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Master Minimum Equipment List (MMEL)

Revision: 09
Date: 08/19/2013

Cessna-401 **CE-401, 401A, 401B, 402, 402A, 402B, 402C, 404, 411, 411A**

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AIRCRAFT:

CESSNA 401

REVISION NO. 09

DATE: 08/19/2013

PAGE NO.

I

TABLE OF CONTENTS / CONTROL PAGE

SYSTEM	PAGES	REVISION	DATE
-- Cover Page	-	09	08/19/2013
-- Table of Contents / Control Page	I	09	08/19/2013
-- Highlights of Change	II	09	08/19/2013
-- Definitions and Preamble	III	09	08/19/2013
-- Guidelines for (M) & (O) Procedures	IV thru VI	09	08/19/2013
21 AIR CONDITIONING	21-1	09	08/19/2013
22 AUTO FLIGHT	22-1 thru 22-2	09	08/19/2013
23 COMMUNICATIONS	23-1 thru 23-3	09	08/19/2013
24 ELECTRICAL POWER	24-1	09	08/19/2013
25 EQUIPMENT/FURNISHINGS	25-1 thru 25-7	09	08/19/2013
26 FIRE PROTECTION	26-1	09	08/19/2013
27 FLIGHT CONTROLS	27-1	09	08/19/2013
28 FUEL	28-1	09	08/19/2013
30 ICE AND RAIN PROTECTION	30-1 thru 30-2	09	08/19/2013
31 INSTRUMENTS	31-1 thru 31-3	09	08/19/2013
32 LANDING GEAR	32-1	09	08/19/2013
33 LIGHTS	33-1 thru 33-2	09	08/19/2013
34 NAVIGATION	34-1 thru 34-7	09	08/19/2013
35 OXYGEN	35-1	09	08/19/2013
37 VACUUM	37-1	09	08/19/2013
46 INFORMATION SYSTEMS	46-1	09	08/19/2013
52 DOORS	52-1	09	08/19/2013
61 PROPELLERS/PROPULSORS	61-1	09	08/19/2013
77 ENGINE INDICATING	77-1	09	08/19/2013

AIRCRAFT:

CESSNA 401

REVISION NO. 09

DATE: 08/19/2013

PAGE NO.

II

HIGHLIGHTS OF CHANGE

- NOTE:** This revision is a reissue with numerous formatting changes. Refer to previous revision for changes against existing relief. Items which have been added, removed, or moved are listed below.
- ATA 24** Low Voltage Annunciator moved to ATA 31.
- ATA 28** Wing Locker Fuel Tank Vent Heater moved from ATA 30.
- ATA 29** Hydraulic Flow Low Annunciator moved to ATA 31.
- ATA 30** Wing Locker Fuel Tank Vent Heater moved to ATA 28. Stall Warning / Angle of Attack Heater moved to ATA 34.
- ATA 31** Low Voltage Annunciator moved from ATA 24. Hydraulic Flow Low Annunciator moved from ATA 29. Door Warning Annunciator moved from ATA 52.
- 30-03 Added relief for Flight Data Recorder per Policy Letter PL-087, revision 10.
- ATA 34** Stall Warning / Angle of Attack Heater moved from ATA 30. Removed Chelton Flight Logic Electronic Instrument System (EFIS) relief. Relief may be restored in operator's MEL in accordance with PL-126, GC-165.
- ATA 52** Door Warning Annunciator moved to ATA 31.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CESSNA 401	REVISION NO. 09 DATE: 08/19/2013	PAGE NO. III
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.

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.

21-40-02	(M) Procedure to deactivate the combustion heater.
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).
25-00-01	(O) Procedure to affix and display required documents by another means.
25-10-05-01B	(M) Procedure to remove the armrest.
25-10-05-03	(M) Procedure to secure the seat in position. (O) Procedure to make sure the crewmember seated in the affected seat has normal visibility, can reach all necessary controls and equipment and has full control of the flight controls and brakes.
25-10-05-06	(M) Procedure to secure the seat in position. (O) Procedure to make sure the crewmember seated in the affected seat has normal visibility, can reach all necessary controls and equipment and has full control of the flight controls and brakes.
25-20-06-02A	(M) Procedure to secure all controls on the affected seat in the position required for taxi, takeoff and landing.
25-20-06-07	(O) Procedure to make sure no baggage is stored under the affected seat and the seat is placarded as such.
25-50-01-03	(M) Procedure to inspect the attaching structure for damage and to make sure the baggage is secured using latch plates which are in-tact.
25-50-02-00A	(M) Procedure to secure the affected compartment closed and placard as such.
25-50-02-00B	(M) Procedure to remove the door on the affected compartment and placard as such. (O) Procedure to brief cabin occupants that the affected compartment is not to be used.

