting prior to each departure.
-51-01	Flap Position Indicator / Indication	C	1	0	May be inoperative provided: a) Flap switch includes position detents, b) Flaps are verified operative, c) Flaps are visually verified full up prior to each departure.

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	4. REMARKS AND EXCEPTIONS		

28	FUEL				
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-10-03 ***	Wing Locker Fuel Tank Vent Heater	C	-	0	(M) May be inoperative provided: a) Vent heater is deactivated, b) Associated wing locker fuel tank is drained, and c) Fuel is not carried in associated wing locker fuel tank.
-22-01 ***	Fuel Boost Pump Warning Light	C	-	0	
-41-01 ***	Fuel Low Level Indicating System (Warning light)	C	-	0	(O) May be inoperative provided procedures for monitoring fuel quantity are established and used.
-41-02	Fuel Quantity Indicating System				
-01	Main Tank	A	2	1	(O) One indication may be inoperative provided: a) Both fuel low level indicating systems, if installed, and both fuel flow indicating systems are operative, b) Fuel required for route to be flown is increased by 10%, c) Planned flight time is restricted to a maximum of three hours, d) Both fuel tanks are fueled to a known, balanced quantity, e) Fuel use is tracked, f) If autopilot is used, it is disconnected every twenty minutes to detect possible lateral fuel imbalance, monitor trim required. g) Repairs are made within three flight days.

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28	FUEL				
-41-02	Fuel Quantity Indicating System (Continued)				
-05 ***	Wing Locker	C	-	0	Indication may be inoperative provided: a) Wing Locker tank is empty, and b) Planned fuel for flight does not depend on use of Wing Locker tank. NOTE: Aircraft with one wing locker tank may experience a natural lateral fuel imbalance.
-06 ***	Auxiliary Tank	C	2	0	One indication may be inoperative provided: a) Auxiliary tank is empty, and b) Planned fuel for flight does not depend on use of Auxiliary tank.
-41-03 ***	Fuel Totalizer	D	-	0	

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30	ICE AND RAIN PROTECTION				
-10-02 ***	Surface Pneumatic Boot De-Ice System (Horizontal, vertical, and wing)	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions
-30-03	Pitot Tube Heater	B	-	0	Left pitot tube heater must be operative for IFR passenger carrying and for flight in known, forecast or AFM-defined icing conditions. Two heated pitot tubes are required for these conditions if a second airspeed indicator is installed and operative.
-30-04	Static Port Heater	C	-	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-40-02 ***	Windshield Electric Anti-Ice System	C	1	0	(M) May be inoperative provided: a) Windshield anti-ice system is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-40-03 ***	Windshield Alcohol De-Ice System	C	1	0	(M) May be inoperative provided: a) Windshield de-ice system is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-60-01 ***	Propeller De-Ice/Anti-Ice System	C	2	0	(M) May be inoperative provided: a) Propeller de-ice/anti-ice system is deactivated, and b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.

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FEDERAL AVIATION ADMINISTRATION

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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31	INSTRUMENTS				
-20-02	Clock	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-20-04	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.
-50-01	Annunciator (Failed to illuminate)				
-07	Cabin Door (DOOR WARN)	B	1	0	May be inoperative provided all door warning systems are considered inoperative. NOTE: See 52 DOORS
-22	Low Voltage (LOW VOLT)	B	1	0	
-50-02	Cabin Altitude Warning System (Aural and / or visual warning failed)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).

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		4. REMARKS AND EXCEPTIONS			
32	LANDING GEAR				
-40-01	Parking Brake System	C	1	0	(O) May be inoperative provided alternate procedures for preventing aircraft movement while parked are established and used.

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		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-10-01	Cockpit and Instrument Lighting (Excluding button lights, standby flight instrument lighting, internally lighted annunciators, and required placard lighting)	C	-	-	Individual lights may be inoperative provided: a) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Remaining lights are positioned so that direct rays are shielded from crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to flight crew.
-20-04	Lighted Passenger Information Sign (Excluding cabin exit signs)				
-00A	(With cabin occupants)	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used to notify cabin occupants, and b) Sign is not required by 14 CFR.
-00B	(Without cabin occupants)	C	-	0	May be inoperative provided no cabin occupants are carried.

