



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

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# Master Minimum Equipment List (MMEL)

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Revision: 07  
Date: 09/18/2014

Cessna 425/441  
CE-425, 441

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## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

CESSNA 425/441

REVISION NO. 07

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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****ATA 22****ATA 23****ATA 25**

Added relief for portable life raft. |

**ATA 26****ATA 27****ATA 28****ATA 29****ATA 30****ATA 31****ATA 32****ATA 33****ATA 34****ATA 35****ATA 36****ATA 52**

Added relief for key lock on main cabin door. |

**ATA 61****ATA 73****ATA 76****ATA 79**

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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.

ATA 21-30-01 (M) procedure to remove outflow valve.

ATA 21-30-02 (O) procedure to operate unpressurized in flight.

ATA 21-32-01 (O) procedure to convert differential pressure and aircraft altitude to cabin altitude

ATA 21-32-02 (O) procedure to convert cabin and aircraft altitude to differential pressure.

ATA 21-40-01 (M) procedure to ensure no mechanical/electrical fault exists that could create an unsafe condition.

ATA 21-50-01 (M) procedure to ensure no mechanical/electrical fault exists that could create an unsafe condition.

ATA 21-50-02 (M) procedure to ensure no mechanical/electrical fault exists that could create an unsafe condition.

ATA 22-10-03 (M) procedure to ensure no mechanical/electrical fault exists that could create an unsafe condition.

ATA 22-10-05 (M) procedure to ensure no mechanical/electrical fault exists that could create an unsafe condition.

ATA 23-10-01 (O) procedure to utilize SATCOM voice, when acceptable and available, as a long-range communication system (LRCS).

ATA 23-40-03 (O) procedure to ensure appropriate oral briefings are provided to the passengers.

ATA 23-40-04 (O) procedure to brief passengers.

ATA 25-20-06-01 (M) procedure to secure all controls on the affected seat in the position required for taxi, takeoff and landing.

ATA 25-20-06-03 (O) procedure to alert crew of inoperative restraining bar.

ATA 25-50-01 (M) procedure to ensure cargo can be properly secured.

ATA 25-62-01 (M) procedure to deactivate the ELT.

ATA 25-62-01 (M) procedure to disconnect the remote activation switch and verify the ELT is armed.

ATA 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.

ATA 28-41-01 (O) procedure to monitor fuel quantity.

ATA 29-13-01 (M) procedure to ensure that hydraulic pump failure will not adversely affect engine operation or cause contamination or failure of the hydraulic system.

ATA 30-10-02 (O) procedure to visually verified all de-ice boots are deflated and held down when vacuum system is active

ATA 30-40-02 (M) procedure to deactivate windshield electric anti-ice system.

ATA 30-40-03 (M) procedure to deactivate windshield alcohol de-ice system.

ATA 30-60-01 (M) procedure to deactivate propeller anti-ice or de-ice.

ATA 31-20-04 (O) procedure to record elapsed flight time.

ATA 32-40-01 (O) procedure to prevent movement of aircraft when stopped or parked.

ATA 33-20-04 (O) procedure to ensure appropriate briefing is provided to passengers.

ATA 34-16-01 (O) procedure to determine if enroute operations require its use.

ATA 34-44-01 (M) procedure to ensure system is deactivated.

ATA 34-45-01 (M) procedure to ensure system is deactivated.

ATA 34-61-01 (O) procedure to verify navigation fixes, status, and suitability of navigation facilities to be used during flight and manually tune and identify approach radios.

ATA 36-10-01 (M) procedure to ensure failed flow control valve is in closed position.

ATA 36-10-02 (M) procedure to ensure failed flow control valve is in closed position.

ATA 36-20-02 (M) procedure to ensure pressurization source valve(s) in closed position.

ATA 76-00-01 (O) procedure to use manual fuel control in accordance with AFM.