25-50-02-01	(O) Procedure to move any emergency equipment from the affected shelf and brief cabin occupants on the new location of the equipment.
25-62-01-02A	(M) Procedure to deactivate the ELT.
25-62-01-02C	(M) Procedure to deactivate the ELT.
27-31-01	(M) Procedure to verify the manual elevator trim is working properly and is not affected by the electric trim being inoperative.
28-10-03	(M) Procedure to deactivate the vent heater and drain the associated wing locker fuel tank.
28-41-01	(O) Procedure to monitor fuel quantity.
28-41-02	(O) Procedure to fuel aircraft to a known quantity, track fuel use, and periodically checks for lateral fuel imbalance.
30-10-02	(M) Procedure to verify vacuum system is holding de-ice boots down.
30-40-02	(M) Procedure to deactivate electric windshield anti-ice.
30-40-03	(M) Procedure to deactivate alcohol windshield de-ice.
30-60-01	(M) Procedure to deactivate prop anti-ice or de-ice.
31-20-03	(O) Procedure to track operating time of combustion heater.
31-20-04	(O) Procedure to track operating time of combustion heater.
32-40-01	(O) Procedure to make sure aircraft is chocked while parked or is attached to a tow vehicle.
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.
34-44-03	(O) Procedure to include procedures for terrain and obstacle avoidance in crew briefing.
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 navigation fixes against current aeronautical charts.
46-00-01-00B	(O) Procedure to use alternate charts, maps, and/or sources of weather.
46-00-01-01B	(O) Procedure to use alternate charts, maps, and/or sources of weather.
46-00-01-02B	(O) Procedure to use check battery lift of EFB and carry a backup battery.
46-00-01-03A	(M) Procedure to secure, stowed, or remove EFB in an alternate manner.

AIRCRAFT:

CESSNA 401

REVISION NO. 09

DATE: 08/19/2013

PAGE NO.

VI

- 46-00-01-03B (M) Procedure to secure, stowed, or remove EFB in an alternate manner.
(O) Procedure to use alternate charts, maps, and/or sources of weather.
- 52-70-01-02 (O) Procedure to make sure hatch is closed and latched prior to each flight.
- 52-70-01-07 (O) Procedure to make sure door is closed and latched prior to each flight.
- 52-70-01-10 (O) Procedure to make sure door is closed and latched prior to each flight.
- 52-70-01-11 (O) Procedure to make sure door is closed, latched and locked prior to each flight.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 21-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
21	AIR CONDITIONING				
-21-03	Auxiliary Cabin Ventilation Blower	C	1	0	
-40-02	Combustion Heater	C	1	0	(M) May be inoperative provided heater is deactivated.
-01	Fan	C	1	0	May be inoperative provided: a) Heater or windshield defog is not required on the ground, b) CABIN FAN is selected OFF, and c) CABIN HEATER is selected OFF on the ground and prior to landing.
-50-02 ***	Vapor-cycle Air Conditioning System	C	1	0	(M) May be inoperative provided air conditioning system is deactivated.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 22-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22 AUTOFLIGHT					
-10-01	Autopilot Disconnect Button (Failed deselected) (Aircraft with separate elevator trim disconnect switch)	C	-	1	May be inoperative provided: a) Left control wheel button is operative, b) Left seat pilot remains seated at flight controls for duration of flight, c) Autopilot system is not used below 1,500 feet AGL, and d) Approach minimums do not require use of autopilot system.
-10-01	Autopilot Disconnect Button (Failed deselected) (Excluding aircraft with separate elevator trim disconnect switch)	C	-	1	May be inoperative provided: a) Left control wheel button is operative, b) Left seat pilot remains seated at flight controls for duration of flight, c) Autopilot system is not used below 1,500 feet AGL, d) Approach minimums do not require use of autopilot system, and e) Electric elevator trim is considered inoperative.
-10-03 ***	Autopilot System	C	1	0	(M) 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.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 22-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
22 AUTOFLIGHT					
-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.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 23-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
-10-01 ***	High Frequency (HF) Communication System				
-00A		D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative.
-00B		C	-	0	(O) May be inoperative while conducting operations that require two long-range communication systems (LCRS) provided: a) SATCOM voice or data link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If SATCOM Voice is to be used over the intended route of flight, SATCOM Voice short codes (INMARSAT) or direct dial commercial numbers (IRIDIUM) must be 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	C	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative provided procedures do not require its use.
-40-03	Passenger Address (PA) System	D	1	0	