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		4. REMARKS AND EXCEPTIONS			
33	LIGHTS				
-40-01	Anti-Collision Light System				
-00A		C	1	0	May be inoperative provided system is not required by 14 CFR.
-00B	(Aircraft with ground recognition light)	A	1	0	May be inoperative provided: a) Position/navigation light system is operative, b) Ground recognition light is operative, and c) Repairs are made within three flight days.
-01 ***	Wing Tip Light (Fuselage ACL light-equipped aircraft)	C	2	0	May be inoperative provided fuselage anti-collision light(s) is operative.
-02 ***	Fuselage Light (Wing tip ACL light-equipped aircraft)	C	-	0	May be inoperative provided both wing tip anti-collision lights are operative.
-40-02 ***	Ground Recognition Light (Oscillating Beacon)	C	-	0	NOTE: Position / navigation or anti-collision lights may be used on ground to alert nearby aircraft or personnel when engines are running or prior to start.
-40-03	Landing Light	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
-40-05	Position / Navigation Light System	C	1	0	May be inoperative provided aircraft is not operated at night.
-40-07 ***	Recognition Light	C	-	0	
-40-08 ***	Tail Flood Light	D	-	0	

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		4. REMARKS AND EXCEPTIONS		
33	LIGHTS			
-40-09 ***	Taxi Light	C	-	0
-40-10	Wing Inspection Light	C	-	0
		May be inoperative provided: a) Aircraft is not operated at night in known, forecast, or AFM-defined icing conditions, and b) Ground deicing procedures do not require its use.		

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		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-13-01	Mechanical Vertical Speed Indicator	C	-	-	Any in excess of those required by 14 CFR may be inoperative. NOTE: Any required indicator must be visible from pilot flying side.
-14-01	Mechanical Airspeed Indicator	B	-	1	May be inoperative provided a operative pneumatic or independent standby airspeed indicator is visible from pilot flying side. NOTE: Independent standby airspeed indicator may be an electronic display provided display is powered independent of primary electrical system.
-16-01	Altitude Alerting System	C	-	0	
-01	Aural Alert	C	-	0	
-02	Visual Alert	C	-	0	
-16-02	Mechanical Barometric Altimeter (Including sensitive altimeter)	B	-	1	May be inoperative provided a operative pneumatic or independent standby altimeter is visible from pilot flying side. NOTE: Independent standby altimeter may be an electronic display provided display is powered independent of primary electrical system.
-18-02	Stall Warning / Angle of Attack (AOA) Heater	C	1	0	May be inoperative provided aircraft is not operated in known, forecast, or AFM-defined icing conditions.

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34	NAVIGATION				
-21-01	Gyroscopic Attitude Indicator	B	-	1	<p>May be inoperative provided a operative gyroscopic or independent standby attitude indicator is visible from pilot flying side.</p> <p>NOTE: Independent standby attitude indicator may be an electronic display provided display is powered independent of primary electrical system.</p>
-22-03	Gyroscopic Directional Indicator	C	-	-	<p>Any in excess of those required by 14 CFR may be inoperative provided non-stabilized magnetic compass is operative.</p> <p>NOTE: Any required indicator must be visible from pilot flying side.</p>
-23-01	Non-stabilized Magnetic Compass				
-00A		B	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Any combination of two gyro or ARHS-stabilized compass systems are operative, and b) Aircraft is not operated at night or in Instrument Meteorological Conditions (IMC).
-00B		B	1	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Any combination of two gyro or AHRS-stabilized compass systems are operative, b) Aircraft is operated with dual independent navigation capability, and c) Aircraft is operated under positive radar control by ATC on enroute portion of flight.
(Continued)					

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34	NAVIGATION				
-23-01	Non-stabilized Magnetic Compass (Continued)				
-00D		B	1	0	May be inoperative provided: a) Flight is conducted entirely within areas of magnetic unreliability, b) Any combination of two gyro or AHRS-stabilized compass systems are operative and used, and c) Aircraft is operated using approved free gyro navigation techniques.
-24-01	Mechanical Slip / Skid Indicator	C	-	-	Any in excess of those required by 14 CFR may be inoperative. NOTE: Any required indicator must be visible from pilot flying side.
-25-03	Flight Director System ***	C	1	0	
-31-01	Localizer System	C	-	-	May be inoperative provided: a) Associated glideslope is considered inoperative (Refer to item 34-32-01), b) Procedures do not require its use, and c) System is not required by 14 CFR.
-32-01	Glideslope System	C	-	-	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.

