



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

Master Minimum Equipment List (MMEL)

Revision: 9A
Date: 05/08/2014

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

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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52 Doors	52-1	9A	05/08/2014
61 Propellers	61-1	9A	05/08/2014
77 Engine Indicating	77-1	09	08/19/2013

HIGHLIGHTS OF CHANGE

NOTE: Any references to "14 CFR (FAR)" or "operating rule" have been corrected to "14 CFR" per PL-25. Removed any instances of "the" from Remarks and Exceptions.

ATA 21

- 40-02 Revised Remarks and Exceptions.
- 40-03 Revised Item, Remarks and Exceptions

ATA 22

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

ATA 23

- 10-01-00A Revised Item
- 10-01-00B Revised Item, Number Required and Remarks and Exceptions.
- 11-01 Revised Number Required.
- 12-01 Revised Repair Category, Remarks and Exceptions.
- 50-05 Revised Item, Remarks and Exceptions.
- 70-01-00A Revised Item and Remarks and Exceptions.
- 70-01-00B Revised Item and Remarks and Exceptions.
- 70-01-00C Revised Item, Repair Category and Remarks and Exceptions.

ATA 24

- 36-01 Revised Remarks and Exceptions.

ATA 25

- ELT relief consolidated into two provisos.
- 10-05-01A Revised Number Installed.
- 10-05-01B Revised Number Installed and Remarks and Exceptions.
- 10-05-03 Revised Remarks and Exceptions.
- 10-05-06 Revised Remarks and Exceptions.
- 20-06 Revised Item.
- 20-06-07 Revised Item and Number Installed.
- 50-01 Revised Item and Remarks and Exceptions.
- 50-01-01A Revised Item and Remarks and Exceptions.
- 50-02-00B Revised Remarks and Exceptions.
- 61-01 Revised Remarks and Exceptions.
- 62-01-02A Revised Remarks and Exceptions.
- 62-01-02B Revised Remarks and Exceptions.
- 62-02 Added relief.

ATA 26

- 22-01 Revised Remarks and Exceptions.

ATA 27

- 31-01 Revised Item and Remarks and Exceptions.

ATA 28

- 10-03 Revised Number Installed.
- 22-01 Revised Item, Number Installed.
- 41-01 Revised Number Installed.
- 41-02-01 Revised Item, Remarks and Exceptions.
- 41-02-05 Added relief for Fuel Quantity Indicating System: Wing Locker.

-41-02-06	Added relief for Fuel Quantity Indicating System: Auxiliary Tank.
-41-03	Revised Item, Repair Category, Number Installed.
ATA 30	
-10-02	Revised Item, Remarks and Exceptions.

HIGHLIGHTS OF CHANGE

-30-03	Revised Remarks and Exceptions.
-30-04	Revised Remarks and Exceptions.
-40-02	Revised Number Installed.
-40-03	Revised Number Installed.
-60-01	Revised Item.
ATA 31	
-20-02	Revised Remarks and Exceptions.
-30-03-00A	Revised Item, Remarks and Exceptions.
-30-03-00B	Revised Remarks and Exceptions.
-30-03-00C	Revised Remarks and Exceptions.
-30-03-01A	Revised Remarks and Exceptions.
-30-03-01B	Revised Remarks and Exceptions.
-50-01-10	Revised Item. Added NOTE.
-50-01-18	Revised Item.
-50-01-22	Revised Item.
ATA 33	
-10-01	Revised Item, Number Required, Remarks and Exceptions.
-20-04-00A	Revised Item. Revised Remarks.
-20-04-00B	Revised Item. Revised Remarks.
-40-01-00A	Revised Item, Number Installed, Number Required, Remarks and Exceptions.
-40-01-00B	Revised Item.
-40-01-01	Added relief.
-40-01-02	Added relief.
-40-02	Added NOTE.
-40-03	Revised title, number installed, number required, and Remarks and Exceptions.
-40-05	Revised Remarks and Exceptions.
-40-09	Added relief.
-40-10	Revised item, number installed, and Remarks and Exceptions.
ATA 34	
	Mechanical Vertical Speed Indicator relief consolidated into one proviso.
	Mechanical Slip/Skid Indicator relief consolidated into one proviso.
	Rate of Turn Indicator relief consolidated into one proviso.
-13-01	Revised Repair Category, Number Installed, Number Required, and Remarks and Exceptions.
-14-01	Revised Item, Item, Repair Category, Number Installed, Number Required, and Remarks and Exceptions.
-16-02	Revised Item, Item, Number Installed, Number Required, and Remarks and Exceptions.
-21-01	Revised Item, Item, Number Installed, Number Required, and Remarks and Exceptions.
-22-03	Revised Item, Item, Repair Category, Number Installed, Number Required, and Remarks and Exceptions.
-24-01	Revised Repair Category, Number Installed, Number Required, and Remarks and Exceptions.
-24-02	Revised Repair Category, Number Installed, Number Required, and Remarks and Exceptions.
-25-03	Revised Item, Number Installed.