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		2. NUMBER INSTALLED			
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		4. REMARKS OR EXCEPTIONS			
21 AIR CONDITIONING					
-21-01	Cabin Fan (CE-425)	C	1	0	May be inoperative provided the auxiliary electric heat is considered inoperative (Refer to item 21-40-01).
	Cabin Fan (CE-441)	C	1	0	
-30-01	Cabin Vent Control (Dump/Ram) (Unpressurized)	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	C	1	0	(O) May be inoperative provided: a) PRESSURIZATION SOURCE SELECTOR is selected OFF, b) CABIN PRESSURIZATION SWITCH is selected DEPRESSURIZE, c) Aircraft is operated at or below 12,000 feet MSL, and d) Flight crew oxygen system is used as required by 14 CFR.
-30-03	Emergency Pressurization Valve (CE-441)	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-32-01	Cabin Altimeter Guage	C	1	0	(O) May be inoperative provided: a) Cabin differential pressure indicator is operative, and b) A chart is provided to convert differential pressure and aircraft altitude to cabin altitude.
		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					
-32-02	Cabin Differential Pressure Indicator	C	1	0	(O) May be inoperative provided: a) Cabin altimeter is operative, and b) A chart is provided to convert cabin and aircraft altitude to differential pressure.
		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-32-03	Cabin Vertical Speed Indicator	C	1	0	May be inoperative provided: a) Cabin altimeter is operative, and b) Cabin Differential Pressure Indicator is operative.
		C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-40-01	Auxiliary Electric Heater	C	1	0	(M) May be inoperative provided no mechanical/electrical fault exists that could create an unsafe condition.
-50-01	Air Cycle Machine (CE-441)	C	1	0	(M) May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-50-02	Vapor-cycle Air Conditioning System	C	1	0	(M) May be inoperative provided air conditioning system is deactivated.
-60-01	Automatic Cabin Air Temperature Controller (CE-441)	C	1	0	May be inoperative provided the manual control system is operative

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22	AUTOFLIGHT				
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-10-01	Autopilot Disconnect Button (Failed deselected)				
	Left Control Wheel	C	1	0	May be inoperative provided: a) Right control wheel button is operative, b) Pilot remains seated in right seat with seat belt fastened during all autopilot operations, c) Autopilot system is not used below AFM cruise minimum use height, and d) Approach minimums do not require use of autopilot system.
	Right Control Wheel	C	1	0	May be inoperative for single-pilot operations.  NOTE: One autopilot disconnect must be operative, either left or right at all times.
-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.
-10-05	Yaw Damper	C	1	0	(M) May be inoperative provided Yaw Damper is deactivated.  NOTE: Refer to appropriate POH/AFM for possible yaw damper and autopilot limitations.

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23 COMMUNICATIONS					
-10-01 ***	High Frequency (HF) Communications 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 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	-	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: a) It is not powered by an Emergency Power source, and b) Procedures do not require its use.
-40-02 ***	Passenger Call System	C	1	0	

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23 COMMUNICATIONS					
-40-03	Passenger Address System	C	1	0	(O) May be inoperative provided: a) PA is not required by 14 CFR, and b) Alternate normal procedures and/or operating restrictions are established and used.
	(Cargo Configuration)	D	1	0	NOTE: Any station function(s) that operate normally may be used.
-40-04 ***	Recorded Passenger Address System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.
-50-01	Boom Microphones (If FDR Required by 14 CFR)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
	Cockpit Voice Recorder not Equipped to Record Boom Microphone	D	-	0	
	Boom Microphones (FDR not Required) Cockpit Voice Recorder Equipped to Record Boom Microphones per 14 CFR,	A	-	0	May be inoperative provide repairs are made within three flight days.
	Cockpit Voice Recorder Not Equipped to Record Boom Microphone	D	-	0	Any in excess of those required by 14 CFR may be inoperative.
-50-03	Cockpit Overhead Communication Speaker	C	1	0	May be inoperative provided: a) b)Procedures do not require its use, and b) A headset is used, including during emergency procedures.

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23 COMMUNICATIONS					
-70-01	Cockpit Voice Recorder (CVR)				
	(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.
	(Operator other than a holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made within three flight days.

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25 EQUIPMENT / FURNISHINGS					
-10-05	Flight Crew Seat Belt / Shoulder Harness	C	2	1	Right side 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	C	-	-	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). A seat with an inoperative seat belt or shoulder harness is considered to be inoperative.
-01	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	C	-	-	(M) May be inoperative and seat occupied provided seat is secured in taxi, takeoff and landing position.  (Continued)

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25	EQUIPMENT / FURNISHINGS				
-20-06	Seat Controls (Continued)				
-01	Seat Controls (Includes recline, headrest, footrest, floor tracking, pedestal tracking, swivel, and other positioning controls)	C	-	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).
-02	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".
-03	Underseat Baggage Restraining Bars	D	-	-	(O)May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert crew of inoperative restraining bar.
-20-07	"Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied seat.
-50-01 ***	Cargo Restraint System	C	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
		C	-	-	May be inoperative or missing provided cargo compartment remains empty.