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 23-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
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.
-50-05	Cockpit Headset and Boom Microphone	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative.
-01A	Boom Microphone (For a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made within three flight days.
-01B	Boom Microphone (For an operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operative, and b) Repairs are made in accordance with applicable operating rule.
-02	Headset	C	-	1	May be inoperative provided associated cockpit overhead communication speaker is operative.
-03 ***	Active Noise Reduction (ANR) Function	D	-	0	May be inoperative provided normal audio function of headset is operative.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 23-3	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
23	COMMUNICATIONS				
-70-01	Cockpit Voice Recorder (CVR)				
-00A	(With flight data recorder installed)	A	1	0	May be inoperative provided: a) Flight data recorder operates normally, and b) Repairs are made within three flight days.
-00B	(Without flight data recorder installed)	A	1	0	May be inoperative provided repairs are made within three flight days.
-00C	(For an operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with operating rule.
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0	

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 24-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
24	ELECTRICAL POWER				
-36-01	DC Selectable Voltage Regulator	B	2	1	One may be inoperative provided: a) Aircraft is operated in under Visual Flight Rules (VFR), and b) Aircraft is not operated at night.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 25-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-00-01	Required Documents Holder (Airworthiness Certificate, Registration, etc)	D	1	0	(O) May be inoperative or missing provided an alternate means of securing and displaying documents is used.
-10-05	Flight Crew Seat (Per seat)				
-01A	Armrest	C	2	0	May be inoperative provided affected armrest is stowed in retracted position.
-01B	Armrest	C	2	0	(M) May be inoperative provided affected armrest is removed.
-02 ***	Lumbar Support	D	1	0	
-03	Recline/Tilt Function	C	1	0	(M) (O) May be inoperative provided: a) Affected seat is secured in a position that permits normal visibilty, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-04 ***	Restraint Buckle Protective Padding	D	1	0	May be damaged or missing.
(Continued)					

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 25-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-10-05	Flight Crew Seat (Per seat) (Continued)				
-06	Vertical Adjustment	C	1	0	(M) (O) May be inoperative provided: a) Affected seat is secured in a position that permits pilot normal visibility, b) Full flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained.
-07	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 the 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.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 25-3	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-20-06	Passenger Seat (Including side-facing and folding seats and couches) (Per seat)	D	-	0	<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 cabin occupant access to aisle, and c) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE: Affected seat(s) may include seats near the inoperative seat(s).</p>
-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.
-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.
-03	Seat Belt / Shoulder Harness	D	-	0	<p>May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED".</p> <p>(Continued)</p>

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 25-4	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-20-06	Passenger Seat (Including side-facing and folding seats and couches) (Per seat) (Continued)				
-04 ***	Seat Belt / Shoulder Harness Keeper	D	1	0	
-05 ***	Lumbar Support	D	1	0	
-07	Under-seat Baggage Restraining Bar	C	1	0	(O) May be inoperative provided: a) Baggage is not stowed under affected seat, b) Affected seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established and used to alert flight crew of inoperative restraining bar.
-50-01	Cargo Restraint System	D	-	0	Individual components may be inoperative or missing provided cargo is secured by other means or not carried.
-01	Latch Plate	C	-	0	(M) Individual latch plates may be inoperative provided: a) Attaching structure is inspected for damage, and b) Cargo is secured using remaining latch plates or not carried.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 25-5
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY		
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS AND EXCEPTIONS		
25	EQUIPMENT / FURNISHINGS			
-50-02	Cabin Storage Compartment			
-00A		C	-	0 (M) May be inoperative provided: a) Compartment does not contain any aircraft system protection devices, b) Any emergency equipment located in affected compartment is considered inoperative, c) Affected compartment is not used for storage of any item except for those permanently affixed, d) Procedures are established and used to secure compartment closed, and e) Affected compartment is prominently placarded "DO NOT USE".
-00B		C	-	0 (M) (O) May be inoperative provided: a) Affected door is removed, b) Affected compartment is not used for storage of any item, except those permanently affixed, c) Cabin occupants are briefed that affected compartment may not be used, and d) Affected compartment is prominently placarded "DO NOT USE".
NOTE: Any permanently affixed emergency equipment located in the affected compartment is available for use.				
(Continued)				