-31-01	Revised Remarks and Exceptions.
-32-01	Revised Remarks and Exceptions.

HIGHLIGHTS OF CHANGE

-34-01	Revised Remarks and Exceptions.
-42-01	Revised Item, Repair Category, Number Installed, Remarks and Exceptions.
-44-01	Revised Number Installed.
-44-03	Revised Number Installed.
-45-01	Revised Item.
-45-01-00A	Revised Item and Number Installed.
-45-01-00B	Revised Item.
-45-01-01	Revised Item.
-46-01	Revised Repair Category, Number Installed.
-51-01	Revised Remarks and Exceptions.
-52-01-00A	Revised Item.
-52-01-00B	Revised Item and Remarks and Exceptions.
-52-01-01	Revised Item and Remarks and Exceptions.
-54-01	Revised Repair Category.
-55-01	Revised Number Required.
-57-01	Revised Remarks and Exceptions.
-60-02	Revised Repair Category.
-61-01	Revised Remarks and Exceptions.
ATA 35	
-20-01	Revised Item, Remarks and Exceptions
-30-02	Revised Remarks and Exceptions.
ATA 37	
-10-01	Revised Remarks and Exceptions
ATA 52	
-70-01	Revised Item, Category, Installed, Required and Remarks and Exceptions.
-70-01-02	Removed Rev 9A
-70-01-07	Removed Rev 9A.
-70-01-10	Removed Rev 9A
-70-01-11	Removed Rev 9A.
ATA 61	
-20-01	Revised Item.
-23-01	Revised Item.

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FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: CESSNA 401	REVISION NO. 9A DATE: 05/08/2014	PAGE NO. VI
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.

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.

GUIDELINES FOR (M) & (O) 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.
25-50-02-00A	(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, remove any items 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 or remove the ELT.
25-62-01-02B	(M) Procedure to deactivate or remove the ELT.
25-62-02	(M) Procedure to disconnect and verify ELT in armed position.
27-31-01	(M) (O) 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.

28-41-02-01 (O) Procedure to fuel aircraft to a known quantity, track fuel use, and periodically checks for lateral fuel imbalance.

GUIDELINES FOR (M) & (O) PROCEDURES

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 flight time.
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 check battery life of EFB and carry a backup battery.
46-00-01-03A	(M) Procedure to secure, stowed, or remove EFB in an alternate manner.
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	(O) Procedure to make sure all doors/windows are closed and latched prior to each flight.

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		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.
-40-03	Cabin 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.
-50-02 ***	Vapor-cycle Air Conditioning System	C	1	0	(M) May be inoperative provided air conditioning system is deactivated.

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	4. REMARKS AND EXCEPTIONS	
22 AUTO FLIGHT		

-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) 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					
-00A	(Dual LRCS not required)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-00B	(Dual LRCS required)	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 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, 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	-	-	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.
-50-05	Cockpit Headset and Boom Microphone	D	-	-	Any in excess of those required by 14 CFR 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 14 CFR.
-02	Headset Earphones / Headphones	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.

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	4. REMARKS AND EXCEPTIONS	
23 COMMUNICATIONS		

-70-01	Cockpit Voice Recorder (CVR)				
-00A	(Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Any Flight Data Recorder (FDR) required to be installed is operative, and b) Repairs are made within three flight days.
-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 14 CFR.
-00C	(All operators)	C	1	0	May be inoperative provided recorder is not required by 14 CFR.
-01 ***	Recorder Independent Power Supply (RIPS)	C	1	0	

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		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 under Visual Flight Rules (VFR), and b) Aircraft is not operated at night.

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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	-	0	May be inoperative provided affected armrest is stowed in retracted position.
-01B	Armrest	C	-	0	(M) May be missing, or 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 or failed 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)					

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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 or failed 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 item(s) is deferred in accordance with operator's NEF deferral program. NEF program procedures and processes are outlined in operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to flight crew and included in operator's appropriate document.