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25 EQUIPMENT / FURNISHINGS					
-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 or missing provided the proper distribution is maintained.
-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)				
	Survival Type	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
	Fixed, Automatic	A	-	0	(M) May be inoperative provided: a) System is deactivated or removed, and b) Repairs are made within 90 calendar days.
(Continued)					

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25 EQUIPMENT / FURNISHINGS					
-62-01	Emergency Locator Transmitter (ELT) (Continued)				
	Fixed, Automatic	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated or removed.
	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				
-20-01	Total Cabin Flood Fire Extinguishing System	C	1	0	Any in excess of those required by 14 CFR may be inoperative or missing provided: 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.
-22-01	Portable Fire Extinguisher	D	-	-	

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27 FLIGHT CONTROLS					
-31-01	Electric Elevator Trim System	C	1	0	(M) May be inoperative provided Manual Trim is verified to operate normally.

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28 FUEL					
-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.
-41-03	Fuel Totalizer	C	1	0	

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29 HYDRAULIC POWER					
-13-01	Engine Driven Pumps	C	2	1	(M) May be inoperative provided hydraulic pump failure will not adversely affect engine operation or hydraulic system.
-33-01	Hydraulic Flow Low Lights	C	2	1	One may be inoperative if the corresponding hydraulic pump is inoperative.

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30	ICE AND RAIN PROTECTION				
-10-02	Surface Pneumatic Boot De-Ice System (Horizontal, vertical, and wing) (Failed to inflate)	C	1	0	(O) 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	2	0	May be inoperative provided: a) Aircraft is not operated in Instrument Meteorological Conditions (IMC), b) Aircraft is not operated in known, forecast, or AFM-defined icing conditions, and c) Not required by 14 CFR.
-30-04	Stall Warning/Angle of Attack Heater	C	1	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, and c) Not required by 14 CFR.
-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.

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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.

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31 INSTRUMENTS					
-20-02	Clock	C	1	0	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.
-30-03	Flight Data Recorder				
	(FDR not required)	C	1	0	May be inoperative provided recorder is not required by 14 CFR.
	(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.
	(Holder of an Air Carrier or Commercial Operator Certificate) (FAA only)	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 the repair must be accomplished prior to dispatch, and e) Repairs are made within three flight days.
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31 INSTRUMENTS					
-30-03	Flight Data Recorder (Continued)				
	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) Repairs are made within 20 calendar days.
	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.
-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).
		C	1	0	May be inoperative for pressurized flight at or below 10,000 ft MSL.

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32	LANDING GEAR				
-40-01	Parking Brake System	C	1	0	(O) May be inoperative provided alternate procedures 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)				
	(Day)	C	-	0	May be inoperative provided aircraft is not operated at night.
	(Night)	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.
-20-02	Cabin Interior Lighting (Excluding cabin emergency lighting)				
		C	-	-	Individual lights may be inoperative provided: a) Sufficient lighting is operative for crew to perform required duties, b) Cabin emergency lighting is verified operative, and c) Sufficient lighting is operative for carrying cabin occupants at night.
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33 LIGHTS					
-20-02	Cabin Interior Lighting (Continued)	D	-	0	May be inoperative provided: a) Cabin emergency lighting is verified operative, and b) Aircraft is not operated at night or cabin occupants are not carried.
-20-04	Lighted Passenger Information Sign (Excluding cabin exit signs)  (With cabin occupants)	C	1	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.
	(Without cabin occupants)	C	1	0	May be inoperative provided no cabin occupants are carried.
-40-01	Anti-Collision Light System	C	1	0	May be inoperative provided system is not required by 14 CFR.
-40-02	Ground Recognition Light (Beacon)	B	1	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	2	0	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.
-40-09	Taxi Light	C	1	0	

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33 LIGHTS					
-40-10	Wing Deice 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	Mechanical Vertical Speed Indicator	B	-	-	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	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days.
		C	-	0	May be inoperative provided it is not required by 14 CFR.
-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 ***	Angle of Attack (AOA) System	C	1	0	