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 25-6	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-50-02	Cabin Storage Compartment (Continued)				
-01	Shelving	D	-	0	(O) May be inoperative provided: a) Any permanently affixed emergency equipment located on affected shelf is relocated and available for use, and b) Cabin occupants are briefed on location of relocated equipment.
-02 ***	Key Lock	D	-	0	May be inoperative in the unlocked position.
-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 (FAR) may be incomplete, missing, or inoperative.
-61-01 ***	Life Preserver (Crew and passenger)	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative or missing provided affected preserver is placarded "INOPERATIVE" or removed.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 25-7	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
25	EQUIPMENT / FURNISHINGS				
-62-01	Emergency Locator Transmitter (ELT)				
-01 ***	Survival Type	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative or missing.
-02A	Fixed, Automatic	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
-02B	Fixed, Automatic	A	-	0	May be missing provided repairs are made within 90 days.
-02C	Fixed, Automatic	D	-	-	(M) Any in excess of those required by operating rule may be inoperative provided system is deactivated.
-02D	Fixed, Automatic	D	-	-	Any in excess of those required by 14 CFr (FAR) may be missing.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 26-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
26	FIRE PROTECTION				
-22-01	Portable Fire Extinguisher	D	-	-	<p>Any in excess of those required by operati14 CFR (FAR) may be inoperative or missing provided:</p> <ul style="list-style-type: none"> a) Inoperative fire extinguisher is placarded "INOPERATIVE", removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 27-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
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) May be inoperative provided: a) Manual trim is verified operative and unaffected, and b) Autopilot system is considered inoperative.
-01	Control Wheel Disconnect Switch (Aircraft with separate elevator trim disconnect switch)	C	1	0	May be inoperative provided electric elevator trim is considered inoperative.
-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.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 28-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
28	FUEL				
-10-03 ***	Wing Locker Fuel Tank Vent Heater	C	2	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	2	0	
-41-01 ***	Fuel Low Level Indicating System (Warning light)	C	2	0	(O) May be inoperative provided procedures for monitoring fuel quantity are established and used.
-41-02	Fuel Quantity Indicating System (Wing tank)	A	2	1	(O) One may be inoperative provided: a) Both fuel low level indicating systems and both fuel flow indicating systems are operative, b) Fuel required for the route to be flown is increased by 10%, c) Flight is restricted to a maximum of two hours, remaining within one hour of a suitable airport at all points along the route, 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, and g) Repairs are made within three flight cycles.
-41-03	Fuel Totalizer	C	1	0	

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 30-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
30	ICE AND RAIN PROTECTION				
-10-02 ***	Surface Pneumatic Boot De-Ice System (Failure to inflate) (Horizontal, vertical, and wing)	C	1	0	(M) May be inoperative provided: a) All de-ice boots must be visually verified to be deflated and held down when vacuum system is active, b) SURFACE DE-ICE is selected OFF, and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-30-03	Pitot Tube Heater	B	-	0	May be inoperative provided: a) Pitot heater is not required by operating rule, b) Aircraft is not operated in Instrument Meteorological Conditions (IMC), and c) Aircraft is not operated in known, forecast, or AFM-defined icing conditions.
-30-04	Static Port Heater	C	-	0	May be inoperative provided: a) Aircraft is not operated in Instrument Meteorological Conditions (IMC), and b) 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.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 30-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
30	ICE AND RAIN PROTECTION				
-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.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 31-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		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 (FAR) may be inoperative.
-20-03	Combustion Heater Hour Meter	C	1	0	(O) May be inoperative provided heater time is tracked by alternate means.
-20-04	Flight Hour Meter	C	1	0	(O) May be inoperative provided flight time is tracked by alternate means.
-30-03 ***	Flight Data Recorder				
-00A		C	1	0	May be inoperative provided recorder is not required by operating rule.
-00B	(Operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable operating rule.
(Continued)					