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25	EQUIPMENT / FURNISHINGS		

-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.
-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	May be inoperative provided affected seat is placarded "DO NOT OCCUPY FOR TAXI, TAKEOFF, LANDING OR WHEN FASTEN SEAT BELT SIGN IS ILLUMINATED". (Continued)

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25	EQUIPMENT / FURNISHINGS				
-20-06	Passenger Seat (Including side-facing seats, 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	-	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	Baggage Restraint System	D	-	0	Individual components may be inoperative or missing provided baggage is secured by alternate means or not carried.
-01A	Anchor Plate	C	-	0	Individual anchor plates may be inoperative provided: a) No visible damage exists, and b) Baggage is secured using remaining anchor plates or not carried.

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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, including 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 affected compartment is available for use.
(Continued)					

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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 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 may be incomplete, missing, or inoperative.
-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.

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25	EQUIPMENT / FURNISHINGS		

-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, 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 14 CFR may be inoperative provided system is deactivated or removed.
-02D	Fixed, Automatic	D	-	-	Any in excess of those required by 14 CFR may be missing.
-62-02	Emergency Locator Transmitter (ELT)(Fixed, Automatic) Remote Switch	D	-	-	(M) May be inoperative provided switch is disconnected and verify that ELT is in the ARM position.

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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	-	0	(M) (O) May be inoperative provided: a) Manual trim is verified to operate normally, 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.

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28	FUEL		

-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.
(Continued)					

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28 FUEL		

-41-02 Fuel Quantity Indicating System (Continued)				
-05 Wing Locker ***	C	-	0	<p>Indication may be inoperative provided:</p> <ul style="list-style-type: none"> a) Wing Locker tank is empty, and b) Planned fuel for flight does not depend on use of Wing Locker tank. <p>NOTE: Aircraft with one wing locker tank may experience a natural lateral fuel imbalance.</p> <p>(Continued)</p>

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28	FUEL				
-41-02	Fuel Quantity Indicating System (Continued)				
-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	-	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.

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30	ICE AND RAIN PROTECTION		

-40-03	Windshield Alcohol De-Ice System	C	-	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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31	INDICATING/RECORDING SYSTEMS		

-20-02	Clock	D	-	-	Any in excess of those required by 14 CFR 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	(FDR not required)	C	1	0	May be inoperative provided recorder is not required by 14 CFR.
-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 14 CFR.
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31	INDICATING/RECORDING SYSTEMS		

-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, aircraft may be dispatched on a flight or series of flights until arriving at next airport where repairs can be made at which repair must be accomplished prior to dispatch, and e) Repairs are made within three flight days.
-01A	Flight Data Recorder (FDR) Parameters required by 14 CFR	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 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next scheduled inspection / check of FDR.

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31	INDICATING/RECORDING SYSTEMS		

-50-01	Annunciator (Failed to illuminate)				
-10	Door Warning (DOOR WARN)	C	1	0	May be inoperative provided all door warning systems are considered inoperative. NOTE: See 52 DOORS
-18 ***	Hydraulic Flow Low (L / R HYD FLOW)	C	2	1	
-22	Low Voltage (LOW VOLT)	B	1	0	

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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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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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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	
-40-09 ***	Taxi Light	C	-	0	

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33 LIGHTS					
-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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34 NAVIGATION					
-13-01	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	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 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.
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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 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	C	-	-	Any in excess of those required by 14 CFR may be inoperative. NOTE: Any required indicator must be visible from pilot flying side.
-24-02	Rate of Turn 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	-	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 14 CFR.

-32-01 Glideslope System	C	-	0	May be inoperative provided: a) Procedures do not require its use, and b) System is not required by 14 CFR.
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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	-	0	May be inoperative provided system is not required by 14 CFR.
-44-01 ***	Radio Altimeter System (TAWS and TCAS II not required)	C	-	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	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.

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34 NAVIGATION		

-45-01 *** Traffic Alert and Collision Avoidance System (TCAS I or TCAS II)					
-00A (TCAS not required)	C	-	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.	
-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.	
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34 NAVIGATION		

-45-01 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Continued)				
-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	
-46-01 ***	Lightning Detection System	D	-	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.

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34 NAVIGATION		

-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.
-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, and c) TCAS, if installed, is considered inoperative.
-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.
-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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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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35 OXYGEN					
-20-01	Passenger Oxygen System	C	1	0	May be inoperative provided system is not required by 14 CFR.
-30-02 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.

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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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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.

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		4. REMARKS AND EXCEPTIONS			
52	DOORS				
-70-01	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.
-02	Emergency Exit				Removed Rev 9A
-07	Main Cabin				Removed Rev 9A
-10 ***	Crew				Removed Rev 9A
-11 ***	Cargo				Removed Rev 9A

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

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77	ENGINE INDICATING				
-22-02 ***	Engine EGT Gauge / Indication	C	2	0	