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34 NAVIGATION					
-21-01	Gyroscopic Attitude Indicator	B	-	1	May be inoperative provided a operative gyroscopic or independent standby attitude indicator is visible from pilot flying side.  NOTE: Independent standby attitude indicator may be an electronic display provided display is powered independent of primary electrical system.
-21-02 ***	Standby Attitude Indicator	C	1	0	May be inoperative provided AHRS, EFIS, or Laser Gyro are not installed.
-22-03	Gyroscopic Directional Indicator	B	-	-	Any in excess of those required by 14 CFR may be inoperative provided non-stabilized magnetic compass is operative.  NOTE: Any required indicator must be visible from pilot flying side.
-23-01	Non-stabilized Magnetic Compass	B	1	0	May be inoperative provided any combination of three gyro or ARHS-stabilized compass systems are operative.
		B	1	0	May be inoperative provided: 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.
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34 NAVIGATION					
-23-01	Non-stabilized Magnetic Compass (Continued)	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	B	-	-	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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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)  (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 OR EXCEPTIONS			

34	NAVIGATION				
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-45-01	Traffic Alert and Collision Avoidance System (Continued)  (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	2	1	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.
-02 ***	Resolution Advisory (RA) Display System (TCAS II only)	C	2	1	One may be inoperative on pilot not flying side.
	Resolution Advisory (RA) Display System (TCAS II only)	C	-	0	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)	C	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				
	(Individual transponder failed)	D	-	1	May be inoperative provided system is not required by 14 CFR.
					(Continued)

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34 NAVIGATION					
-52-01	ATC Transponder and Automatic Altitude Reporting System (Continued)  (All transponders failed) (FAA only)	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 (Refer to item 34-45-01), 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) Affected system is not on an emergency bus, b) Procedures do not require its use, and c) 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	May be inoperative provided: a) System is not required by 14 CFR, 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)	C	-	0	May be inoperative provided: a) System is not required by 14 CFR, 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, and c) Approach navigation radios are manually tuned and identified.

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35 OXYGEN					
-20-01	Passenger Oxygen System	C	-	-	May be inoperative provided system is not required by 14 CFR.
-20-02	Oxygen Light	C	1	0	

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36 PNEUMATIC					
-10-01	Flow Control Valves (CE-441)	C	2	1	(M) One valve may be inoperative for pressurized flight provided the failed valve is in the closed position.
		C	2	0	(M) May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-10-02	Ground Flow Control Valves (CE-441)	C	2	0	(M) May be inoperative in the closed position.
-10-03	Pressurization Source Selector Switch	C	1	0	May be inoperative provided cabin pressurization system is considered inoperative (Refer to item 21-30-02).
-20-01	Ground Bleed Air Light (CE-441)	C	1	0	
-20-02	Air Duct Overheat Light (CE-441)	C	1	0	(M) May be inoperative provided: a) Pressurization source valves are in the closed position, and b) Pressurization system is considered inoperative (Refer to item 21-30-02).

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52 DOORS					
-10-01	Main Cabin Door				
-01	Key Lock (Failed unlocked)	D	1	0	
-04	Primary Seal (Unpressurized)	C	1	0	May be inoperative provided: a) Primary seal does not interfere with door operation, and b) Cabin pressurization system is considered inoperative (Refer to item 21-30-02).

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61	PROPELLERS / PROPULSORS				
-20-01	Propeller Synchronizer / Syncrophaser System	C	1	0	

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73	ENGINE FUEL AND CONTROL				
-31-01	Fuel Flow Indicators	C	2	0	

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76 ENGINE CONTROLS					
-00-01	Electronic Fuel Computers (CE-441)	C	2	0	<p>(O)May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Manual mode operating procedures in AFM are followed,</li> <li>b) Manual mode performance charts in AFM are used, and</li> <li>c) Propeller reversing is not used for engine operating in manual mode.</li> </ul> <p>NOTE: Propeller synchrophaser is inoperative in manual mode.</p>

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79 ENGINE OIL					
-21-01	Oil Cooler Flap Control System (CE-425)	C	2	0	May be inoperative in the trail or fully open position provided the oil temperature is closely monitored