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 31-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31	INSTRUMENTS				
-30-03 ***	Flight Data Recorder (Continued)				
-00C	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Aircraft is not dispatched from an airport where repairs can be made unless, b) Flight Data Recorder (FDR) failure occurs after dispatch but prior to takeoff, or c) Flight Data Recorder (FDR) repair was attempted but not successful, d) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs can be made at which the repair must be accomplished prior to dispatch, and e) Repairs are made within three flight days.
-01A	Flight Data Recorder (FDR) Parameters required by operating rule	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repair are made within 20 calendar days.
-01B	Flight Data Recorder (FDR) Parameters not required by operating rule	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection / check of the system.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 31-3	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
31	INSTRUMENTS				
-50-01	Annunciator (Failed to illuminate)				
-21	Hydraulic Flow Low (L / R HYD FLOW)	C	2	1	
-23	Low Voltage (LOW VOLT)	B	1	0	
-24	Door Warning (DOOR WARN)	C	1	0	May be inoperative provided all door warning systems are considered inoperative.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 32-1
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY		
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		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.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 33-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		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) Cockpit emergency lighting is operative, b) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, c) Remaining lights are positioned so that direct rays are shielded from crewmembers' eyes, and d) Lighting configuration and intensity is acceptable to flight crew.
-20-04	Lighted Passenger Information Sign (Excluding cabin exit signs)				
-00A		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 operating rule.
-00B		C	-	0	May be inoperative provided no cabin occupants are carried.
-40-01	Anti-Collision Light System (Strobe)	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.
-40-02 ***	Ground Recognition Light (Oscillating Beacon)	C	-	0	

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 33-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
33 LIGHTS					
-40-03	Landing Light (Single-light equipped aircraft)	C	1	0	May be inoperative provided aircraft is not operated at night.
-40-03 ***	Landing Light (Dual-light equipped aircraft)				
-00A	(Single light failed)	B	2	1	One may be inoperative.
-00B	(Both lights failed)	C	2	0	May be inoperative provided aircraft is not operated at night.
-40-05	Position / Navigation Light System	C	1	0	May be inoperative provided system is not required by operating rule.
-40-07 ***	Recognition Light	C	2	0	
-40-08 ***	Tail Flood Light	D	2	0	
-40-09	Taxi Light	C	1	0	
-40-10	Wing Inspection Light	C	1	0	May be inoperative provided: a) Aircraft is not operated at night, and b) Ground deicing procedures do not require its use.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 34-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-13-01	Vertical Speed Indicator				
-00A	Pilot	B	1	0	May be inoperative provided vertical speed indicator is not required by operating rule.
-00B ***	Copilot	B	1	0	
-14-01 ***	Airspeed Indicator (Copilot)	C	1	0	May be inoperative provided a pneumatic airspeed indicator is installed on pilot side.
-16-01	Altitude Alerting System	C	-	0	
-01	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and capture operates normally.
-02	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and capture operates normally.
-16-02 ***	Barometric Altimeter (Copilot)	B	1	0	May be inoperative provided a pneumatic altimeter is installed on pilot side.
-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.
-21-01 ***	Gyroscopic Attitude Indicator (Copilot or standby)	B	2	0	May be inoperative provided indicator is not required by operating rule.
-22-03 ***	Gyroscopic Directional Indicator (Copilot)	B	1	0	

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 34-2	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
23-01	Non-stabilized Magnetic Compass				
-00A		B	1	0	May be inoperative provided: 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	May be inoperative provided: a) Any combination of two gyro or INS-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.
-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 INS-stabilized compass systems are operative and used, and c) Aircraft is operated using approved free gyro navigation techniques.
-24-01	Mechanical Slip/Skid Indicator				
-00A	Pilot	B	1	0	May be inoperative provided indicator is not required by operating rule.
-00B	Copilot	B	1	0	

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 34-3	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-24-02	Rate of Turn Indicator				
-00A	Pilot	B	1	0	May be inoperative provided indicator is not required by operating rule.
-00B ***	Copilot	B	1	0	
-25-03	Flight Director System	C	1	0	
-31-01	Localizer System	C	-	0	May be inoperative provided: a) Associated glideslope is considered inoperative, b) Procedures do not require its use, and c) System is not required by operating rule.
-32-01	Glideslope System	C	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating rule.
-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 operating rule.
-42-01	Weather Radar System	C	1	0	May be inoperative provided system is not required by operating rule.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 34-4	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-44-01 ***	Radio Altimeter System (TAWS and TCAS II not required)	C	1	0	(M) May be inoperative provided: a) Radio altimeter system is deactivated, b) Approach minimums or operating procedures do not require its use, c) Basic TAWS modes are considered inoperative, and d) TCAS II is considered inoperative.
-44-03 ***	Terrain Awareness and Warning System (TAWS) (Class A or B TAWS not required)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS I)				
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS II)				
-00A		B	1	0	(M) May be inoperative provided: a) System is deactivated, and b) Enroute or approach procedures do not require its use.
-00B		C	1	0	(M) May be inoperative provided: a) System is deactivated, b) System is not required by operating rule, and c) Enroute or approach procedures do not require its use.
(Continued)					