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		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-34-01	Marker Beacon Receiver System	C	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.
-42-01 ***	Weather Radar System	D	1	0	May be inoperative provided system is not required by 14 CFR.
-44-01 ***	Radio Altimeter System	C	1	0	(M) May be inoperative provided: a) Radio altimeter is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative (Refer to item 34-44-03), and d) TCAS II, if installed, is considered inoperative (Refer to item 34-45-01).
-44-03 ***	Terrain Awareness and Warning System (TAWS) (Class A or B TAWS not required)	C	1	0	NOTE: Any mode that operates normally may be used.
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)				
-00A	(TCAS not required)	C	1	0	(M) May be inoperative provided: a) System is deactivated, b) System is not required by 14 CFR, and c) Enroute or approach procedures do not require its use.
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		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-45-01	Traffic Alert and Collision Avoidance System (Continued)				
-00B	(TCAS required)	B	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.
-01 ***	Traffic Alert (TA) Display System	C	-	0	(O) May be inoperative provided: a) Resolution Advisory (RA) visual display and audio function are operative, and b) Enroute or approach procedures do not require its use.
-02A ***	Resolution Advisory (RA) Display System (TCAS II only)	C	2	1	One may be inoperative on pilot not flying side.
-02B ***	Resolution Advisory (RA) Display System (TCAS II only)	C	2	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio function are operative, b) TA-only mode is selected by flight crew, and c) Enroute or approach procedures do not require its use.
-03	Combined Traffic Alert (TA) and Resolution Advisory (RA) Display System (TCAS II only)	C	2	1	One may be inoperative provided: a) Affected system is on pilot not flying side, b) TA and RA visual display is operative on pilot flying side, and c) TA and RA audio function is operative on pilot flying side.
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34	NAVIGATION				
-45-01	Traffic Alert and Collision Avoidance System (Continued)				
-04	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
-05 ***	Airspace Selection Function	C	-	0	
-45-02 ***	Traffic Collision Avoidance Device (TCAD)	D	1	0	
-46-01 ***	Lightning Detection System	D	1	0	May be inoperative provided system is not required by 14 CFR.
-50-01	Radio Magnetic Indicator (RMI)	C	-	0	May be inoperative provided procedures do not require its use.
-51-01	Distance Measuring Equipment (DME)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
-52-01	ATC Transponder and Automatic Altitude Reporting System				
-00A	(Individual transponder failed)	D	-	1	May be inoperative provided system is not required by 14 CFR.
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34	NAVIGATION				
-52-01	ATC Transponder and Automatic Altitude Reporting System (Continued)				
-00B	(All transponders failed)	B	-	0	May be inoperative provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight, c) TCAS, if installed, is considered inoperative, and d) Aircraft is not operated RVSM.
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not required by 14 CFR)	A	-	0	May be inoperative provided: a) Operations do not require their use, and b) Repairs are made prior to completion of next scheduled inspection/check of transponder.
-03 ***	Altitude Encoder (External)	C	-	0	May be inoperative provided Mode C is not required by 14 CFR.
-54-01	Very High Frequency Omni Range (VOR) System	D	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.
-55-01 ***	Automatic Direction Finder (ADF)	D	-	0	May be inoperative provided operations do not require its use.

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		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) System is not required by 14 CFR, and b) Operations do not require its use. <p>NOTE 1: Enhanced function of TAWS may not be available.</p> <p>NOTE 2: ADS-B output may not be available.</p>
-60-02	Flight Management System (FMS)	C	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) System is not required by 14 CFR, and b) Operations do not require its use. <p>NOTE: Enhanced function of TAWS may not be available.</p>
-61-01	Navigation Database	C	-	-	<p>(O) May be out of currency provided:</p> <ul style="list-style-type: none"> a) Current aeronautical charts are used to verify navigation fixes prior to each flight, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.

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		4. REMARKS AND EXCEPTIONS			
35 OXYGEN					
-20-01 Passenger Oxygen System ***		C	1	0	May be inoperative provided system is not required by 14 CFR.

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		4. REMARKS AND EXCEPTIONS			
37	VACUUM				
-10-01	Vacuum Pump	C	2	1	One may be inoperative provided: a) Aircraft is operated under Visual Flight Rules (VFR), and b) Aircraft is not operated at night.

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		4. REMARKS AND EXCEPTIONS			
52	DOORS				
-10-01	Door Warning (DOOR WARN) (Remains illuminated)	C	1	0	(O) May be inoperative provided: a) A crewmember confirms by visual inspection that the main cabin door, emergency exit window, crew door and aft cargo door are latched and secure prior to each departure, and b) The fasten seat belt sign remains on or the passengers are verbally briefed prior to departure, to remain seated with their seat belts fastened.

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	4. REMARKS AND EXCEPTIONS			
57 WINGS				
-20-01 Vortex Generators ***	C	-	-	(O) All Vortex Generators installed under any Supplemental Type Certificate (STC), must be attached prior to dispatch, except as provided for in the limitations section of the FAA Approved Airplane Flight Manual Supplement for the associated STC.

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		4. REMARKS AND EXCEPTIONS			
61	PROPELLERS / PROPULSORS				
-20-01 ***	Propeller Synchronizer / Synchrophaser System	C	1	0	
-23-01 ***	Propeller Unfeathering Accumulator System	C	2	0	

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		4. REMARKS AND EXCEPTIONS			
77	ENGINE INDICATING				
-22-02 ***	Engine EGT Gauge / Indication	C	2	0	