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 34-5	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Continued)				
-01	Traffic Alert (TA) Display System (TCAS II only)	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 the 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.
-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	

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 34-6	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34 NAVIGATION					
-46-01 ***	Lightning Detection System	C	1	0	May be inoperative provided system is not required by operating rule.
-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 operating rule may be inoperative.
-52-01	ATC Transponder and Automatic Altitude Reporting System				
-00A		D	-	1	May be inoperative provided system is not required by operating rule.
-00B		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 the planned route of flight, and c) Traffic Alert and Collision Avoidance System (TCAS) is considered inoperative.
-01 ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters (Not required by operating rule)	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.
-54-01	Very High Frequency Omni Range (VOR) System	C	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by operating rule.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 34-7	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
34	NAVIGATION				
-55-01 ***	Automatic Direction Finder (ADF)	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative.
-57-01	Global Navigation Satellite System (GNSS) (Including SBAS)	C	-	0	May be inoperative provided: a) System is not required by operating rule, and b) Operations do not require its use. NOTE 1: Enhanced function of TAWS may not be available. NOTE 2: ADS-B output may not be available.
-60-02	Flight Management System (FMS)	B	-	0	May be inoperative provided: a) System is not required by operating rule, and b) Operations do not require its use. NOTE: Enhanced function of TAWS may not be available.
-61-01	Navigation Database	C	-	-	(O) May be out of currency provided: 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, c) RNAV departures, RNAV arrivals, instrument approaches, and published RNAV routes based on RNAV guidance are not used, and d) Approach navigation radios are manually tuned and identified.
	Chelton Flight Logic Electronic Instrument System (EFIS)				Removed, revision 09.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 35-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
35 OXYGEN					
-20-01 ***	Passenger Oxygen System	C	1	0	May be inoperative provided system is not required by operating rule.
-30-02 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR (FAR) may be inoperative or removed provided location placarding is removed or obscured.

AIRCRAFT: CESSNA 401	REVISION NO. 09 DATE: 08/19/2013	PAGE NO. 37-1
SYSTEM, SEQUENCE NUMBERS & ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS AND EXCEPTIONS	
37 VACUUM		
-10-01 Vacuum Pump	C	2 1 One may be inoperative provided: a) Aircraft is not operated under Instrument Flight Rules (IFR), and b) Aircraft is not operated at night.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 46-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
46	INFORMATION SYSTEMS				
-00-01 ***	Electronic Flight Bag (EFB) System				
-00A	Class 3 EFB	D	-	0	May be inoperative provided procedures do not require its use.
-00B	Class 3 EFB	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.
-01A	Data Connectivity (Class 2)	D	-	0	May be inoperative provided procedures do not require its use.
-01B	Data Connectivity (Class 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-02A	Power Connection (Class 1 & 2)	D	-	0	May be inoperative provided procedures do not require its use.
-02B	Power Connection (Class 1 & 2)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-03A	Mounting Device (Class 2)	D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Procedures do not require its use.
-03B	Mounting Device (Class 2)	C	-	0	(M) (O) May be inoperative provided: a) Associated EFB and hardware is secured by alternate means or removed from aircraft, and b) Alternate procedures are established and used.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 52-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
52	DOORS				
-70-01	Door Warning System				
-02	Emergency Exit	C	1	0	(O) May be inoperative provided hatch is verified closed and latched prior to each flight.
-07	Main Cabin	C	1	0	(O) May be inoperative provided: a) Lock flags are visible in all door sight glass locations, and b) Internal door handle is verified correctly stowed.
-10 ***	Crew	C	1	0	(O) May be inoperative provided door is verified closed and latched prior to each flight.
-11 ***	Cargo	C	1	0	(O) May be inoperative provided door is verified closed, latched, and locked prior to each flight.

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 61-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
61	PROPELLERS / PROPULSORS				
-20-01	Propeller Synchronizer / Syncrophaser System	C	1	0	
-23-01	Propeller Unfeathering Accumulator System	C	2	0	

AIRCRAFT: CESSNA 401		REVISION NO. 09 DATE: 08/19/2013		PAGE NO. 77-1	
SYSTEM, SEQUENCE NUMBERS & ITEM		1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS AND EXCEPTIONS			
77	ENGINE INDICATING				
-22-02 ***	Engine EGT Gauge / Indication	C	2	0	